HALL COUNTY BOARD OF COMMISSIONERS
VOTING MEETING AGENDA

Hall County Government Center 2nd Floor
2875 Browns Bridge Road
Gainesville, GA 30504
Streamed Live on Hall County Government's Website - www.hallcounty.org
Thursday, September 11, 2025 - 06:00 PM

Call to Order

Approve Agenda

Invocation

1 Commissioner Gregg Poole

Pledge

2 Commissioner Kathy Cooper

Public Comments - Agenda Items Only (2 minutes/20 minutes maximum)

Proclamation/s

3 Approve the proclamation recognizing September 2025 as National Preparedness Month.

Consent Agenda

4 Approve the September 8, 2025 Work Session minutes.

5 Approve September 8, 2025 Executive Session minutes.

6 Approve the August 28, 2025 Voting Meeting minutes.

7 Approval and authorization for the Chairman to execute an Intergovernmental Agreement with the City of Gainesville for road maintenance of a section of Old Cornelia Highway, which is currently maintained by Hall County, subject to review and approval by the County Attorney.

8 Approve the annual contract for GovOS Comprehensive Real Estate Records Management System for the Clerk of Superior Court to GovOS Inc. of Austin, TX. The estimated annual cost is $90,000.00.

9 Approve the purchase of two (2) new 2025 Ford F-150 Trucks for Parks & Leisure Services to Akins Ford Dodge Chrysler Jeep of Winder, GA, in the amount of $100,697.20.

10 Approval and authorization for the Chairman to execute a Memorandum of Understanding and Subdivision Participation Form agreeing to Hall County's participation in a National Opioid Governmental Entity Settlement Agreement ("Opioid Settlement") involving Purdue Pharma L.P. & Sackler Family in Case No. 19-23649-shl in the United States Bankruptcy Court for the Southern District of New York, and any all additional documents necessary to effecutate the Opioid Settlement, and ratification of all actions taken to date concerning the same, subject to review and approval by the County Attorney.

11 Approval and authorization for the Chairman to execute a Subdivision Participation Form agreeing to Hall County's participation in a National Opioid Settlement Agreement with Sandoz, dated August 31, 2023, ("Sandoz Settlement"), as an Eligible Entity as defined in the Sandoz Settlement, and any and all additional documents necessary to effectuate the settlement, and ratification of all actions taken to date concerning the same, subject to review and approval by the County Attorney.

12 Approve the renewal of the agreement with ADP, Inc. for the purpose of providing payroll services for all County departments, and authorization for the Chairman to execute any necessary documents to effectuate the renewal; subject to the review and approval by the County Attorney. The estimated annual cost is $382,423.00.

13 Approve the application and award for the FY 2027 Georgia Department of Transportation Section 5303 Program Metropolitan Planning Grant for the Gainesville-Hall Metropolitian Planning Organization (MPO) to aid in regional transportation planning in the amount of $145,897.50, and if awarded, appoint the Grants Manager as the Program Designee, and authorize the Chairman to execute all related application and award documents. A 10% cash match is required.

14 Approve the Employment Agreement for the Director of Public Works & Utilities.

15 Approve the annual renewal of the contract for GIS Software Licensing for Planning & Zoning to Environmental Systems Research Institute, Inc. (ESRI) of Redlands, CA. The estimated annual cost is $50,776.30.

16 Approve the award of Task Order #2026-013 FY26 Base and Paving of 7.18 Miles of Various Hall County Roads for Public Works & Utilities to Allied Paving Contractors, Inc. of Pendergrass, GA, in the amount of $1,702,721.89.

17 Approve the acceptance of a $75,165.00 Guaranty Performance/Maintenance Agreement for streets, stormwater management facilities and sidewalks in Sherwood Square Phase 2 Subdivision. Commission District 1.

18 Approval and authorization for the Chairman and Board of Commissioners to execute a resolution authorizing the exercise of the power of eminent domain, for public road purposes, with regard to the White Sulphur Road Phase II Realignment Project, Parcels 1 and 3, Hall County Tax Parcel Numbers 15020A000009 and 15020A000008, also known as 3330 White Sulphur Road and 3346 White Sulphur Road, presently owned by Carol Ann Brown and Scott Gaines Puckett as Trustees and William and Patricia Puckett Irrevocable Trust, and further authorization for the Chairman to execute any and all additional documents necessary to effectuate the exercise of the power of eminent domain with regard to such parcels, subject to review and approval by the County Attorney. Commission District 3.

19 Approval and authorization for the Chairman and Board of Commissioners to execute a resolution authorizing the exercise of the power of eminent domain, for public road purposes, with regard to the White Sulphur Road Phase II Realignment Project, Parcels 2, 4, and 5, Hall County Tax Parcel Numbers 150019000109, 15019A002105A, and15020A000008B, and also known as White Sulphur Road, 3355 White Sulphur Road, and 3354 White Sulphur Road, presently owned by Neva C. Latty and Kevin Ward Coley as Trustees of the Wiley Heyward Coley Irrevocable Trust, and further authorization for the Chairman to execute any and all additional documents necessary to effectuate the exercise of the power of eminent domain with regard to such parcels, subject to review and approval by the County Attorney. Commission District 3.

20 Approve the purchase of one (1) new 2025 Ford Transit High Roof 350 Passenger Van to Billy Howell Ford of Cumming, GA, in the amount of $66,496.00.

Other Business - Financial Services

21 Approve the Tax Levy Resolution setting the millage rates for 2025.

22 Approve the adoption of the Tax Levy Resolution for the Hall County School District for 2025.

Public Hearing to amend Hall County's Zoning Map as follows:

23 **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: Industrial park** | Commission District 1 | **K2P Land Partners, LLC, applicant**

24 **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | Commission District 1 | **K2P Land Partners, LLC, applicant**

25 **4745 Cagle Mill Road | Rezone |** from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) | on a 10.57± acre portion of a tract located on the east side of Cornelia Highway (GA-365) approximately 4,970 feet from its intersection with Cagle Road | Zoned AR-1; Tax Parcel 15007 000254(pt) | **Proposed Use: Industrial uses** | Commission District 3 | **BCBTR, LLC, applicant**

26 **4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a combined 130.84± acre tract located on the west side of Cagle Mill Road at its intersection with Noah Martin Drive | Zoned AR-1; Tax Parcels 15007 000254(pt), 15019 000114 & 000043 | **Proposed Use: 323-unit residential development** | Commission District 3 | **BCBTR, LLC, applicant**

27 **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | Commission District 3 | **Katherine Kesterson, applicant**

28 **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | Commission District 2 | **Ethan Shirley, applicant**

County Administrator

Commission Time

Adjourn

Hall County Government welcomes people with disabilities and their trained service animals. For questions about accessibility or to request reasonable accommodations please contact Maria Tuck, Compliance Specialist at 770-531-6712 48 hours prior to the event or as soon as possible.

AGENDA ITEM

Invocation

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 18/2025

SUBJECT: Commissioner Gregg Poole

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: n

Recommendation:
n/a

Purpose of Request:

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	No
Is there a deadline for this item?	

Approvals:

Approve	Clerk
JR	JR

Attachments:

AGENDA ITEM

Pledge

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 670/2024

SUBJECT: Commissioner Kathy Cooper

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: n

Recommendation:
n/a

Purpose of Request:

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	No
Is there a deadline for this item?	

Approvals:

Approve	Clerk
AD	AD

Attachments:

AGENDA ITEM

Proclamation/s

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 551/2025

SUBJECT: Approve the proclamation recognizing September 2025 as National Preparedness Month.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: CP

Recommendation:
Approval.

Purpose of Request:
Approve the proclamation recognizing September 2025 as National Preparedness Month.

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Approve	Public Information	Administration	Clerk
JR	JL	CR	JR

Attachments:

Hall County, Georgia

Board of Commissioners

WHEREAS, ***"National Preparedness Month" creates an important opportunity for Hall County to prepare its citizens for emergency situations, from natural disasters to acts of terrorism; and***

WHEREAS, ***unexpected disasters occur in classrooms, homes, workplaces, and public places, and being prepared to meet the unknown challenges of tomorrow is a duty we all share; and***

WHEREAS, ***families and individuals throughout Hall County are encouraged to join efforts so that they are better prepared to meet the challenges that may occur when disaster strikes; and***

WHEREAS, ***Hall County encourages citizens to become prepared by signing up for local alerts, creating a plan for emergency situations, and having a fully stocked disaster kit on hand. These efforts are minimal but will assist Hall County in remaining strong when faced with emergencies; and***

NOW THEREFORE, BE IT RESOLVED ***that the Hall County Board of Commissioners does hereby recognize September 2025 as***

NATIONAL PREPAREDNESS MONTH

in Hall County, and calls upon our citizens to recognize the importance of being prepared and working together to enhance our resilience and readiness.

Adopted this 11th day of September, 2025.

DAVID GIBBS CHAIRMAN	KATHY COOPER DISTRICT 1	BILLY POWELL DISTRICT 2
GREGG POOLE DISTRICT 3	JEFFREY STOWE DISTRICT 4	JENNIFER RIVERA COMMISSION CLERK

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 558/2025

SUBJECT: Approve the September 8, 2025 Work Session minutes.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: CA

Recommendation:
Approve.

Purpose of Request:
Approve the September 8, 2025 Work Session minutes.

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	2025-09-11

Approvals:

Approve	Attorney	Administration	Clerk
JR	JL	CR	AD

Attachments:

9-8-2025 Work Session Minutes

HALL COUNTY BOARD OF COMMISSIONERS
WORK SESSION MINUTES
Hall County Government Center 2nd Floor
2875 Browns Bridge Road
Gainesville, GA 30504
Streamed Live on Hall County Government's Website - www.hallcounty.org
Monday, September 08, 2025 - 03:00 PM

Call to Order

Chairman Gibbs at 3:00 p.m.

Present:

Chairman David Gibbs and Commissioners Kathy Cooper, Billy Powell and Gregg Poole

Also present were County Administrator Zach Propes, Assistant County Administrators Casey Ramsey and John Gentry, Deputy Commission Clerk Ana Dominguez, and Interim County Attorney Justin Lawhon

Commissioner Cooper was present by phone.

Commissioner Powell was absent.

Administration

Mr. Ramsey addressed the Board.

1 Approval and authorization for the Chairman to execute an Intergovernmental Agreement with the City of Gainesville for road maintenance of a section of Old Cornelia Highway, which is currently maintained by Hall County, subject to review and approval by the County Attorney.

Consent

Clerk of Superior and State Courts

Brandi Paul, Business Manager for the Clerk of Superior and State Courts, addressed the Board.

2 Approve the annual contract for GovOS Comprehensive Real Estate Records Management System for the Clerk of Superior Court to GovOS Inc. of Austin, TX. The estimated annual cost is $90,000.00.

Consent

Community Services and Parks

Brent Holloway, Director of Community Services and Parks, addressed the Board.

3 Approve the purchase of two (2) new 2025 Ford F-150 Trucks for Parks & Leisure Services to Akins Ford Dodge Chrysler Jeep of Winder, GA, in the amount of $100,697.20.

Consent

County Attorney

Mr. Lawhon addressed the Board.

4 Approval and authorization for the Chairman to execute a Memorandum of Understanding and Subdivision Participation Form agreeing to Hall County's participation in a National Opioid Governmental Entity Settlement Agreement ("Opioid Settlement") involving Purdue Pharma L.P. & Sackler Family in Case No. 19-23649-shl in the United States Bankruptcy Court for the Southern District of New York, and any all additional documents necessary to effecutate the Opioid Settlement, and ratification of all actions taken to date concerning the same, subject to review and approval by the County Attorney.

Consent

5 Approval and authorization for the Chairman to execute a Subdivision Participation Form agreeing to Hall County's participation in a National Opioid Settlement Agreement with Sandoz, dated August 31, 2023, ("Sandoz Settlement"), as an Eligible Entity as defined in the Sandoz Settlement, and any and all additional documents necessary to effectuate the settlement, and ratification of all actions taken to date concerning the same, subject to review and approval by the County Attorney.

Consent

Financial Services

Elizabeth White, Assistant Director of Financial Services, addressed the Board.

6 Approve the renewal of the agreement with ADP, Inc. for the purpose of providing payroll services for all County departments, and authorization for the Chairman to execute any necessary documents to effectuate the renewal; subject to the review and approval by the County Attorney. The estimated annual cost is $382,423.00.

Consent

7 Approve the Tax Levy Resolution setting the millage rates for 2025.

This item will be presented and discussed at the Thursday, September 11, 2025 Voting Meeting.

Gainesville-Hall Metropolitan Planning Organization (GHMPO)

Joseph Boyd, Director of Transportation Planning for Gainesville-Hall Metropolitan Planning Organization (GHMPO), addressed the Board.

8 Approve the application and award for the FY 2027 Georgia Department of Transportation Section 5303 Program Metropolitan Planning Grant for the Gainesville-Hall Metropolitian Planning Organization (MPO) to aid in regional transportation planning in the amount of $145,897.50, and if awarded, appoint the Grants Manager as the Program Designee, and authorize the Chairman to execute all related application and award documents. A 10% cash match is required.

Consent

Human Resources

Dr. LisaRae Jones, Director of Human Resources, addressed the Board.

9 Approve the Employment Agreement for the Director of Public Works & Utilities.

Consent

Planning & Zoning

Beth Garmon, Director of Planning and Zoning, addressed the Board.

10 Approve the annual renewal of the contract for GIS Software Licensing for Planning & Zoning to Environmental Systems Research Institute, Inc. (ESRI) of Redlands, CA. The estimated annual cost is $50,776.30.

Consent

11 **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: Industrial park** | Commission District 1 | **K2P Land Partners, LLC, applicant**

12 **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | Commission District 1 | **K2P Land Partners, LLC, applicant**

13 **4745 Cagle Mill Road | Rezone |** from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) | on a 10.57± acre portion of a tract located on the east side of Cornelia Highway (GA-365) approximately 4,970 feet from its intersection with Cagle Road | Zoned AR-1; Tax Parcel 15007 000254(pt) | **Proposed Use: Industrial uses** | Commission District 3 | **BCBTR, LLC, applicant**

14 **4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a combined 130.84± acre tract located on the west side of Cagle Mill Road at its intersection with Noah Martin Drive | Zoned AR-1; Tax Parcels 15007 000254(pt), 15019 000114 & 000043 | **Proposed Use: 323-unit residential development** | Commission District 3 | **BCBTR, LLC, applicant**

15 **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | Commission District 3 | **Katherine Kesterson, applicant**

16 **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | Commission District 2 | **Ethan Shirley, applicant**

Public Works and Utilities

Jason Skarda, Assistant Director of Public Works and Utilities, addressed the Board.

17 Approve the award of Task Order #2026-013 FY26 Base and Paving of 7.18 Miles of Various Hall County Roads for Public Works & Utilities to Allied Paving Contractors, Inc. of Pendergrass, GA, in the amount of $1,702,721.89.

Consent

Commissioner Stowe requested that a change order be done to use the remaining funds in the budget to possibly complete more resurfacing for FY 2026.

18 Approve the acceptance of a $75,165.00 Guaranty Performance/Maintenance Agreement for streets, stormwater management facilities and sidewalks in Sherwood Square Phase 2 Subdivision. Commission District 1.

Consent

Jordan Wallace, Assistant County Engineer, addressed the Board.

19 Approval and authorization for the Chairman and Board of Commissioners to execute a resolution authorizing the exercise of the power of eminent domain, for public road purposes, with regard to the White Sulphur Road Phase II Realignment Project, Parcels 1 and 3, Hall County Tax Parcel Numbers 15020A000009 and 15020A000008, also known as 3330 White Sulphur Road and 3346 White Sulphur Road, presently owned by Carol Ann Brown and Scott Gaines Puckett as Trustees and William and Patricia Puckett Irrevocable Trust, and further authorization for the Chairman to execute any and all additional documents necessary to effectuate the exercise of the power of eminent domain with regard to such parcels, subject to review and approval by the County Attorney. Commission District 3.

Consent

20 Approval and authorization for the Chairman and Board of Commissioners to execute a resolution authorizing the exercise of the power of eminent domain, for public road purposes, with regard to the White Sulphur Road Phase II Realignment Project, Parcels 2, 4, and 5, Hall County Tax Parcel Numbers 150019000109, 15019A002105A, and15020A000008B, and also known as White Sulphur Road, 3355 White Sulphur Road, and 3354 White Sulphur Road, presently owned by Neva C. Latty and Kevin Ward Coley as Trustees of the Wiley Heyward Coley Irrevocable Trust, and further authorization for the Chairman to execute any and all additional documents necessary to effectuate the exercise of the power of eminent domain with regard to such parcels, subject to review and approval by the County Attorney. Commission District 3.

Consent

Sheriff's Office

Lieutenant John Morgan, Sheriff's Office, addressed the Board.

21 Approve the purchase of one (1) new 2025 Ford Transit High Roof 350 Passenger Van to Billy Howell Ford of Cumming, GA, in the amount of $66,496.00.

Consent

Public Comments

The following people addressed the Board:

- *Jodi White, 5166 Whitehall Road, Gainesville*
- *Susan Smith, 4345 Chamblee Road, Oakwood (yielded time to Jodi White)*
- *Penni Ganyard, 2175 Silver Circle, Gainesville (yielded time to Jodi White)*
- *Michael Miles, 1661 Friendship Road, Hoschton*

County Administrator

Mr. Propes did not have any items to report.

Commission Time

The Commissioners did not have any items to report.

Executive Session

Chairman Gibbs/Commissioner Stowe — to go into Executive Session at 3:46 p.m. — Vote: 4 to 0

Commissioner Cooper — aye

Commissioner Powell — absent

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — aye

Motion passed.

22 Discussion regarding land acquisition, land disposition, personnel matters, potential litigation and/or litigation. Executive Session is not open to the public. Executive Session is a lawfully closed meeting [§ 50-14-1 (a)(2)].

Commissioner Stowe/Commissioner Poole — to adjourn the Executive Session at 4:07 p.m. — Vote: 4 to 0

Commissioner Cooper — aye

Commissioner Powell — absent

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — aye

Motion passed.

Adjourn

Chairman Gibbs adjourned the meeting at 4:08 p.m.

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 559/2025

SUBJECT: Approve September 8, 2025 Executive Session minutes.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: CA

Recommendation:
Approve.

Purpose of Request:
Approve September 8, 2025 Executive Session minutes.

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	2025-09-11

Approvals:

Approve	Attorney	Administration	Clerk
AD	JL	CR	AD

Attachments:

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 557/2025

SUBJECT: Approve the August 28, 2025 Voting Meeting minutes.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: CA

Recommendation:
Approve.

Purpose of Request:
Approve the August 28, 2025 Voting Meeting minutes.

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	2025-09-11

Approvals:

Approve	Attorney	Administration	Clerk
AD	JL	CR	AD

Attachments:

8-28-2025 VM Minutes

HALL COUNTY BOARD OF COMMISSIONERS
VOTING MEETING MINUTES
Hall County Government Center 2nd Floor
2875 Browns Bridge Road
Gainesville, GA 30504
Streamed Live on Hall County Government's Website - www.hallcounty.org
Thursday, August 28, 2025 - 06:00 PM

Call to Order

Chairman Gibbs at 6:00 p.m.

Present:

Chairman David Gibbs, Commissioners Kathy Cooper, Billy Powell and Gregg Poole

Also present were County Administrator Zach Propes, Assistant County Administrator Casey Ramsey, Commission Clerk Jennifer Rivera, and Interim County Attorney Justin Lawhon

Commissioner Stowe was absent.

Approve Agenda

Commissioner Cooper/Commissioner Poole — amend agenda to add item 30 for consideration of a 180 day suspension on the County's acceptance of high-density residential rezoning applications under 'Other Business - County Attorney' — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — abstained

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

Commissioner Cooper/Commissioner Poole — approve agenda as amended — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — abstained

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

Invocation

1 Commissioner Gregg Poole

Pledge

2 Commissioner Kathy Cooper

Public Comments

The following people addressed the Board:

- *Amy Brigham, 1250 Overland Park Drive, Braselton*

Consent Agenda

Commissioner Powell/Commissioner Poole — approve — Vote: 4 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

3 Approve the August 14, 2025 Voting Meeting minutes.

4 Approve the August 25, 2025 Work Session minutes.

5 Approve the August 25, 2025 Executive Session minutes.

6 Approve the appointment of Danielle Cuneo to the Department of Family & Children Services (DFACS) Board to serve an unexpired term to December 31, 2026. Commission Districts 1, 2, 3 & 4.

7 Approve the annual contract for Planned Pethood Veterinary Services for Animal Services to Planned PEThood of Georgia of Duluth, GA. The estimated annual cost is $241,800.00.

8 Approve the award of Task Order #2026-007 Replace Rooftop Air Conditioning Units at North Hall Community Center for Parks & Leisure Services to J.R. Hobbs Co of Lawrenceville, GA, in the amount of $122,526.00.

9 Approval and authorization for the Chairman to execute a Sponsorship Agreement with Northeast Georgia Health System for Parks & Leisure Services; authorization for the Chairman to take any additional action necessary to effectuate the agreement, subject to review and approval by the County Attorney.

10 Approve the award of RFQ/P #46-011 General Contractor for Construction of the East Hall Library for the Hall County Library System and Parks to Carroll Daniel Construction of Gainesville, GA. The estimated cost is $4,468,000.00.

11 Approve the preventative maintenance agreement for ambulance stretchers for Fire Rescue to Stryker Medical of Chicago, IL. The estimated annual cost is $65,286.00.

12 Approve the purchase of two (2) Kubota Tractor Mower RTVs for Road Maintenance to Mason Tractor & Equipment Co., Inc. of Cumming, GA, in the amount of $64,499.80.

13 Approval and authorization for the Chairman to execute a resolution to approve an access easement agreement accepting the grant of an easement from CL Hayes Properties LLC to Hall County and granting an easement to CL Hayes Properties LLC from Hall County, subject to review and approval by the County Attorney.

14 Approve the request from the Lake Lanier Association for a waiver of Hall County Landfill tipping fees (the estimated tipping fees are $1,800.00) for approximately 30 tons of trash to be collected during the Shore Sweep event scheduled for September 20, 2025.

15 Approve the release of $614,732.00 Guaranty Performance/Maintenance Agreement and Acceptance of Streets into Hall County Maintenance in Union Grove Phase 1 Subdivision. Commission District 1.

16 Approve the release of $281,434.00 Guaranty Performance/Maintenance Agreement and Acceptance of Streets into Hall County Maintenance in Union Grove Phase 2 Subdivision. Commission District 1.

17 Approve Change Order #1 to Task Order #2026-003 under RFP/Q #42-002 Demand Services for Resurfacing, Paving, and Full Depth Reclamation for the FY 2026 resurfacing program to add 1.847 additional miles of road resurfacing to Allied Paving Contractors, Inc. of Pendergrass, GA, in the amount of $840,168.75.

Public Hearing to amend Hall County's Zoning Map as follows:

Beth Garmon, Director of Planning and Zoning, addressed the Board.

18 **1731 Friendship Road | Rezone |** from Agricultural Residential (AR-1) to Highway Business (H-B) | on a 10.09± acre tract located on the northwest side of Friendship Road approximately 240 feet from its intersection with Reunion Way | Zoned AR-1; Tax Parcel 15041 000190 | **Proposed use: Uses permitted in H-B** | Commission District 1 | **Tim Wilbanks, applicant**

Mr. Lawhon introduced items 18 and 19, which were heard together. Ms. Garmon discussed the items. Mr. Lawhon conducted the Public Hearing.

The following people addressed the Board regarding both items 18 and 19:

Favor:

- *Kent Henderson, 6071 Mount Vernon Road, Murrayville*

Opposition:

- *Gary Hodges, 7316 Grand Reunion Drive, Hoschton*
- *Tom McDermott, 7250 Grand Reunion Drive, Hoschton*
- *Hal Beaver, 7247 Grand Reunion Drive, Hoschton*

Commissioner Cooper/Commissioner Powell — approve with the six (6) conditions listed below — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

Conditions:

1. *The property shall be developed in accordance with the site plan dated August 18, 2025, and as described in the project narrative dated July 28, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval. The siteplan shall be approved by the Planning & Zoning Director prior to submission of the application for a land disturbance permit (LDP) application.*
2. *Access to the property shall be approved by the Georgia Department of Transportation. The developer shall be responsible for all costs associated with improvements necessary for access to the development.*
3. *The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."*
4. *No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including Hall County Engineering for driveway placement and compliance.*
5. *All conditions of zoning shall be made a part of any plats or construction plans created for the property.*
6. *There shall be a berm with a 6 foot high fence (solid wood or PVC material) with landscaping installed withinthe 50 foot buffer along the property line that borders Reunion as shown on siteplan.*

19 **1731 Friendship Road | Variance From Section 6.2 |** GCOD development standards | on a 10.09± acre tract located on the northwest side of Friendship Road approximately 240 feet from its intersection with Reunion Way | Zoned AR-1; Tax Parcel 15041 000190 | **Proposed use: Uses permitted in H-B** | Commission District 1 | **Tim Wilbanks, applicant**

Items 18 and 19 were heard together. See item 18 for public hearing details.

Commissioner Cooper/Commissioner Powell — approve variance — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

20 **3024 Dale Road | Amend Conditions of Zoning |** on a 36.90± acre tract located on the north side of Dale Road at its intersection with Candler Road | Zoned I-1 (GCOD); Tax Parcel 15025 000006 | **Proposed Use: Outdoor storage** | Commission District 3 | **Rochester | DCCM, applicant** Note: Tabled at the August 14, 2025 Voting Meeting until the August 28, 2025 Voting Meeting.

Mr. Lawhon introduced the item. Ms. Garmon discussed the item.

Commissioner Poole/Commissioner Cooper — approve removing item 20 from the table — Vote: 4 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

Commissioner Poole thanked the neighbors for taking time to meet with him.

Commissioner Poole/Commissioner Cooper — deny — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — abstained

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

21 **5674 Bark Camp Road | Special Use |** for a group home | on a 0.72± acre tract located on the northwest side of Bark Camp Road, approximately 1,362 feet from its intersection with Bark Camp Drive | Zoned AR-1; Tax Parcel 11083 002001 | **Proposed use: Group home** | Commission District 2 | **Lean On Me Recovery Residences, applicant**

Mr. Lawhon introduced the item. Ms. Garmon discussed the item.

Commissioner Powell/Commissioner Poole — approve withdrawal of item 21 — Vote: 4 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

22 **4965 Bryant Quarter Road | Rezone |** from Planned Commercial Development (PCD) to Agricultural Residential 1 (AR-1) | on a 3.30± acre portion of a tract located on the northwest side of Bryant Quarter Road, approximately 2,030 feet from its intersection with Emory Griffin Road | Zoned PCD; Tax Parcel 15003 000015G(pt) | **Proposed use: Uses permitted in AR-1** | Commission District 3 | **John Clouse, applicant**

Mr. Lawhon introduced the item. Ms. Garmon discussed the item. Mr. Lawhon conducted the Public Hearing.

The following people addressed the Board:

Favor:

- *John Clouse, 5693 Hensley Road, Lula*

Commissioner Poole/Commissioner Cooper — approve — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

23 **5979 New Bethany Road | Rezone |** from Planned Residential Development (PRD) to Agricultural Residential 1 (AR-1) | on a 5.56± acre portion of a tract located on the south east of Beards Road approximately 1,096 feet from its intersection with New Bethany Road | Zoned PRD; Tax Parcel 07328 004003(pt) | **Proposed Use: Single-family residence** | Commission District 2 | **The Travis and Herman Brown Family Limited Partnership, applicant**

Mr. Lawhon introduced the item. Ms. Garmon discussed the item. Mr. Lawhon conducted the Public Hearing.

The following people addressed the Board:

Favor:

- *Tyler Lasser, 299 South Main Street, Alpharetta*
- *Sean Baumgartner, 2972 Beards Road, Buford*

Commissioner Powell/Commissioner Cooper — approve with the four (4) conditions listed below — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

Conditions:

1. *The property shall be developed in accordance with the site plan dated May 7, 2025, and as described in the project narrative dated May 15, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.*
2. *The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."*
3. *No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.*
4. *All conditions of zoning shall be made part of any plat or plans created for the property.*

24 **5970 Cleveland Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Highway Business (H-B, GCOD) | on a 2.22± acre tract located on the southeast side of Cleveland Highway at its intersection with Hulsey Road | Zoned AR-1; Tax Parcel 12064 000012 | **Proposed use: Indoor recreation facility** | Commission District 3 | **Academy P1 Building, LLC, applicant**

Mr. Lawhon introduced the item. Ms. Garmon discussed the item. Mr. Lawhon conducted the Public Hearing.

The following people addressed the Board:

Favor:

- *Eric Johansen, 3938 Oak Crossing Drive, Suwanee*
- *Jill Cooper, 5125 Old Winder Highway, Braselton*
- *Jack Campbell, 6020 Cleveland Highway, Clermont*

Commissioner Poole/Commissioner Powell — approve with the twelve (12) conditions listed below — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

Conditions:

1. *The property shall be developed in accordance with the site plan and narrative dated no later than August 4, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval with the exception of the following*
   a. *The development shall provide a maximum of 40 parking spaces.*
   b. *The transitional buffer shall be increased to 25 feet on all sides except the right-of-way and include a 6 foot opaque privacy fence*
2. *Access to the development shall be approved by Georgia Department of Transportation (GDOT) and all traffic engineering standards shall be met. The developer shall be responsible for all associated costs with improvements necessary for the development.*
3. *No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to the Fire Marshal, and Hall County Engineering except when noted in these conditions.*
4. *All conditions of zoning shall be made a part of any plats created for the property.*
5. *The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are*

hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

6. *Hours of operation are restricted to Monday — Saturday 8:00 am to 8:00 pm. No Sunday operations.*
7. *All training activities shall take place inside the facility.*
8. *All signage shall comply with GCOD standards.*
9. *The following uses, typically allowed in H-B zoning, shall be prohibited:*
   a. *Day care centers*
   b. *Commercial amusement, indoor*
   c. *Concert hall - auditorium*
   d. *Theater*
   e. *Hotel/Motel*
   f. *Animal Care, Indoor & Outdoor*
   g. *Funeral home*
   h. *Laundry & dry cleaning*
   i. *Boat & recreational vehicle sales, rental, or service*
   j. *Car wash*
   k. *Vehicle sales, rental or auction*
   l. *Vehicle repair, minor*
   m. *Outdoor storage*
   n. *Swimming pool, hot tub, spa*
   o. *Radio, film, recording, and television studios and stations*
   p. *Indoor shooting range*
10. *There shall be no alcohol sales on the premises.*
11. *There shall be no live wresting events or shows on the subject property. Only activities typically associated with an athletic gym and training facility will be allowed.*
12. *There shall be no sidewalks required within the right of way.*

25 **5684 Bethel Road | Rezone |** from Planned Residential Development (PRD) to Residential Low Density (R-1-L) | on an 8.30± acre tract located on the northeast side of Bethel Road, approximately 907 feet from its intersection with Avalon Commons Way | Zoned PRD; Tax Parcel 12007 000001 | **Proposed use: Minor subdivision** | Commission District 3 | **Janet Truelove, applicant**

Mr. Lawhon introduced items 25 and 26, which were heard together. Ms. Garmon discussed the items. Mr. Lawhon conducted the Public Hearing.

The following people addressed the Board regarding both items 25 and 26:

Favor:

- *Janet Truelove, 5702 Bethel Road, Clermont*

Opposition:

- *Melissa Lykins, 5731 Avalon Commons Way, Clermont*
- *Jack Leezy, 5750 Avalon Commons Way, Clermont*

Commissioner Poole/Commissioner Powell — approve with the nine (9) conditions listed below — Vote: 4 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

Conditions:

1. *The property shall be subdivided into a maximum of five (5) single-family residential lots in accordance with the requirements of the Residential Low Density (R-1-L) zoning district.*
2. *The following statement regarding the potential impacts of agricultural operations in the area shall be made part of any plat recorded on this property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property, including but not limited to noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices".*
3. *No variances or development exceptions are granted as part of this request. The development shall be compliant with the Official Code of Hall County, as well as any other agencies or reviewing departments, including Hall County Engineering for driveway placement and compliance.*
4. *All conditions of zoning shall be made part of any plats created for the property.*
5. *The future subdivision of the subject property shall comply with the Hall County UDC, with no more than one residence per lot and accessory structures included on a lot with a primary residence. All setbacks must be met in any future configuration.*
6. *The deeds of the created lots will include a restriction to prohibit manufactured and mobile homes.*
7. *The heated floor area of all residences will be a minimum of 2,300 square feet.*
8. *There shall be a 40-foot rear yard setback applied to all properties that adjoin the Avalon Hills community.*
9. *The keeping of livestock or poultry is prohibited, and general agricultural uses shall not be permitted. Gardening and cutting hay shall be allowed.*

26 **5684 Bethel Road | Special Use |** minor subdivision | on an 8.30± acre tract located on the northeast side of Bethel Road, approximately 907 feet from its intersection with Avalon Commons Way | Zoned PRD; Tax Parcel 12007 000001 | **Proposed use: Minor subdivision** | Commission District 3 | **Janet Truelove, applicant**

Items 25 and 26 were heard together. See item 25 for public hearing details.

Commissioner Poole/Commissioner Powell — approve with the nine (9) conditions listed below and waive application fee — Vote: 4 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

Conditions:

1. *The property shall be subdivided into a maximum of five (5) single-family residential lots in accordance with the requirements of the Residential Low Density (R-1-L) zoning district.*
2. *The following statement regarding the potential impacts of agricultural operations in the area shall be made part of any plat recorded on this property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property, including but not limited to noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices".*
3. *No variances or development exceptions are granted as part of this request. The development shall be compliant with the Official Code of Hall County, as well as any other agencies or reviewing departments, including Hall County Engineering for driveway placement and compliance.*
4. *All conditions of zoning shall be made part of any plats created for the property.*
5. *The future subdivision of the subject property shall comply with the Hall County UDC, with no more than one residence per lot and accessory structures included on a lot with a primary residence. All setbacks must be met in any future configuration.*
6. *The deeds of the created lots will include a restriction to prohibit manufactured and mobile homes.*
7. *The heated floor area of all residences will be a minimum of 2,300 square feet.*
8. *There shall be a 40-foot rear yard setback applied to all properties that adjoin the Avalon Hills community.*
9. *The keeping of livestock or poultry is prohibited, and general agricultural uses shall not be permitted. Gardening and cutting hay shall be allowed.*

27 **1608 Whiting Drive | Rezone |** from Residential 1 (R-1) to Highway Business (H-B) | on a 0.20± acre tract located on the northeast side of Whiting Road, approximately 282 feet from its intersection with Browns Bridge Road | Zoned R-1; Tax Parcel 00123 007015 | **Proposed use: Vehicle repair, major** | Commission District 4 | **Gerardo Vargas, applicant**

Mr. Lawhon introduced items 27, 28 and 29, which were heard together. Ms. Garmon discussed the items. Mr. Lawhon conducted the Public Hearing.

The following people addressed the Board regarding both items 27, 28 and 29:

Favor:

- *James Irvin, 164 Professional Drive, Baldwin*
- *Jodi White, 5166 Whitehall Road, Lula*
- *Gerardo Vargas, 5016 Arthur Avenue, Oakwood*

Opposition:

- *Mark Turner, 1786 Browns Bridge Road, Gainesville*
- *Wes Robinson, 200 E E Butler Parkway, Gainesville*

Commissioner Cooper/Commissioner Powell — deny items 27, 28 & 29 — Vote: 3 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Chairman Gibbs — aye

Commissioner Poole — abstained

Commissioner Stowe — absent

Motion passed.

28 **1604 & 1608 Whiting Drive, & 1790 Browns Bridge Road | Special Use |** on a combined 0.90± acre tract located on the northeast side of Whiting Road at its intersection with Browns Bridge Road | Zoned R-1 & H-B (GCOD); Tax Parcels 00123 007016, 007015 & 007017 | **Proposed use: Vehicle repair, major** | Commission District 4 | **Gerardo Vargas, applicant**

Items 27, 28 and 29 were heard together. See item 27 for public hearing details and motion on application.

29 **1604 & 1608 Whiting Drive, & 1790 Browns Bridge Road | Special Use |** for outdoor storage in GCOD | on a combined 0.90± acre tract located on the northeast side of Whiting Road at its intersection with Browns Bridge Road | Zoned R-1 & H-B (GCOD); Tax Parcels 00123 007016, 007015 & 007017 | **Proposed use: Outdoor storage** | Commission District 4 | **Gerardo Vargas, applicant**

Items 27, 28 and 29 were heard together. See item 27 for public hearing details and motion on application.

Other Business - County Attorney

30 Consider the resolution on a proposed suspension of acceptance of high density residential rezoning applications for a period of 180 days.

Mr. Lawhon introduced the item and stated the following: "The County's Unified Development Code, which was adopted on November 14th last year, regulates zoning and property uses throughout unincorporated Hall County. Hall County continues to experience unprecedented rapid population growth and there is an increasing strain being placed on the County's services and infrastructure needs as a result. Hall County's current population is estimated to be around 227,000 and at its current trajectory is forecasted to be over 370,000 by 2040 with a majority of that growth occurring in unincorporated Hall County. For these reasons, it our view that our Unified Development Code is in need of review and potential revision to address this growth by changing our high-density residential zoning and development standards and to further explore ways in which Hall County can better manage its high-density residential zoning decisions through a periodic and regular review of those decisions in order to maintain the County's policy objectives of promoting the health, morals, safety, security, peace, and general welfare of its citizens. To that end, and to afford the Board, County staff, and the legal team time to review and consider those potential changes to the Unified Development Code, we believe it is in the best interest of the citizens of Hall County to suspend the acceptance of any high-density residential rezoning applications for a period of 180 days beginning, August 29, 2025, and ending at midnight on February 25, 2026. We believe it could take up to 180 days or longer to fully review and adopt any potential changes to the Code that will address the issues that exist regarding the number and variety of high-density residential uses currently allowed and the county's inability to regulate these developments after approval to ensure they follow the standards that have been approved. Absent a suspension, the Board will be unable to effectively review and make potential changes to its Code, as property owners would be able to institute rezoning actions to high-density residential zoning districts which lock in performance standards or density allowances that may be inconsistent with our changes. Were that to occur the will of the Board will have been thwarted as newly adopted performance standards, density allowances and zoning review procedures would have no impact on these rezoning applications in process prior to the changes.This proposed suspension shall not apply to high-density residential rezoning applications that have been accepted and already heard by the Planning Commission with a recommendation for approval or denial, but it will apply to all new applications and those applications which have not been heard or decided by the Planning Commission with a recommendation. All such high-density residential rezoning applications shall be deemed withdrawn as of the effective date of the suspension and all application fees previously paid will be refunded to the applicants. This suspension shall have no effect on high-density residential properties previously approved by the Board before the effective date of the suspension and the suspension shall have no effect upon applications requesting the amending of conditions of previously approved high-density residential rezonings unless the amending of conditions requests a higher density than previously approved in which case the application will not be accepted.Therefore, for the foregoing reasons, and it being necessary and the least restrictive means available for the County to achieve its objectives of regulating and controlling high-density

residential rezonings and developments in Hall County, we recommend approval of the 180 day suspension and adoption of the proposed resolution."

Commissioner Cooper stated, "I make a motion to approve the resolution before you and for your authorization to sign it on behalf of the Board, subject to review and approval by the County Attorney, in order to impose a 180-day suspension on the County's acceptance of high-density residential rezoning applications, as fully set forth and defined in the resolution. Consideration and adoption of this resolution and the 180-day suspension it imposes has become necessary and a matter of utmost urgency in recent days due to the continuous and unprecedented residential population growth Hall County is experiencing and the high volume of applications we are receiving for large, high-density residential developments that are putting an increase and unsustainable strain on the County's services and infrastructure demands. We need to take this 180-day pause the suspension affords us in not accepting these applications to fully review our current Unified Development Code to see what changes or amendments need to be made to address and regulate future high-density residential growth in Hall County."

Commissioner Powell stated, "In Georgia, the law requires a public hearing for any zoning decision, which includes actions like rezoning, granting variances, or changing land use regulations. However, a pause, which temporarily halts new zoning applications for development approvals is a bit of a legal gray area. It's not always classified as a zoning decision and the same statue. That said, many local governments do hold public hearings before implementing moratorium, especially if it affects property rights or development timelines. This is often done to number one, ensure transparency, allow public input, reduce the risk of legal challenges. In several local governments in Georgia have held public hearings before implementing zoning pauses, especially when those pauses could be interpreted as zoning decisions under the Georgia zoning procedural law. While the law doesn't explicitly require a hearing for every pause, many jurisdictions err on the side of caution to avoid legal challenges and ensure transparency. A few notable examples are Pickens County. Had a pause on conditional use permits.They had a public hearing. City of Atlanta, a pause on development permits. They had a public hearing. Dekalb County, a pause on certain zoning categories, they had a public hearing. City of Brookhaven, multifamily developments, they had a public hearing. Gwinnett County, temporary pauses on rezoning, they had a public hearing. And we know that for Forsyth County, recently implemented a rezoning pause, initially they did not have a public hearing, then they came back and had a public hearing. So I think for anything this major certainly should require a public hearing to allow the public input. I also, take exception to a couple of things in the proposed resolution. It says, this suspension may be extended by the Board prior to its expiration for an additional period of time, not to exceed 180 days from the date of its extension. And there's a House Bill 514, this is a Senate substitute as passed by the Senate. And it says it'll only be valid for a period of 180 days or less. No such pause shall be continued or renewed beyond 180 days. In a new pause, over the same type or types of zoning, decisions or permits, may only be enacted if more than 180 days have elapsed from the termination date of an earlier one. So me, that means you can't extend 180 days without pausing for another 180 days before you implement another pause. Then the limitation on temporary pauses set forth in this subsection and shall not apply to any

temporary pause that is adopted after the local government adopted an ordinance, or resolution, fines the adoption. Therefore, is necessary proper response to a state of emergency, a natural disaster, any set of conditions or circumstances that oppose a danger to the health or safety of any person or property, or the order of any federal state local agency or the local government has engaged a professional third party contractor or in house planner to conduct specific engineering infrastructure, utility, future land use plans, or environmental studies related to public utilities, works or services. I don't see how we fall into any of those categories. Also, I bring attention to item five and six on the resolution. It says, this suspension shall have no effect on high density residential resigning applications that have already been heard by the Hall County Planning Commission with a recommendation of approval or denial on such rezoning applications will be heard and considered by the Board of Commissioners in due course. Particular attention to item number six, all other applications for high density residential rezoning that fall under the suspended zoning districts defined above, which have been accepted, but have not been heard or decided by the Planning Commission with a recommendation shall be deemed withdrawn, as of the effective date the suspension set forth in this resolution in all application fees previously paid will be refunded to the applicants. I think that is totally unfair. If somebody has gotten their application in, and it's in the queue to be reviewed, and they should not be penalized by us passing a pause that goes into effect tomorrow. I think that's totally unfair and is just not the proper way to do business. Furthermore, I'm totally against this because we have an intense effort to recruit businesses to Hall County. So we're gonna say, 'We want your business, but we want your people to live here.' We all know there's a shortage of housing.And to me, it just does not give a good economic development message to companies that we are trying to recruit. So at the least, I think we need to have public hearing on this issue."

Commissioner Poole stated, "Currently, in Hall County, there's 7,000 to 12,000 approved lots in Hall County.So to think that there is not an adequate supply of these lots buildable is not really the truth. So I want to say that, so we are cognitive of the fact, I think Ms. Cooper, she told me that we're not saying we don't want it, but we are saying that something's going to happen. We have real infrastructure problems in Hall County. We have big time infrastructure problems as far as roads and infrastructure in Hall County. We don't have hardly any funding, and that's a big problem for us."

Chairman Gibbs stated, "Our sewer system is being eaten up by about 90% residential. If anybody thinks that's acceptable, there's a problem.Residential does not make us one dime. It actually costs the taxpayer about 15 cents a square foot. Commercial makes us money because the resources we have to provide for all of the residential homes, our roads,EMS, Fire and schools.So at what point do you say, 'We've got to take a pause and step back and reevaluate? And try to figure out what's arrived for the county.' We need need more industrial, and we need higher paying jobs, cause these kids can't afford to start a home with $450,000.We need better jobs, and we need higher paying jobs. We're driving our young folks, absolutely in debt. They do not have a chance before they get started. So that's my opinion, and I think I'm pretty close to what people want in Hall County because I'm out there everyday talking to them. I'll be glad to bring in 400-500 folks up here if you want to, but I don't think it's gonna change. So my opinion is, we're not saying we don't like

development.We just want development that we can sustain and take care of the county and the people in this county. My only job and my only focus is to do what's right for the constituents of Hall County. And when I lose that passion, I will resign from this position. It's my only desire - is to try to get the county in the right direction.I'm not a genius. I'm not saying Billy's wrong on things, but I'm not wrong on some things either.Kathy or Jeff or Gregg, we have to come together and figure it out as a team, but we also have to listen to the people in this County."

Chairman Gibbs asked Mr. Lawhon if the Board was within their right to do this action. Mr. Lawhon stated, "There is a decision by the Supreme Court of Georgia. City of Roswell v. Outdoor Systems 274, Georgia 130, 2001 that does allow suspensions of this kind to be imposed without having a public hearing. The House Bill that Mr. Powell did cite is not law."

Commissioner Powell stated, "I think everybody has made good points up here, but those constituents that you mentioned that you like listening to, I think deserve an opportunity for public input into this matter."

Commissioner Cooper/Commissioner Poole — approve — Vote: 3 to 1

Commissioner Cooper — aye

Commissioner Powell — nay

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

County Administrator

Mr. Propes addressed the Board. He stated the following:

- *Hall County Offices will be closed on Monday, September 1, 2025 in observance of the Labor Day holiday.*

Commission Time

Commissioner Kathy Cooper, District 1, wished everyone a safe holiday.

Commissioner Billy Powell, District 2, acknowledged current members of Leadership Hall. The following members addressed the Board:

- *Heidi Pritchett (Longstreet Clinic)*

Commissioner Gregg Poole, District 3, commented on the pause stating that the pause is a good thing. The County is cash strapped when it comes to funding road projects. The County is at peril with potentially losing SPLOST. The County needs SPLOST like we need oxygen. This is a continuation. It is critical to Hall County. Hall County needs these funds for roads and safety.

Chairman David Gibbs commented on the pause stating that it was not an easy decision. The County needs good sustainable growth and is not anti-growth. There is nothing wrong with stepping back and checking what is being done and if it is being done right.

Adjourn

Commissioner Poole/Commissioner Cooper — adjourn at 8:13 p.m. — Vote: 4 to 0

Commissioner Cooper — aye

Commissioner Powell — aye

Chairman Gibbs — aye

Commissioner Poole — aye

Commissioner Stowe — absent

Motion passed.

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 542/2025

SUBJECT: Approval and authorization for the Chairman to execute an Intergovernmental Agreement with the City of Gainesville for road maintenance of a section of Old Cornelia Highway, which is currently maintained by Hall County, subject to review and approval by the County Attorney.

Meetings:

Work Session Date: 09/08/25

Voting Meeting Date: 09/11/25

Executive Summary:

Presenter: CR

Recommendation:
Approve.

Purpose of Request:
Approval and authorization for the Chairman to execute an Intergovernmental Agreement with the City of Gainesville for road maintenance of a section of Old Cornelia Highway, which is currently maintained by Hall County, subject to review and approval by the County Attorney.

History:

Facts and Issues:
The Gainesville Township development off of Parkside Way, located in the City of Gainesville, poses an increase in traffic entering from a county-maintained road as well as exiting onto a county-maintained road. This agreement places the responsibility of road maintenance and intersection improvements on the City of Gainesville rather than unincorporated Hall County. The section of roadway is roughly 0.9miles.

Options:

Funding Requested $ 0.00

Are funds within current budget? No

Source of Funds

Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	Yes
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Approve	Budget	Finance	Attorney
CR	DA	TS	JL
Administration		**Clerk**	
CR		JR	

Attachments:

IGA

STATE OF GEORGIA
COUNTY OF HALL

HALL COUNTY, GEORGIA AND CITY OF GAINESVILLE, GEORGIA INTERGOVERNMENTAL AGREEMENT FOR MAINTENANCE OF OLD CORNELIA HWY

WHEREAS, Article IX, Section III, Paragraph I of the Constitution of the State of Georgia authorizes and empowers municipalities and counties to cooperate with each other and to that end enter into agreements with each other for up to fifty (50) years for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; and

WHEREAS, the City of Gainesville, Georgia (hereinafter "Gainesville") and Hall County, Georgia (hereinafter "Hall") desire to enter into an Intergovernmental Agreement (hereinafter "Agreement") whereby Gainesville will undertake the expense of maintaining a section of Old Cornelia Hwy, a public road that runs intermittently through the incorporated area of Gainesville and intermittently through the unincorporated area of Hall, beginning at the end of Georgia Department of Transportation maintenance of Old Cornelia Highway, and continuing to the intersection of Old Cornelia Hwy and Dana Drive, where the section to be maintained will end; and

WHEREAS, Gainesville and Hall desire to enter into this Agreement to work cooperatively for the benefit, safety, and welfare of the citizens of Gainesville and Hall; and

WHEREAS, the parties hereto are authorized by law to undertake or provide the activities, services, or facilities governed by this Agreement;

NOW THEREFORE, the City of Gainesville, Georgia and Hall County, Georgia hereby mutually agree and contract with each other as follows:

I.

CITY OF GAINESVILLE, GEORGIA'S RESPONSIBILITIES

Gainesville agrees to accept into its road system for maintenance a section of Old Cornelia Hwy beginning at a point that Georgia Department of Transportation maintenance responsibility ends (east of I-985) and continuing through the intersection of Old Cornelia Hwy and Dana Drive where the section to be maintained will end. Gainesville shall undertake the responsibility and expense of all associated costs of maintaining the road and grounds maintenance, including, but not limited to, paving, surfacing, patching, repairing, repaving, resurfacing, clearing debris, inclement weather maintenance and vegetation trimming in the right of way, as necessary, for the useful life of the road.

II.

DEVELOPER COST PARTICIPATION

The parties acknowledge that, pursuant to Zoning Condition #22 (Zoning amendment ordinance 2022-03; approved by the City of Gainesville on January 18, 2022), the developer of adjacent properties (Tax Parcel Number(s):15-021-000-164; 15-022-000-003M, 004, 034 and 086; 15-033-000-001) is obligated in the following manner:

"The developer shall pay to Hall County up to the sum of $100,000 for roadway design/studies and improvements to that portion of Old Cornelia Highway, between Interstate 985 and the project entrance. Said improvements shall not include those associated with the entrance to the project. All payments shall be made to Hall County within 30 days of receiving written notification that Hall County has entered into a contract to begin design/studies and/or constructing improvements. The payments, not exceeding $100,000, may be made in multiple requests from Hall County. However, the requested payment shall not exceed the County's contract for those services associated with the roadway."

The parties agree that in exchange for maintenance of the said road during the term of this agreement, Gainesville will be granted and shall retain the right to receive all developer cost participation payments described above and shall also retain all responsibility for applying any such developer cost participation payments to the cost of maintenance of the road at issue as described herein.

In the event that the developer pays the $100,000 contemplated in this Section of this Agreement and in Zoning Condition #22 directly to Hall County, then Hall County agrees to remit the payment to Gainesville within ten (10) days of Hall's receipt of said payment."

III.

ASSIGNMENT

The parties may not assign this Agreement or their responsibilities hereunder to any third party without prior written permission of the other party.

IV.

BREACH

In the event of a breach, the non-breaching party shall provide written notice of the nature and extent of the breach to the other party as prescribed herein and shall allow thirty (30) days from the date of receipt of that notice to cure the alleged breach. If the alleged breach is not cured within the thirty (30) day notice period, then the non-breaching party may serve a subsequent written notice of termination of the Agreement, and the Agreement will automatically terminate as of the date of the receipt of the subsequent (second) notice. In the event of notice of termination, the parties shall continue to perform their duties and obligations under this Agreement during the applicable notice period(s) in the manner prescribed herein. In the event of a breach, the parties shall have all rights and remedies provided by law.

V.

TERM OF AGREEMENT

This Agreement will become effective on the date of the last fully executed signature to the Agreement and will remain in effect until the earlier of (1) fifty (50) years from the date of execution or (2) the date upon which every Hall County tax parcel that adjoins, abuts, or has road frontage on Old Cornelia Hwy (as described in Section 1 of this Agreement) is fully annexed into Gainesville and Old Cornelia Hwy is thus permanently made a part of Gainesville's road system by operation of law.

VI.

NOTICE

All notices hereunder must be in writing and shall be deemed validly given if sent by certified mail or overnight delivery, return receipt requested, addressed as follows (or any other addresses as designated by the parties by properly delivered notice):

Hall County, Georgia:
County Administrator
Hall County Government Center
2875 Browns Bridge Road
Gainesville, Georgia 30504

City of Gainesville, Georgia:
City Manager
300 Henry Ward Way
Suite 300
Gainesville, GA 30501

VII.

COMPLETE AGREEMENT

This Agreement and any attached exhibits constitute the entire agreement between Gainesville and Hall as to the matters covered herein, and no prior written or prior contemporaneous or subsequent oral promises or representations shall be binding upon the parties.

VIII.

AMENDMENTS

Except as may otherwise be provided herein, this Agreement shall not be amended or changed except by written instrument signed by both parties.

IX.

EXECUTED IN COUNTERPARTS

This Agreement may be executed in any number of counterparts, each of which shall be an original but all of which together shall constitute but one instrument.

X.

GOVERNING LAW

This Agreement shall be governed by the laws of the State of Georgia. If any term or provision of this Agreement, or application thereof, shall to any extent be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, but shall be valid and enforced to the fullest extent permitted by law.

XI.

BINDING ON SUCCESSORS

This Agreement shall be binding upon and inure to the benefit of the successors of the parties.

XII.

STRICT PERFORMANCE

The failure of either party to insist upon strict performance of any of the terms or conditions of this Agreement shall not constitute a waiver thereof.

XIII.

IMMUNITIES

No provision of this Agreement is intended to nor shall it be construed to in any way waive any immunities, protections, or defenses to liability provided to either of the parties hereto by the laws of the State of Georgia or by federal law.

XIV.

AUTHORIZATION

The parties hereto specifically represent and certify that they have the power and authority under law to enter into this Agreement, and that the signatories below are authorized to sign this Agreement on behalf of each party hereto.

In witness whereof, the parties hereto have set their hands and affixed their seals the day and year indicated below.

[Signatures on Following Page]

HALL COUNTY, GEORGIA

By:_____
David Gibbs, Chairman
Hall County Board of Commissioners

ATTEST:

_____(SEAL)
Jennifer Rivera, County Clerk

APPROVED AS TO FORM:

_____
Justin R Lawhon, Interim County Attorney

THE CITY OF GAINESVILLE, GEORGIA

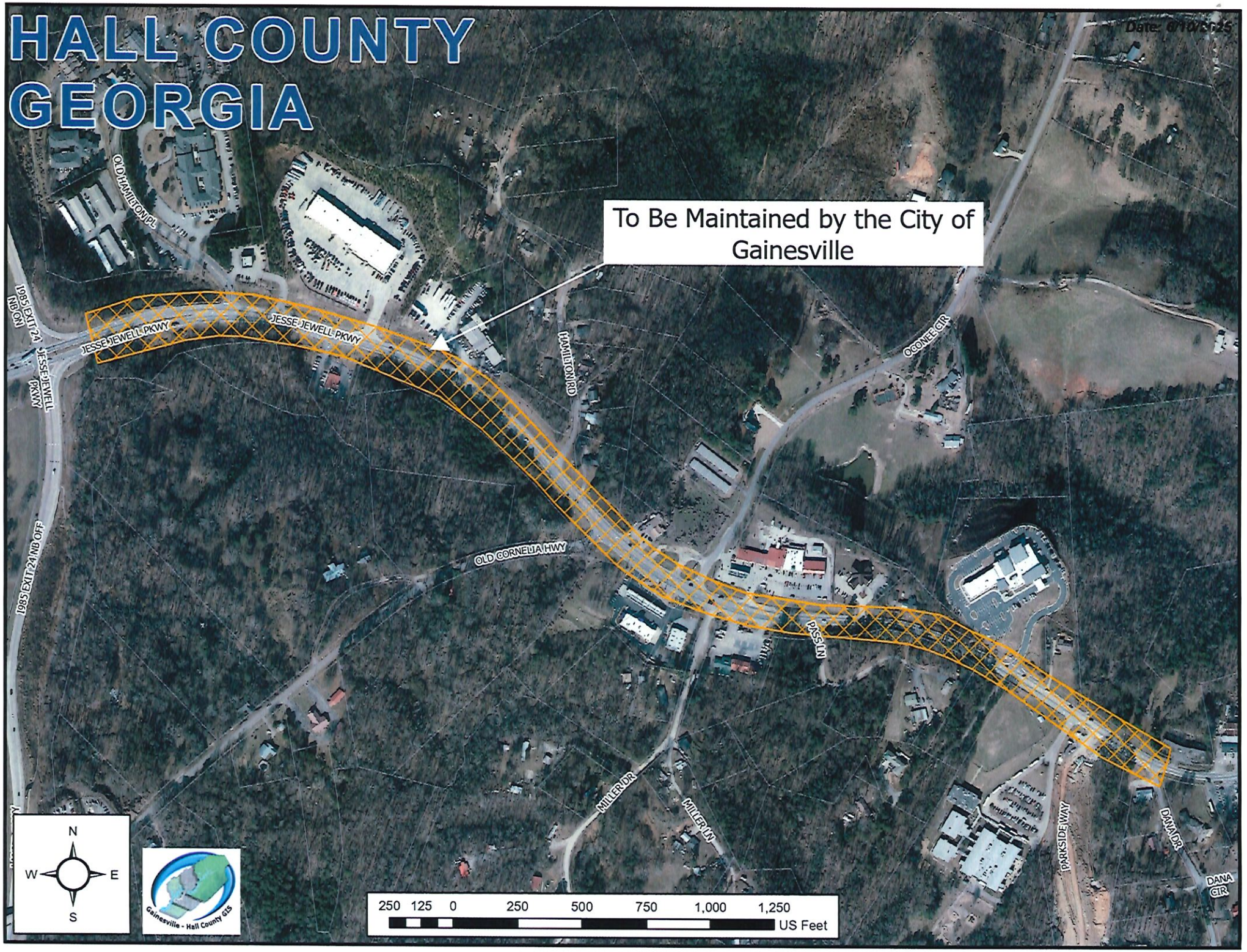
By:_____

Name: _____

Title: _____

Sworn to and subscribed before me this
_____ day of_____, 20____.

_____
Notary Public
My commission expires:


HALL COUNTY
GEORGIA
Date: 6/10/2025
To Be Maintained by the City of Gainesville
OLD HAMILTON PL
1985 EXIT 24 NB ON
JESSE JEWELL PKWY
JESSE JEWELL PKWY
JESSE JEWELL PKWY
HAMILTON RD
OCONEE CIR
OLD CORNELIA HWY
1985 EXIT 24 NB OFF
PASS LN
MILLER DR
MILLER LN
PARKSIDE WAY
DANA DR
DANA CIR
N
W
E
S
Gainesville - Hall County GIS
250 125 0 250 500 750 1,000 1,250
US Feet

HALL COUNTY
GEORGIA We have it all in Hall

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 506/2025

SUBJECT: Approve the annual contract for GovOS Comprehensive Real Estate Records Management System for the Clerk of Superior Court to GovOS Inc. of Austin, TX. The estimated annual cost is $90,000.00.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: MP

Recommendation:
Approve.

Purpose of Request:
Approve the annual contract for GovOS Comprehensive Real Estate Records Management System for the Clerk of Superior Court to GovOS Inc. of Austin, TX. The estimated annual cost is $90,000.00.

History:
Contract/Agreement is set to expire on 8.2.25.

Facts and Issues:
The Clerk of Court is requesting the annual contract in order to pay outstanding GovOS invoices.

Proposal # 006VV0000051EPSYA2

Options:

Funding Requested	$ 90,000.00
Are funds within current budget?	Yes
Source of Funds	General & Restricted Funds
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	Yes
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Buyer	Submit	Approve	Purchasing
CB	MP	MP	AY
Budget	**Finance**	**Attorney**	**Administration**
JM	TS	JL	CR
Clerk			
JR			

Attachments:

Financial Supplement
Single Source Form
Contract Signature Request Cover Sheet
GovOS Agreement
GovOS Invoice

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 506/2025

Funds Requested: $ 90,000.00

Request Budgeted: Yes

Proposed Source of Funding:

General & Restricted Funds

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2026	TBD	2180-CLERK OF COURT	521300-TECHNICAL SERVICES	$90,000.00

Budget Transfer Items:

Additional Information/Comments:

In prior years these expenses have been split between the General and Restricted Funds for the Clerk of Court's department. The intention for FY26 is to keep the expenses within the General Fund. When/if needed the Restricted Funds will be used.

Contact for Questions: BP

Phone: 770-531-7055

HALL COUNTY
GEORGIA

Sole Source/Brand and Single Source Justification

Request Submitted By

Name:	
Job Title:	
Department:	
E-Mail Address:	
Date of Request:	

Request Details

Sole Source: Any contract entered into without a competitive solicitation process, based on a justification that only one known source exits or that only one single supplier can fulfill the requirements of the County.

Sole Brand: A purchasing situation in which only one brand of equipment/supply, etc. will meet the requirements of the County.

Single Source: Any contract entered into without a competitive solicitation process, based on a justification that two or more vendors can supply the commodity, technology, and/or perform the services required by an agency, but one vendor is selected over the others for reasons such as expertise or previous experience with similar contracts.

For Sole Source or Sole Brand, identify efforts made to locate other possible sources.
Desired Supplier Name:
Desired Supplier Email:
Desired Supplier Phone Number:

Justifying a Single Source

Provide an explanation why the recommended vendor is being selected over other vendors that can provide the requested commodity, technology, and/or perform the services required.
Letter from Original Equipment Manufacturer (required): **Attached**

Purchasing Use Only	
Buyer:	
Buyer E-Mail Address:	
Buyer Telephone:	
Contract #:	
Contract Name:	
If publicly solicited, number of protests:	
Outcome:	
Bid # (if competitively bid):	
Purchase Order #:	

HALL COUNTY
GEORGIA
We have it all in Hall

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8270 | f: 770.531.6711

FINANCIAL SERVICES DIRECTOR
Taylor Samples, CPA

ASSISTANT FINANCE DIRECTOR
Elizabeth White

PURCHASING MANAGER
Andy Youngblood

Hall County Government

FINANCIAL SERVICES
PURCHASING DIVISION

CONTRACT EXECUTION SIGNATURE REQUEST

Date: September 8, 2025

To: David Gibbs, Chairman, BOC

From: Andy Youngblood, Purchasing Manager

Your signature is requested to execute the attached Contract:

Bid/Contract Number: Single Source

Bid/Contract Name: Comprehensive Real Estate Records Management System

Department(s) Requesting Contract: Clerk of Courts

Award Recipient Name: GovOS/Kofile

Contract Description:

☒ Annual Contract ☐ New ☐ Renewal

FY 2025 Projected Spend: $N/A

☐ Price Increase Requested Increase Percentage: N/A

☒ Project/Service Contract FY 2026 Estimated Amount:$90,000.00

☐ Product Contract Estimated Amount:

Comment:

Approve the contract for GovOS Comprehensive Real Estate Records Management System for the Clerk of Superior Court to GovOS Inc. of Austin, TX. The FY 2026 Estimated amount has been reviewed against the projected FY 2026 budget by Finance.

Proposed on: 2025-08-15

CountyFusion Renewal

Hall County Clerk of Superior Court, GA

Prepared for:

Mark Pettitt

Hall County Clerk of Superior Court, GA
225 Green Street, SE,
Gainesville, Georgia, 30503-1336

8310 N. Capital of Texas Hwy.
Bldg. 2, Ste. 250, Austin, TX 78731

www.GovOS.com

Confidential and Proprietary

Pricing Summary

Name	QTY	Per Document Price
On Prem - Recording Fees YR 1 GO-PR-CF-FE-TRANS-TRAN	1	$1.84
Daily Indexing Fees GO-PR-IN-SWA-INDEX-TRAN	1	$2.25

Additional Comments:

Billing Frequency: Monthly

Proposal Terms

General Information	
Expiration of Proposal:	Without acceptance of this proposal (this "**Proposal**"), pricing provided herein is good until 2025-9-10. After said date, if not accepted, this Proposal shall be void.
Defined Terms:	• "**Agreement**" means the Existing Contract, amendments thereto, and the TOU (if applicable related to New Services). • "**Customer**" means the "Customer" identified below. • "**Effective Date**" means the date this Proposal is signed by Customer. • "**Existing Contract**" means the "Master Contract" described below, including amendments thereto. • "**Existing Services**" means Services provided pursuant to the Existing Contract, which Services are described on the Pricing Summary page. • "**New Services**" means the Additional Solutions described below (if any), which Services are provided to Customer subject to the TOU. • "**Predecessor**" means GovOS's predecessor-in-interest that is a party to the Existing Contract. • "**Services**" means the Existing Services and New Services (if applicable). • "**Term**" shall mean the term that the Existing Services and/or New Services (as applicable) shall be provided to Customer hereunder. • "**TOU**" means GovOS's standard terms of use, which can be found at www.govos.com/terms-of-use.

Customer Information	
Organization Name	Hall County Clerk of Superior Court, GA
Primary Address	225 Green Street, SE Gainesville, Georgia, 30503-1336
Primary Contact Name	Mark Pettitt
Primary Contact Email	mark.pettitt@hallcounty.org

Existing Contract Information	
Title of Master Contract:	The title of the Existing Contract or Proposal # is: Comprehensive Records Management System Hall County Clerks Office.. *If the Existing Contract references GovOS's standard terms of use, then for purposes of this Agreement such terms of use are replaced by the TOU. Additionally, if the Existing Contract lacks negotiated terms governing the use of the Services (for the avoidance of doubt, any pre-printed or boilerplate provisions contained in standard ordering documents (including purchase orders) shall not be deemed terms of use or otherwise incorporated into the Agreement), then the TOU shall exclusively apply and control.
Expiration Date of Master Contract:	2025-08-02 (the "***Expiration Date***")
Original Parties (if applicable):	Kofile Technologies Inc. * If GovOS is not an original party to the Existing Contract the Customer hereby consents to the assignment of the Existing Agreement from its Predecessor to GovOS and GovOS hereby assumes all rights and obligations of the Predecessor under the Existing Contract.
Cooperative Purchasing Contract Description:	N/A. If provided, this Proposal incorporates the terms of such cooperative purchasing contract.

Amendment(s) to Existing Contract	
[N/A] Automatic Renewal:	Following the initial term, the Agreement will automatically renew for additional one-year periods unless earlier terminated pursuant to the Agreement's express provisions or either Party gives the other Party written notice of non-renewal at least thirty (30) days prior to the expiration of the then-current term. GovOS shall send a renewal notice to Customer between twenty-five (25) and forty (40) days prior to the expiration of the Term.
Contract Extension Period:	Number of Month(s): 12 Beginning the day following the "Expiration Date" indicated above (the "**Extension Period**"). For the sake of providing clarity, the Extension Period will end on 2026-08-02.

Hardware:	If, prior to the Effective Date (indicated above), GovOS or its Predecessor provided hardware and/or maintenance services associated with the same to Customer, then following the Effective Date Customer will be solely responsible to maintain an adequate technical environment to utilize the Services including providing and maintaining any necessary hardware and equipment to meet the Services' requirements. Upon request, GovOS will identify hardware requirements and recommend hardware and equipment that meets Services requirements. Additionally, GovOS hereby conveys to Customer title and ownership "as is" and "where is" to any and all hardware and equipment previously provided to Customer under the Existing Agreement. GovOs makes no representations and disclaims any and all warranties with respect to such hardware or equipment.

Financial Terms	
Fees:	Fees for the Services during the Term shall be at the rates indicated on the Pricing Summary page (the "**Fees**") and are non-refundable once paid.
Payment Terms:	• Fees for the Services provided during initial Term (not including the Fees described below) are due upon acceptance of this Proposal. Unless otherwise indicated on the Pricing Summary page, annual Fees shall be invoiced and pre-paid prior to each anniversary of the Expiration Date. • Per transaction/document/image Fees are invoiced on a monthly basis. • Implementation Fees will be billed upon completion and delivery of the associated Services. All invoices are due net thirty (30) days of the invoice date, subject to prompt payment laws applicable to transactions with Customer. If there is a conflict between these payment terms and applicable law, then these payment terms will conform with such laws.
Annual Fee Increase:	Unless otherwise indicated in the table of Fees above (e.g. Fees being provided by year of the Term), on each anniversary date of the Agreement, the Fees will be increased by up to 10% based on the prior year's Fees.
Late Payments:	Any undisputed amount not paid when due will be subject to finance charges equal to 1.5% of the unpaid balance per month or the highest rate permitted by applicable law, whichever is less, determined and compounded daily from the date due until the date paid.
Collection Costs; Suspension of Services:	Customer shall reimburse GovOS for all reasonable costs incurred by GovOS in collecting any late payments or interest, including attorney fees, court costs, and collection agency fees; and if such failure continues for thirty (30) days or more, GovOS may suspend Customer's and its Authorized Users' access to any portion or all of the Services until such amounts are paid in full.
Reinstatement Fee:	If the Agreement lapses and Customer and GovOS agree to reinstate the Agreement, such reinstatement will be subject to a "***Reinstatement Fee***." The Reinstatement Fee shall be calculated as follows: (1) on the day after the Term ends, a Reinstatement Fee of 5% of the annualized value of the Fees will be applied. An additional 5% of the annual value of the Fees will be applied every month thereafter until the Term is extended and/or the Agreement is formally renewed, until the cumulative Reinstatement Fee reaches 50% of annualized Fees, at which point it will be capped.
Miscellaneous Terms	

Piggyback:	During the term of this Proposal, including any renewal terms: (1) other public corporations, entities, or agencies directly affiliated with Customer (each, a "**Piggyback Entity**") may request to piggyback on this Proposal to acquire solutions or services offered hereunder on the same terms and conditions set forth in this Proposal; and/or (2) Customer may acquire additional solutions or services offered by GovOS on the same terms and conditions set forth in this Proposal, other than pricing terms, which shall be negotiated in good faith by the parties hereto. If GovOS receives a request to piggyback on this Proposal, GovOS must provide written notice of the request to Customer within five (5) business days of receipt. If GovOS accepts, and Customer approves the request to piggyback, the administration of the services provided to any Piggyback Entity must be governed under a separate agreement between GovOS and such Piggyback Entity. Customer shall have no obligation or liability to GovOS, any Piggyback Entity, or any third party in connection with the administration of services provided to any Piggyback Entity.
Modification of Incorporated Documents:	GovOS reserves the right from time to time to modify the TOU and SLA; however, this Proposal will remain governed by the TOU and SLA in effect as of the Effective Date.
Conflicting Terms:	In the event a provision contained in the TOU and/or SLA conflicts with the terms of the Existing Contract then the Existing Contract shall control. If there is a conflict between this Proposal and the Existing Contract, then this Proposal shall control.
Purchasing Agent Information:	If a Purchasing Agent is being utilized, insert the Purchasing Agent's name here or insert "n/a" if this Section is not applicable: N/A. By signing below, Customer (or Purchasing Agent as Customer's agent, if applicable) and GovOS accept this Proposal and agree that it shall be subject to the TOU and SLA. Additionally, if Customer is utilizing a Purchasing Agent, then Purchasing Agent agrees to the following: (1) Purchasing Agent shall include "Coverage Terms" or "Subscription Dates" in each line item's material description in its purchase orders; and (2) Purchasing Agent agrees to timely pay all fees specified herein on behalf of Customer.

Billing Details	
Billing Contact Name	
Billing Contact Email	
Billing Contact Phone	

Invoice Delivery Method	Email/Electronic
Preferred Payment Method	Check

Proposal Acceptance

Proposal #:	006VV0000051EPSYA2

By signing below, Customer and GovOS accept this Proposal and agree that it shall be subject to the TOU and SLA.

Customer Signature

Signature of Authorized Representative	Title	Date

GovOS Signature

sabrina.stover@avenuinsights.com	CFO	2025-08-21
Signature of Authorized GovOS Representative	Title	Date

Invoice

INV-10589
Invoice Date: 7/25/2025
Due Date: 8/24/2025
Terms: Net 30

Bill To

Hall County
PO Box 1435
Gainesville GA 30503-1435
United States

Ship To

Hall County
PO Box 1435
Gainesville GA 30503-1435
United States

AMOUNT DUE

$13,130.50

Sales Order #	Purchase Order #	Sales Rep
SO100017125		

Item	Quantity	Rate	Amount
GO-PR-IN-SWA-INDEX-TRAN Daily Indexing - Deeds	2,180	$2.25	$4,905.00
GO-PR-IN-SWA-INDEX-TRAN Daily Indexing - Lien	990	$2.25	$2,227.50
GO-PR-IN-SWA-INDEX-TRAN Daily Indexing - Plat	75	$2.25	$168.75
GO-PR-CF-FE-TRANS-TRAN TownFusion-Per Document June 2025	3,331	$1.75	$5,829.25

Memo

June 2025

Subtotal	$13,130.50
Tax Total (0%)	$0.00
Shipping Cost	$0.00
Total	$13,130.50
Less Payments/Credits	-$0.00
Total Amount Due	$13,130.50

Bank Details for ACH Payments
GovOS, Inc.
PO Box 676237
Dallas, Tx 75267-6237

Bank Name: Capital One, NA
Routing Number: 111901014
Account Name: GovOS, Inc
Account Number: 4670266048
Please send remittance advice to: AR@GovOS.com

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 512/2025

SUBJECT: Approve the purchase of two (2) new 2025 Ford F-150 Trucks for Parks & Leisure Services to Akins Ford Dodge Chrysler Jeep of Winder, GA, in the amount of $100,697.20.

Meetings:

Work Session Date: 09/08/25

Voting Meeting Date: 09/11/25

Executive Summary:

Presenter: BH

Recommendation:
Approve.

Purpose of Request:
Approve the purchase of two (2) new 2025 Ford F-150 Trucks for Parks & Leisure Services to Akins Ford Dodge Chrysler Jeep of Winder, GA, in the amount of $100,697.20.

History:
New vehicles will serve Parks Maintenance and Parks Facilities Divisions, replacing a truck that was recently surplussed and one that is currently on loan from Fleet Maintenance.

Facts and Issues:
Three bids received. Akins Ford is lowest bid, and below state contract.

Options:

Funding Requested	$ 100,697.20
Are funds within current budget?	Yes
Source of Funds	Parks Marina Fund, Capital Projects Fund
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Purchasing	Budget
BH	BH	AY	JM
Finance	**Attorney**	**Administration**	**Clerk**
TS	JL	CR	JR

Attachments:

Financial Supplement
Bid Tab
State contract pricing
Athens Ford quote
Akins quote

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 512/2025

Funds Requested: $ 100,697.20

Request Budgeted: Yes

Proposed Source of Funding:

Parks Marina Fund, Capital Projects Fund

Budget Transfer Requested:

Yes

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2026	350-CAPITAL PROJECTS FUND	6210-PARKS AND LEISURE SERVICES	542200-MOTOR VEHICLES	$50,348.60
2026	201-PARKS MARINA FUND	6180-PARKS MARINA	542200-MOTOR VEHICLES	$50,348.60

Budget Transfer Items:

Fiscal Year	Fund	Division	Account	Amount
2026	350-CAPITAL PROJECTS FUND	6210-PARKS AND LEISURE SERVICES	542500-OTHER EQUIPMENT	$-348.60
2026	350-CAPITAL PROJECTS FUND	6210-PARKS AND LEISURE SERVICES	542200-MOTOR VEHICLES	$348.60

Additional Information/Comments:

Contact for Questions: BH

Phone: 678-997-5823

BID TAB SUMMARY	(2) Ford F-150s for Parks		
Bidders	**Akins Ford**	**Athens Ford**	**Allan Vigil Ford**
Location	Winder, GA	Athens, GA	Morrow, GA
Totals	$100,697.20	$104,260.00	$112,990.00

ALLAN VIGIL FORD-LINCOLN GOVERNMENT SALES

2025 Ford F150 (1/2 ton)
Regular Cab, 6 Cyl, 4x2, LWB

SWC #99999-SPD-ES40199373-002

Equipment included in base price:
2.7L V-6 Engine
10 Speed Automatic Transmission
Factory Installed A/C
AM-FM Radio
Solar Tinted Glass
Power Steering/ABS Brakes
Rear view back up camera
Vinyl 40/20/40 Bench Seat
Rubber Floor Covering
Full Size Spare/ Step bumper
Autolamp headlights
Long bed 8'
Power Windows, Locks & Mirrors
Cruise control
P245/70Rx17 Tires
Ford SYNC (Bluetooth)

	Exterior Colors	Interior Color
		Gray
YZ	Oxford White	"
HX	Antimatter Blue	"
B3	Atlas Blue	"
JS	Iconic Silver	"
UM	Agate Black	"
M7	Carbonized Gray	"
		"

FOB Allan Vigil Ford
Delivery- see chart, $75 minimum

ALLAN VIGIL FORD GOV'T SALES
6790 Mt. Zion Blvd
Morrow, GA 30260
770-968-0680 Phone
678-364-3910 Fax

Base Price **$38,993.00**

Options	**Price**		**Code**
5.0L V8 Flex Fuel engine	2,350.00		995
3.5L V6 EcoBoost engine**	2,948.00		99G
Extended range fuel tank**	410.00	X	655
Super Cab (6.5 ft. bed)	5,735.00		X1C
4x4 Option-**Regular cab**	5,225.00		F1E
4X4 Option-**Super&Crew Cabs**	5,525.00	X	X1E
Crew Cab SWB (5.5 ft bed)	8,765.00	X	W1Cs
Crew Cab LWB* (6.5 ft bed)	9,995.00		W1C/Long
***** (4x4) ONLY**			
Limited Slip Axle	1,345.00		XL3
Daytime Running Lights	95.00	X	942
Rear Parking Sencers		X	
LT265/70R17C A/T tires	562.00	X	T7C
Class IV Hitch **(w/o tow pkg)**	495.00	X	53B
Trailer Tow Pkg	1,525.00	X	53A
Running boards (black)	475.00		18B
40-20-40 Cloth Split Bench	725.00		CS
Rear window defroster n/a REC	305.00		57Q/924
LED Warning Beacons top brake light mounted	950.00		94S
Spray-in Bedliner	625.00		ATK
Carpeted floor mats	125.00		
XLT Package	6,650.00		303a
Options total		17,377.00	
Other vendor added equipment			
Delivery		125	
Total		56,495.00	
Contact person			
Agency			
Phone Number			

Athens Ford

FD KAN-007549 GA 9-NORMAL,NB,107549,SB041 5382 220250213 BLEND 8234 | ULC | | | U | W | GA | C | | | | CERT | CERT | CERT | TRD | RAMP | BUMP | CAMP | BOOK | EXFL | ROTA | 028061 3105/3553 1FTEW2LP8 SKD48127 NB GU13

Ford ford.com

VEHICLE DESCRIPTION

F-150

SK D48127

2025 F-150 4X4 SUPERCREW
145" WHEELBASE
2.7L V6 ECOBOOST
ELEC TEN-SPEED AUTO TRANS

EXTERIOR
OXFORD WHITE
INTERIOR
BLACK STX CLOTH 40/CON/40

STANDARD EQUIPMENT INCLUDED AT NO EXTRA CHARGE

EXTERIOR
- DAYTIME RUNNING LAMPS
- EASY FUEL® CAPLESS FILLER
- FULLY BOXED STEEL FRAME
- GRILLE - BLACK & DARK GRAY
- HEADLAMPS - AUTO HIGH BEAM
- HEADLAMPS - AUTOLAMP (ON/OFF)
- LED REFLECTOR HEADLAMPS
- PICKUP BOX TIE DOWN HOOKS
- POWER TAILGATE LOCK
- REAR PRIVACY GLASS
- TRAILER SWAY CONTROL
- WIPERS- INTERMITTENT

INTERIOR
- CRUISE CONTROL
- DOOR LOCKS - POWER
- DUAL SUNVISORS
- ILLUMINATED ENTRY
- MESSAGE CTR: OUTSIDE TEMP, COMPASS, TRIP COMPUTER
- TILT/TELESCOPE STR COLUMN

FUNCTIONAL
- AM/FM STEREO
- AUTO HOLD
- BLIS W/CROSS-TRAFFIC ALERT
- CLASS IV TRAILER HITCH W/ SMART TRLR TOW CONNECTOR
- CURVE CONTROL
- FORDPASS™ CONNECT 5GWI-FI HOTSPOT TELEMATICS MODEM
- LANE-KEEPING SYSTEM
- POST-COLLISION BRAKING
- PRE-COLLISION ASSIST W/AEB
- REVERSE SENSING AND REAR VIEW CAMERA
- SELECTABLE DRIVE MODES
- SYNC®4 W/EVR & 12" SCREEN

SAFETY/SECURITY
- ADVANCETRAC™ WITH RSC®
- AIRBAGS - FRONT SEAT MOUNTED SIDE IMPACT
- AIRBAGS - SAFETY CANOPY®
- CTR HIGH MOUNT STOP LAMP
- PERIMETER ALARM
- SECURE PKG 1 YR INCLUDED
- SOS POST-CRASH ALERT SYS™
- TIRE PRESSURE MONIT SYS

WARRANTY
- 3YR/36,000 BUMPER / BUMPER
- 5YR/60,000 POWERTRAIN
- 5YR/60,000 ROADSIDE ASSIST

INCLUDED ON THIS VEHICLE	(MSRP)
EQUIPMENT GROUP 200A	1,535.00
•STX SERIES	
•LED FOG LAMPS	
OPTIONAL EQUIPMENT/OTHER	
.EXTENDED RANGE 36GAL FUEL TAN	
275/60R20 BSW ALL-TERRAIN	
3.55 ELECTRONIC LOCK RR AXLE	470.00
6650# GVWR PACKAGE	
FRONT LICENSE PLATE BRACKET	NO CHARGE
50 STATE EMISSIONS	NO CHARGE
20" DARK GRAY W/MACH ALUM WHLS	

PRICE INFORMATION	(MSRP)
BASE PRICE	$51,130.00
TOTAL OPTIONS/OTHER	2,005.00
TOTAL VEHICLE & OPTIONS/OTHER	53,135.00
DESTINATION & DELIVERY	1,995.00
TOTAL BEFORE DISCOUNTS	**55,130.00**
STX MID DISCOUNT	**- 2,000.00**
STX 2.7L DISCOUNT	**- 1,000.00**
TOTAL SAVINGS	**- 3,000.00**

RAMP ONE: CH7Z
RAMP TWO:
CONVOY
ITEM #: 21-114X O/T 2

This label is affixed pursuant to the Federal Automobile Information Disclosure Act. Gasoline, License, and Title Fees, State and Local taxes are not included. Dealer installed options or accessories are not included unless listed above.

TOTAL MSRP $52,130.00

Ford Credit Whether you decide to lease or finance your vehicle, you'll find the choices that are right for you. See your dealer for details or visit www.ford.com/finance.

SB041 N RB 2X 545 007549 02 04 25

EPA DOT Fuel Economy and Environment

Gasoline Vehicle

Fuel Economy

20 MPG combined city/hwy — 18 city — 23 highway

Standard Pickup Trucks range from 12 to 84 MPG. The best vehicle rates 140 MPGe.

5.0 gallons per 100 miles

You **spend $3,750** more in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost $2,650

Fuel Economy & Greenhouse Gas Rating (tailpipe only): 4 (1–10, Best)

Smog Rating (tailpipe only): 6 (1–10, Best)

This vehicle emits 444 grams CO_2 per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions; learn more at fueleconomy.gov.

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 28 MPG and costs $9,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at $3.50 per gallon. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fueleconomy.gov
Calculate personalized estimates and compare vehicles

Smartphone QR Code™

GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score ★★★★★
Based on the combined ratings of frontal, side and rollover.
Should ONLY be compared to other vehicles of similar size and weight.

Frontal Crash — Driver ★★★★★ / Passenger ★★★★★
Based on the risk of injury in a frontal impact.
Should ONLY be compared to other vehicles of similar size and weight.

Side Crash — Front seat ★★★★★ / Rear seat ★★★★★
Based on the risk of injury in a side impact.

Rollover ★★★★
Based on the risk of rollover in a single-vehicle crash.

Star ratings range from 1 to 5 stars (★★★★★), with 5 being the highest.
Source: National Highway Traffic Safety Administration (NHTSA).
www.safercar.gov or 1-888-327-4236

47 YEARS BUILT Ford TOUGH F-SERIES AMERICA'S BEST SELLING TRUCKS

The FordPass™ Connect modem is active and sending vehicle data (e.g., diagnostics) to Ford.** See in-vehicle settings for connectivity options.

*Based on 1977–2023 CY total sales.
**FordPass Connect (optional on select vehicles), the FordPass App and complimentary Connected Service are required for remote features (see FordPass Terms for details). Connected service and features depend on compatible AT&T network availability. Evolving technology/cellular networks/vehicle capability may limit functionality and prevent operation of connected features. Connected service excludes Wi-Fi hotspot.

1FTEW2LP8SKD48127

WARNING: Operating, servicing and maintaining a passenger vehicle, pickup truck, v vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phtl lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

rates may apply. Text HELP for help

www.ford.com/help/privacy-terms/

2202502138234

BUYER'S ORDER / INVOICE / BILL OF SALE

Akins Ford | Dodge | Chrysler | Jeep

P.O. Box 280 • Winder, GA 30680 • 770-867-9136 • 800-282-7872 • www.akinsford.com • sales @ akinsford.net

CUSTOMER INFORMATION FOR TITLE PURPOSES

SALESPERSON: QUOTE | PROSPECT #:

NAME(S) FIRST, MIDDLE, LAST OR BUSINESS: HALL COUNTY BOARD OF COMMISSIONERS | STOCK NUMBER: SKE02300 | DATE:

TYPE - R.F.W.T.L. | FLEET#:

STREET ADDRESS	CITY	COUNTY	STATE	ZIP CODE
				30315

MAILING ADDRESS	CITY	COUNTY	STATE	ZIP CODE

HOME PHONE	CELL OR PAGER #	OFFICE OR WORK PHONE	E-MAIL ADDRESS

PRIMARY PURCHASER INFORMATION

SOCIAL SECURITY	DRIVER'S LICENSE #	DATE OF BIRTH	NAD #

VEHICLE PURCHASED

TYPE	YEAR	MAKE	MODEL	BODY
NEW	2025	FORD	F150	4X4 STX

CYLINDERS	TRANSMISSION	FUEL	COLOR	TRIM	VIN
	AUTO	UNL	WHITE	BLACK	1FTEW2LP4SKE02300

KEY CODE	OTHER	ODOMETER

TRADE-IN #1

YEAR	MAKE	VIN

MODEL	STOCK NUMBER	ODOMETER	TRADE ALLOWANCE $

PAYOFF AMOUNT	GOOD UNTIL	ACCOUNT NUMBER

PAYOFF OWED TO	PHONE NUMBER	QUOTED BY

ADDRESS	CITY	STATE	ZIP CODE

TRADE-IN #2

YEAR	MAKE	VIN

MODEL	STOCK NUMBER	ODOMETER	TRADE ALLOWANCE $

PAYOFF AMOUNT	GOOD UNTIL	ACCOUNT NUMBER

PAYOFF OWED TO	PHONE NUMBER	QUOTED BY

ADDRESS	CITY	STATE	ZIP CODE

LIEN HOLDER

PURCHASED VEHICLE LIEN HOLDER	LIEN HOLDER CODE

ADDRESS	CITY	STATE	ZIP CODE

INSURANCE

COMPANY	POLICY NUMBER

AGENT	PHONE

ADDRESS	CITY	STATE	ZIP CODE

Purchaser agrees that this Order, including all the terms on BOTH THE FACE AND REVERSE SIDE HEREOF, and any retail installment sales contract reflecting the above transaction cancel and supercede any prior agreement or contract and compromise the complete and exclusive statement of the terms. Purchaser agrees that THIS ORDER SHALL NOT BECOME BINDING UNTIL ACCEPTED BY DEALER OR HIS AUTHORIZED REPRESENTATIVE, AND FURTHERMORE IN THE EVENT OF A TIME SALE, THIS ORDER SHALL NOT BE BINDING UNTIL THE RETAIL INSTALLMENT SALES CONTRACT IS SIGNED BY PURCHASER AND HAS BEEN APPROVED BY A BANK OR FINANCE COMPANY WILLING TO PURCHASE SAID CONTRACT ON SUCH TERMS. This agreement cannot be modified except by express agreement of the parties. Purchaser by his executing of the Agreement acknowledges that he has read the terms and conditions and has received a true copy of the agreement.

PURCHASER'S SIGNATURE _____ DATE _____ ACCEPTED BY: _____ DEALER OR HIS AUTHORIZED REPRESENTATIVE

CO-PURCHASER'S SIGNATURE _____ DATE _____

BASE PRICE	$50,348.60
TOTAL PRICE INCLUDING DEALER OPTIONS	$50,348.60
ADJUSTED PRICE INCL DISCOUNT(S)	$50,348.60
GROSS TRADE-IN ALLOWANCE	$0.00
TRADE DIFFERENCE	$50,348.60
SERVICE & DOCUMENTATION FEE	$0.00
TAXABLE AMOUNT	$50,348.60
SALES TAX 0%	$0.00
TAG & TITLE FEE	$0.00
GA WARRANTY RIGHTS FEE (NEW ONLY)	$0.00
PRICE INCLUDING TAX & FEES	$50,348.60
BALANCE OWED ON TRADE(S)	$0.00
TOTAL PURCHASE PRICE W/TRADES	$50,348.60
REBATE(S) ASSIGNED TO DEALER	$0.00
DEPOSIT RECEIPT # _____	$0.00
CASH DOWN RECEIPT $ _____	$0.00
SERVICE CONTRACT	$0.00
GAP	
UNPAID BALANCE	
NET DUE UPON DEL CASH/CHECK CONTRACT	$50,348.60

FD KAN-007204 OH 9-NORMAL,NB,107204,SC191 3285 220250328 BLEND 2429

ULC			U	W	OH				
CERT	CERT	CERT	TRD	RAMP	BUMP	CAMP	BOOK	EXFL	ROTA

028815 797/1894 1FTEW2LP4 SKE02300 NB GU13

ford.com

VEHICLE DESCRIPTION

F-150

SK E02300

2025 F-150 4X4 SUPERCREW
145" WHEELBASE
2.7L V6 ECOBOOST
ELEC TEN-SPEED AUTO TRANS

EXTERIOR
OXFORD WHITE
INTERIOR
BLACK STX CLOTH 40/CON/40

STANDARD EQUIPMENT INCLUDED AT NO EXTRA CHARGE

EXTERIOR
- DAYTIME RUNNING LAMPS
- EASY FUEL® CAPLESS FILLER
- FULLY BOXED STEEL FRAME
- GRILLE - BLACK & DARK GRAY
- HEADLAMPS - AUTO HIGH BEAM
- HEADLAMPS - AUTOLAMP (ON/OFF)
- LED REFLECTOR HEADLAMPS
- PICKUP BOX TIE DOWN HOOKS
- POWER TAILGATE LOCK
- REAR PRIVACY GLASS
- TRAILER SWAY CONTROL
- WIPERS- INTERMITTENT

INTERIOR
- CRUISE CONTROL
- DOOR LOCKS - POWER
- DUAL SUNVISORS
- ILLUMINATED ENTRY
- MESSAGE CTR: OUTSIDE TEMP, COMPASS, TRIP COMPUTER
- TILT/TELESCOPE STR COLUMN

FUNCTIONAL
- AM/FM STEREO
- AUTO HOLD
- BLIS W/CROSS-TRAFFIC ALERT
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- CURVE CONTROL
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- LANE-KEEPING SYSTEM
- POST-COLLISION BRAKING
- PRE-COLLISION ASSIST W/AEB
- REVERSE SENSING AND REAR VIEW CAMERA
- SELECTABLE DRIVE MODES
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- SECURE PKG 1 YR INCLUDED
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- TIRE PRESSURE MONIT SYS

WARRANTY
- 3YR/36,000 BUMPER / BUMPER
- 5YR/60,000 POWERTRAIN
- 5YR/60,000 ROADSIDE ASSIST

INCLUDED ON THIS VEHICLE	(MSRP)
EQUIPMENT GROUP 200A	1,535.00
•STX SERIES	
•LED FOG LAMPS	
OPTIONAL EQUIPMENT/OTHER	
.EXTENDED RANGE 36GAL FUEL TAN	
275/60R20 BSW ALL-TERRAIN	
3.55 ELECTRONIC LOCK RR AXLE	470.00
6650# GVWR PACKAGE	
50 STATE EMISSIONS	NO CHARGE
FLOOR LINER - TRAY STYLE	200.00
20" DARK GRAY W/MACH ALUM WHLS	

PRICE INFORMATION	(MSRP)
BASE PRICE	$51,230.00
TOTAL OPTIONS/OTHER	2,205.00
TOTAL VEHICLE & OPTIONS/OTHER	53,435.00
DESTINATION & DELIVERY	1,995.00
TOTAL BEFORE DISCOUNTS	**55,430.00**
STX MID DISCOUNT	**- 2,000.00**
STX 2.7L DISCOUNT	**- 1,000.00**
TOTAL SAVINGS	**- 3,000.00**

RAMP ONE: CW07
RAMP TWO:
CONVOY
ITEM #: 44-B249 O/T 2

TOTAL MSRP $52,430.00

Ford Credit Whether you decide to lease or finance your vehicle, you'll find the choices that are right for you. See your dealer for details or visit www.ford.com/finance.

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SC191 N RB 2X 555 007204 03 19 25

EPA DOT Fuel Economy and Environment

Gasoline Vehicle

Fuel Economy

20 MPG combined city/hwy — 18 city, 23 highway

Standard Pickup Trucks range from 12 to 84 MPG. The best vehicle rates 140 MPGe.

5.0 gallons per 100 miles

You **spend $3,750** more in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost $2,650

Fuel Economy & Greenhouse Gas Rating (tailpipe only): 4 (1 – 10, Best)

Smog Rating (tailpipe only): 6 (1 – 10, Best)

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Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 28 MPG and costs $9,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at $3.50 per gallon. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fueleconomy.gov
Calculate personalized estimates and compare vehicles

Smartphone QR Code™

GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score ★★★★★
Based on the combined ratings of frontal, side and rollover.
Should ONLY be compared to other vehicles of similar size and weight.

Frontal Crash — Driver ★★★★★ / Passenger ★★★★★
Based on the risk of injury in a frontal impact.
Should ONLY be compared to other vehicles of similar size and weight.

Side Crash — Front seat ★★★★★ / Rear seat ★★★★★
Based on the risk of injury in a side impact.

Rollover ★★★★
Based on the risk of rollover in a single-vehicle crash.

Star ratings range from 1 to 5 stars (★★★★★), with 5 being the highest.
Source: National Highway Traffic Safety Administration (NHTSA).
www.safercar.gov or 1-888-327-4236

1FTEW2LP4SKE02300

48 YEARS BUILT FORD TOUGH F-SERIES AMERICA'S BEST SELLING TRUCKS

The FordPass™ Connect modem is active and sending vehicle data (e.g., diagnostics) to Ford.** See in-vehicle settings for connectivity options.

*Based on 1977–2024 CY total sales.
**FordPass Connect (optional on select vehicles), the FordPass App and complimentary Connected Service are required for remote features (see FordPass Terms for details). Connected service and features depend on compatible AT&T network availability. Evolving technology/cellular networks/vehicle capability may limit functionality and prevent operation of connected features. Connected service excludes Wi-Fi hotspot.

Ford | FORD PROTECT®
Insist on Ford Protect! The only extended service plan fully backed by Ford and honored at every Ford dealership in the U.S., Canada and Mexico. See your Ford dealer or visit www.FordOwner.com.

WARNING: Operating, servicing and maintaining a passenger vehicle, pickup truck, van, or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

SCAN OR TEXT 1FSKE02300 TO 48028
Msg & Data rates may apply. Text HELP for help
www.ford.com/help/privacy-terms/

2202503282429

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 549/2025

SUBJECT: Approval and authorization for the Chairman to execute a Memorandum of Understanding and Subdivision Participation Form agreeing to Hall County's participation in a National Opioid Governmental Entity Settlement Agreement ("Opioid Settlement") involving Purdue Pharma L.P. & Sackler Family in Case No. 19-23649-shl in the United States Bankruptcy Court for the Southern District of New York, and any all additional documents necessary to effecutate the Opioid Settlement, and ratification of all actions taken to date concerning the same, subject to review and approval by the County Attorney.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: J

Recommendation:
Approve

Purpose of Request:
Approval and authorization for the Chairman to execute a Memorandum of Understanding and Subdivision Participation Form agreeing to Hall County's participation in a National Opioid Governmental Entity Settlement Agreement ("Opioid Settlement") involving Purdue Pharma L.P. & Sackler Family in Case No. 19-23649-shl in the United States Bankruptcy Court for the Southern District of New York, and any all additional documents necessary to effecutate the Opioid Settlement, and ratification of all actions taken to date concerning the same, subject to review and approval by the County Attorney.

History:

The State of Georgia has negotiated the Opioid Settlement with Purdue Pharma L.P. et al., and in order to participate in the settlement, Hall County must sign a Memorandum of Understanding and Subdivision Participation and Release Form.

Facts and Issues:

Options:

The Opioid Settlement will provide funds to Hall County to assist with the County's response to the Opioid Crisis.

The County must make an election to participate in the Opioid Settlement. An election to particpate in the settlement will allow the County to receive distribution from this provider.

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	2025-09-11

Approvals:

Submit	Budget	Finance	Attorney
JL	JM	EW	JL
Administration		**Clerk**	
CR		JR	

Attachments:

Subdivision Participation and Release Form
Memorandum of Understanding

EXHIBIT K

Subdivision Participation and Release Form

Governmental Entity:	State:
Authorized Official:	
Address 1:	
Address 2:	
City, State, Zip:	
Phone:	
Email:	

The governmental entity identified above ("*Governmental Entity*"), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to that certain Governmental Entity & Shareholder Direct Settlement Agreement accompanying this participation form (the "*Agreement*")[1], and acting through the undersigned authorized official, hereby elects to participate in the Agreement, grant the releases set forth below, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Agreement, and agrees that by executing this Participation and Release Form, the Governmental Entity elects to participate in the Agreement and become a Participating Subdivision as provided therein.

2. The Governmental Entity shall promptly after the Effective Date, and prior to the filing of the Consent Judgment, dismiss with prejudice any Shareholder Released Claims and Released Claims that it has filed. With respect to any Shareholder Released Claims and Released Claims pending in *In re National Prescription Opiate Litigation*, MDL No. 2804, the Governmental Entity authorizes the Plaintiffs' Executive Committee to execute and file on behalf of the Governmental Entity a Stipulation of Dismissal with Prejudice substantially in the form found at https://nationalopioidsettlement.com.

3. The Governmental Entity agrees to the terms of the Agreement pertaining to Participating Subdivisions as defined therein.

4. By agreeing to the terms of the Agreement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning following the Effective Date.

5. The Governmental Entity agrees to use any monies it receives through the Agreement solely for the purposes provided therein.

6. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity's state where the Consent Judgment is filed for purposes limited to that court's role as and to the extent provided in, and for resolving disputes to the extent provided in, the

[1] Capitalized terms used in this Exhibit K but not otherwise defined in this Exhibit K have the meanings given to them in the Agreement or, if not defined in the Agreement, the Master Settlement Agreement.

Agreement. The Governmental Entity likewise agrees to arbitrate before the National Arbitration Panel as provided in, and for resolving disputes to the extent otherwise provided in, the Agreement.

7. The Governmental Entity has the right to enforce the Agreement as provided therein.

8. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Agreement, including without limitation all provisions of Article 10 (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in his or her official capacity whether elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Subdivision Releasor, to the maximum extent of its authority, for good and valuable consideration, the adequacy of which is hereby confirmed, the Shareholder Released Parties and Released Parties are, as of the Effective Date, hereby released and forever discharged by the Governmental Entity and its Subdivision Releasors from: any and all Causes of Action, including, without limitation, any Estate Cause of Action and any claims that the Governmental Entity or its Subdivision Releasors would have presently or in the future been legally entitled to assert in its own right (whether individually or collectively), notwithstanding section 1542 of the California Civil Code or any law of any jurisdiction that is similar, comparable or equivalent thereto (which shall conclusively be deemed waived), whether existing or hereinafter arising, in each case, (A) directly or indirectly based on, arising out of, or in any way relating to or concerning, in whole or in part, (i) the Debtors, as such Entities existed prior to or after the Petition Date, and their Affiliates, (ii) the Estates, (iii) the Chapter 11 Cases, or (iv) Covered Conduct and (B) as to which any conduct, omission or liability of any Debtor or any Estate is the legal cause or is otherwise a legally relevant factor (each such release, as it pertains to the Shareholder Released Parties, the "Shareholder Released Claims", and as it pertains to the Released Parties other than the Shareholder Released Parties, the "Released Claims"). For the avoidance of doubt and without limiting the foregoing: the Shareholder Released Claims and Released Claims include any Cause of Action that has been or may be asserted against any Shareholder Released Party or Released Party by the Governmental Entity or its Subdivision Releasors (whether or not such party has brought such action or proceeding) in any federal, state, or local action or proceeding (whether judicial, arbitral, or administrative) (A) directly or indirectly based on, arising out of, or in any way relating to or concerning, in whole or in part, (i) the Debtors, as such Entities existed prior to or after the Petition Date, and their Affiliates, (ii) the Estates, (iii) the Chapter 11 Cases, or (iv) Covered Conduct and (B) as to which any conduct, omission or liability of any Debtor or any Estate is the legal cause or is otherwise a legally relevant factor.

9. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Shareholder Released Claims or Released Claims against any Shareholder Released Party or Released Party in any forum whatsoever, subject in all respects to Section 9.02 of the Master Settlement Agreement. The releases provided for herein (including the term "Shareholder Released

Claims" and "Released Claims") are intended by the Governmental Entity and its Subdivision Releasors to be broad and shall be interpreted so as to give the Shareholder Released Parties and Released Parties the broadest possible release of any liability relating in any way to Shareholder Released Claims and Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Agreement shall be a complete bar to any Shareholder Released Claim and Released Claims.

10. To the maximum extent of the Governmental Entity's power, the Shareholder Released Parties and the Released Parties are, as of the Effective Date, hereby released and discharged from any and all Shareholder Released Claims and Released Claims of the Subdivision Releasors.

11. The Governmental Entity hereby takes on all rights and obligations of a Participating Subdivision as set forth in the Agreement.

12. In connection with the releases provided for in the Agreement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

    > **General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

    A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Shareholder Released Claims or such other Claims released pursuant to this release, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Shareholder Released Claims or such other Claims released pursuant to this release that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Agreement.

13. Nothing herein is intended to modify in any way the terms of the Agreement, to which Governmental Entity hereby agrees. To the extent any portion of this Participation and Release Form not relating to the release of, or bar against, liability is interpreted differently from the Agreement in any respect, the Agreement controls.

14. Notwithstanding anything to the contrary herein or in the Agreement, (x) nothing herein shall (A) release any Excluded Claims or (B) be construed to impair in any way the rights and obligations of any Person under the Agreement; and (y) the Releases set forth herein shall be subject to being deemed void to the extent set forth in Section 9.02 of the Master Settlement Agreement.

I have all necessary power and authorization to execute this Participation and Release Form on behalf of the Governmental Entity.

Signature: _____

Name: _____

Title: _____

Date: _____

Settlement Document
Binding on State of Georgia When Executed by Georgia AG / Governor

State of Georgia and Local Governments: Memorandum of Understanding Concerning National Settlement with Purdue

Foreword

This Memorandum of Understanding between the State of Georgia *ex rel.* Chris Carr, Attorney General (the "State"), and certain Georgia Local Government entities ("LGs") concerns the harms visited upon Georgia's citizens and the State itself by certain manufacturers, distributors, and pharmacies ("Opioid Defendants") of prescription opioids.

To address these harms, the State and certain LGs separately initiated litigation meant to hold Opioid Defendants accountable.

On December 31, 2021, the State entered into settlements with Opioid Defendants McKesson Corporation, AmerisourceBergen Corporation, Cardinal Health, Inc., Johnson & Johnson, Janssen Pharmaceuticals, Inc., Ortho-McNeil-Janssen Pharmaceuticals, Inc., and Janssen Pharmaceutica, Inc. (together, the "National Distributor and J&J Settlements").

Thereafter, the State and participating LGs entered into a Memorandum of Understanding to memorialize an agreement that would enable them to maximize the monetary help received from the National Distributor and J&J Settlements to address harms visited upon Georgia's citizens and the State itself in the opioid crisis (the "2022 MOU").

On June 17, 2025 the Governmental Entity Settlement Agreement was filed in In re: Purdue Pharma, L.P. et al., Case No. 19-23649-shl in the United States Bankruptcy Court for the Southern District of New York, Doc. 7592, (the "Purdue Opioid Settlement" or "Opioid Settlement") that the State of Georgia and LGs are eligible to join.

During May 2025, the State opted into the Opioid Settlement. The LGs have until September 30, 2025 to opt in to the Opioid Settlement.

This Memorandum of Understanding ("Memorandum" or "2025 MOU") aims to memorialize an agreement between the State and certain LGs that will enable them to maximize the monetary funds received from the Opioid Settlement to remediate the harms caused by the opioid crisis. The processes outlined in this Memorandum in large part replicate processes required under the 2022 MOU.

Except where the terms are different, the processes used in administration of the 2022 MOU shall be utilized for administration as required under this Memorandum.

I. Definitions

Capitalized terms shall have the same definitions as in the 2022 MOU with the exception of:

a. "Legislative Bar" means O.C.G.A. § 10-13B-1 *et seq*.

b. "Local Government Opioid Funds" means the funds allocated to local governments pursuant to Section II of this Memorandum.

c. "Opioid Funds" means the total monetary amounts obtained through the Purdue Opioid Settlement as defined in this 2025 MOU which are allocated to Georgia and its Participating Local Governments under the Purdue Opioid Settlement.

d. "Opioid Settlement" or "Purdue Opioid Settlement" means the Governmental Entity Settlement Agreement dated June 17, 2025 filed in In re: Purdue Pharma, L.P. et al., Case No. 19-23649-shl in the United States Bankruptcy Court for the Southern District of New York, Doc. 7592.

e. "Parties" shall mean the State and the Participating Local Governments.

f. "Participating Local Governments" shall mean:
(i.) all litigating subdivisions listed on Exhibit "C" of the Opioid Settlement, and
(ii.) nonlitigating subdivisions listed on Exhibit "G" of the Opioid Settlement
that choose to sign on to the Opioid Settlement and this Memorandum.

g. "Released Entities" means the entities defined as such in the Opioid Settlement.

h. "State Opioid Funds" means the funds allocated to the State pursuant to Section II of this Memorandum.

i. "Trust" means the Georgia Opioid Crisis Abatement Trust, approved by the Gwinnett County Superior Court on February 16, 2023.

j. "Trustee" means the Trustee of the Georgia Opioid Crisis Abatement Trust.

II. Allocation between State and Local Governments

a. The Participating Local Governments shall collectively receive 25% of the Opioid Funds as their full allocation of Local Government Opioid Funds for all claims past and future of the Participating Local Governments. Local Government Opioid Funds shall be paid to a Settlement Fund Administrator as defined in the Opioid Settlement and distributed pursuant to the Opioid Settlement, with the following additional conditions:

(i) If a county which is a Participating Local Government under this Memorandum has a sheriff who is a Litigating Subdivision listed in the Opioid Settlement, at least 9.45% of the Opioid Funds paid to that county under the terms of the Opioid Settlement in which the sheriff agreed to participate shall be allocated to that county's sheriff to be used for Approved Purposes;

(ii.) If a county which is a Participating Local Government under this Memorandum has a hospital which is a Litigating Subdivision listed in the Opioid Settlement, at least 2% of the Opioid Funds paid to that county under the terms of the Opioid Settlement in which the hospital agreed to participate shall be allocated to the hospital to be used for Approved Purposes; and

(iii.) If a county which is a Participating Local Government under this Memorandum has a school district which is a Litigating Subdivision listed in the Opioid Settlement, at least 1% of the Opioid Funds paid to that county under the terms of the Opioid Settlement in which the school district agreed to participate shall

be allocated to the school district to be used for Approved Purposes.

b. The State shall receive 75% of the Opioid Funds as its full allocation of State Opioid Funds.

c. Of the State's 75% share, after the payment of litigation fees and costs owed to the State's outside counsel pursuant to the agreement entered into on September 10, 2018 or as may be amended, 60% of the remaining funds shall be transferred by the receiving state agency through the Office of Planning and Budget to the State Treasury and spent at the direction of the State Legislature for Approved Purposes by appropriation and in compliance with the terms of the Opioid Settlement and this Memorandum. The remaining 40% after payment of fees and costs shall be transferred to the Trust by the receiving state agency and shall be expended by the Trustee on a regional basis ("Regional Distribution") as set forth in the Declaration of Trust, the 2022 MOU, and this 2025 MOU.

(i.) For purposes of the Regional Distribution under the Opioid Settlements, the Regions shall be the same as established pursuant to the 2022 MOU, including Qualifying Block Grantees.

(ii.) Each Qualifying Block Grantee shall receive its allocation of the Regional Distribution via a direct block grant so long as it certifies that it has sufficient infrastructure to provide opioid abatement services.

(iii.) The Trustee shall use the same allocation model as used under the 2022 MOU for the Regional Distribution.

(iv.) The Regional Advisory Councils established pursuant to the 2022 MOU shall have the same duties and responsibilities in connection with the funds allocated to the Trust pursuant to this 2025 MOU as under the 2022 MOU, including reporting requirements and making themselves available to consult with the Government Participation Mechanism and with Participating

Local Governments to best determine how funds will be spent for opioid remediation within the established Regions. In every instance the Trustee shall retain final authority over Regional Distributions.

III. Funds to be used for Approved Purposes; Clawback and Recoupment

a. With the exception of administrative expenses as allowed under the Opioid Settlement, funds set aside for attorneys' fees and costs for State of Georgia outside counsel, and funds set aside for attorneys' fees for Local Government outside counsel pursuant to Section VI of this Memorandum, State Opioid Funds and Local Government Opioid Funds shall be used for Approved Purposes.

b. Funds are to primarily (no less than 70 percent) be used for future abatement purposes. Funds used to reimburse the Parties for past abatement expenses may not be used to reimburse past Medicaid expenses or any other expense that would be subject to a federal clawback, recoupment, or similar mechanism.

c. The State and Participating Local Governments shall work cooperatively to ensure the funds are spent within the spirit of this Memorandum and the Opioid Settlement, and shall further work cooperatively to actively defend the funds from federal clawback and/or recoupment, including, but not limited to, actively participating in any administrative procedure or other case or process related to defense of the funds from federal clawback and/or recoupment. In the event the federal government initiates and successfully claws back any Opioid Funds related to the Settlement, such amounts shall first be deducted from the total disbursements to be made to both the State and Local Governments in the calendar year the clawback claim is successfully made and shall thereafter be deducted from the total disbursements to be made in any subsequent calendar year if necessary. After such deduction, the allocation between the State and Participating Local Governments described in Section II of this Memorandum shall be applied to the remaining funds for the current calendar year or any subsequent calendar year if applicable. Deduction of amounts from the total disbursements shall include reimbursement of any amounts paid

by the State or withheld from amounts due to the State as the result of a clawback and/or recoupment.

IV. Compliance and Reporting

a. The Trustee shall provide an up-to-date accounting of payments into or out of the Trust and/or its subaccounts upon written request of the State or a Participating Local Government. The State, together with the Trustee, shall provide an annual report detailing: (1) the amounts received by the State and deposited into the State Treasury and the amounts remitted to the Trust; (2) the allocation of any awards approved, listing the recipient, amount awarded, programs funded, and disbursement terms; and (3) the amounts actually disbursed. The State and Trustee shall also include an assessment of how well resources have been used by the State and the Participating Local Governments to abate opioid addiction, overdose deaths, and the other consequences of the opioid crisis. The State shall publish its annual report and all Regional Advisory Council annual reports on its website.

b. Expenses of the Trustee shall be deducted first from interest earned on funds held by the Georgia Opioid Crisis Abatement Trust, and then, if necessary, may be deducted from the corpus of Trust funds. Administrative expenses of the State shall be paid from or reimbursed out of State Opioid Funds as allowed under the terms of the Opioid Settlement.

c. The Trustee and the State shall endeavor to keep such expenses reasonable in order to maximize the funding available for opioid abatement.

d. Each Regional Advisory Council shall provide a report annually to the Trustee and Government Participation Mechanism detailing: (1) the amount received by each local government within the Region; (2) the allocation of any awards approved, listing the recipient, amount awarded, programs funded, and disbursement terms; and (3) the amounts actually disbursed and approved allocations. Each Participating Local Government within each Region shall provide any

information necessary to facilitate such reporting to a single regional delegate selected by the Region to provide its annual report.

e. If the State believes that any Participating Local Government has used funds for a non-approved purpose, it may request in writing the documentation underlying such alleged improper use of funds. If any ten (10) Participating Local Governments believe the State has used funds for a non-approved purpose, they may request jointly in writing the documentation underlying such alleged improper use of funds.

f. The State and Participating Local Governments may object in writing to the Trustee to an allocation or expenditure on the basis that the allocation or Trust expenditure is inconsistent with Section III of this Memorandum or violates Section IV.c of this Memorandum regarding reasonable expenses of the Trustee.

g. Any party to this Memorandum who receives a written request sent pursuant to IV.f or IV.e shall have 21 days to respond to such request, which may be extended by mutual consent.

h. A party who makes a written request pursuant to IV.f may file an action in the Superior Court of Gwinnett County within one year of its objection seeking a determination as to the validity of the objection.

i. If, after a written objection made pursuant to IV.e, it appears to the State that a Participating Local Government has spent funds on non-approved purposes, the State may seek and obtain an injunction in the Superior Court of Gwinnett County prohibiting the Participating Local Government from spending further funds on non-approved purposes, and ordering the return of monies spent on non-approved purposes. So long as any such action is pending, distribution of any funds to the relevant Participating Local Government shall be suspended and held in trust by the Trustee or national Settlement Fund Administrator and shall only resume after the action is resolved. Once the action is resolved, suspended payments to the Participating Local Government shall resume, less any amounts ordered returned that have not yet been returned as of the date of the resumption of suspended payments.

j. Attorney's fees and costs are not recoverable in actions brought under this Section.

V. Litigation Bar

a. All Parties expressly acknowledge that this 2025 MOU qualifies under O.C.G.A. § 10-13B-2(a)(4)(E) and that the Opioid Settlement is a state-wide opioid settlement as that term is defined in O.C.G.A. § 10-13B-2(4).

VI. Attorney's Fees; Costs and Expenses

a. Section VII of the 2022 MOU is incorporated by reference as though fully set forth herein.

VII. Future Agreements and Negotiations

a. Nothing in this Memorandum shall bind the Parties concerning any future opioid settlements other than the ones expressly contemplated in (1) this Memorandum or (2) any amendments to this Memorandum made pursuant to Section VIII.b. Other than those Released Entities who are parties to the Opioid Settlement, the Parties are free to engage in settlement negotiations with any Opioid Defendants without prior consent or participation of any other party to this Memorandum.

b. The Parties shall endeavor, insofar as is reasonably practicable, to keep each other apprised of future negotiations concerning future opioid settlements. Nothing in this provision shall require the parties to violate any duty, obligation, or promise of confidentiality, non-disclosure agreement, common interest agreement, court order concerning non-disclosure, or similar non-disclosure obligation concerning negotiations regarding future opioid settlements. For the avoidance of doubt, LGs shall not be required to disclose, among other things, any information relating to negotiations between groups of local governments and Opioid Defendants, and the State shall not be required to disclose, among other things, any information relating to negotiations between states or groups of states and Opioid Defendants.

VIII. Miscellaneous

a. This Memorandum shall be governed by Georgia law.

b. The Parties may make amendments to this Memorandum as necessary. Amendments shall be in writing and shall require the consent of all Parties to this Memorandum. Proposed amendments shall be circulated to all Parties through designated contacts provided in their Acknowledgement, after which Parties shall have 30 days to agree or object to the proposed amendment. Parties who do not respond shall be deemed to have consented to the amendment for purposes of this Section VIII.b.

c. Jurisdiction and venue regarding any disputes between or among the Parties concerning this Memorandum or the interpretation thereof shall lie in the Superior Court of Gwinnett County, Georgia.

d. This Memorandum terminates automatically with respect to the Opioid Settlement in the event the Opioid Settlement is terminated by the parties to it.

e. By entering into this Memorandum, a local government agrees to participate in the Opioid Settlement.

f. If less than 65% of the litigating LGs participate in the Opioid Settlement, this Memorandum is voidable by the State.

* * * * *

ATTACHED EXHIBITS:

EXHIBIT 1: ACKNOWLEDGEMENT AND AGREEMENT TO BE BOUND TO MEMORANDUM OF UNDERSTANDING

EXHIBIT 1

ACKNOWLEDGEMENT AND AGREEMENT TO BE BOUND BY MEMORANDUM OF UNDERSTANDING

WHEREFORE, the undersigned, as a duly-appointed representative of the below-referenced entity, acknowledges the following:

- Hall County, Georgia [NAME OF ENTITY] has received the **State of Georgia and Local Governments: Memorandum of Understanding Concerning National Settlement with Purdue Pharma, L.P. and other related entities as defined in the Purdue Opioid Settlement.**
- The undersigned is a duly-appointed representative of Hall County, Georgia [NAME OF ENTITY], and has the authority to execute this document and bind Hall County, Georgia [NAME OF ENTITY] to the Memorandum.
- Hall County, Georgia [NAME OF ENTITY] is either represented by legal counsel, or has the ability to obtain advice from legal counsel, concerning the contents and implication of the Memorandum.
- The undersigned, on behalf of Hall County, Georgia [NAME OF ENTITY], understands and acknowledges the terms of the Memorandum, and _____ [NAME OF ENTITY] agrees to be bound by its terms.
- No party is under duress or undue influence.

/s/_____

Name: David Gibbs

Title: Chairman, Hall County Board of Commissioners

Date: 9/11/2025

Entity: Hall County, Georgia

Designated Contact for Purposes of Section VIII.b:

Name: Justin R. Lawhon

Title: Interim County Attorney

Address: PO Box 1435, Gainesville, GA 30503

Email: jrlawhon@hallcounty.org

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 548/2025

SUBJECT: Approval and authorization for the Chairman to execute a Subdivision Participation Form agreeing to Hall County's participation in a National Opioid Settlement Agreement with Sandoz, dated August 31, 2023, ("Sandoz Settlement"), as an Eligible Entity as defined in the Sandoz Settlement, and any and all additional documents necessary to effectuate the settlement, and ratification of all actions taken to date concerning the same, subject to review and approval by the County Attorney.

Meetings:

Work Session Date: 09/08/25

Voting Meeting Date: 09/11/25

Executive Summary:

Presenter: JL

Recommendation:
Approve

Purpose of Request:

History:

To request approval and authorization for the Chairman to execute a Subdivision Participation Form agreeing to Hall County's participation in a National Opioid Settlement Agreement with Sandoz, dated August 31, 2023, ("Sandoz Settlement"), as an Eligible Entity as defined in the Sandoz Settlement, and any and all additional documents necessary to effectuate the settlement, and ratification of all actions taken to date concerning the same, subject to review and approval by the County Attorney.

According to data from the CDC, over 1 million Americans have died of opioid involved overdoses since 1999. This increase in opioid-involved death is often described as having come in waves, with the initial wave being attributed to the misuses and diversion of prescription opioids (e.g. OxyContin), the second wave being attributed to the increased availability of heroin, and the third wave being attributed to the misuse of pharmaceutical fentanyl and increased availability of illicit, non-pharmaceutical fentanyl. In response to the opioid crisis, federal, state and local governments took actions that included enacting several laws intended to expand the availability of substance use prevention, treatment, and recovery services. They have also buttressed these efforts by pursuing a substantial number of civil lawsuits against entities along the prescription opioid supply chain, alleging that these entities engaged in various conduct such as misleading promotion or inadequate control of prescription opioids which fueled the crisis. Hall County has been a participant in several of these lawsuits and will be receiving funding from these settlements that are to be used to remediate the effects of the opioid crisis. Hall County has been contacted regarding a new settlement with Sandoz, a pharmaceutical company, which requires the submission of a Subdivision Participation Form in order for Hall County to receive any funds from the settlement. Hall County must complete the necessary paperwork to participate in the settlement.

Facts and Issues:

The settlement will provide funds to Hall County to assist with the County's response to the Opioid Crisis.

Options:

The County must make an election to participate in the settlement. An election to participate in the settlement will allow the County to receive distribution from this provider.

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Budget	Finance	Attorney
JL	JM	EW	JL
Administration		**Clerk**	
CR		JR	

Attachments:

Sandoz Participation Form

EXHIBIT C

Subdivision Participation Form

Eligible Subdivision Name:	Hall County, Georgia
Case No.:	1:18-op-45286
Authorized Signatory Name:	David Gibbs
Authorized Signatory Title:	Chairman, Hall County Board of Commissioners
Address 1:	2875 Browns Bridge Road
Address 2:	
City, State, Zip:	Gainesville, GA 30504
Phone:	770-535-8288
Email:	dgibbs@hallcounty.org

The Eligible Subdivision identified above ("Subdivision"), in order to obtain and in consideration for the benefits provided to the Subdivision pursuant to the Settlement Agreement dated August 31, 2023 ("Sandoz Settlement"), and acting through the undersigned authorized official, is an "Eligible Entity" as defined in the Sandoz Settlement, and hereby elects to participate in the Sandoz Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Subdivision is aware of and has reviewed the Sandoz Settlement, understands that all terms in this Subdivision Participation Form ("Form") have the meanings defined therein, and agrees that by this Form, the Subdivision elects to participate in the Sandoz Settlement and become a Participating Subdivision as provided therein.

2. The Subdivision agrees to the terms, representations, and warranties of the Sandoz Settlement pertaining to Participating Subdivisions as defined therein.

3. By agreeing to the terms of the Sandoz Settlement and becoming a Releasor, the Subdivision is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.

4. The Subdivision agrees to use any monies it receives through the Sandoz Settlement solely for the purposes provided therein.

5. By signing this Participation Form, the Subdivision agrees that, pursuant to the Sandoz Settlement, Settlement Referee David R. Cohen will set the procedures by which the allocation will be completed for this settlement and will determine the final allocation between the Participating Subdivisions pursuant to the terms of the Sandoz Settlement.

6. The Subdivision agrees that any disputes arising out of this Agreement shall be heard before Settlement Referee David R. Cohen as the arbitrator designated by the

parties in the Sandoz Settlement to resolve disputes through binding arbitration.

7. The Subdivision has the right to enforce the Sandoz Settlement as provided therein.

8. The Subdivision, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Sandoz Settlement, including but not limited to all provisions of Section II (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Subdivision hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist in bringing, or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Sandoz Settlement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of each Releasor to release claims. The releases shall be a complete bar to any Released Claim.

9. In connection with the releases provided for in the Sandoz Settlement, each Subdivision expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

General Release; extent. A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

10. A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Participating Subdivision (for itself and its Releasors) hereby expressly waives and fully, finally, and forever settles, releases, and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Participating Subdivision's decision to enter into the Sandoz Settlement or the Participating Subdivision's decision to participate in the Sandoz Settlement.

11. The Participating Subdivision, or their attorneys, shall provide a properly executed Participation Form to the Participating Subdivision Designees and to Sandoz by electronic mail to ParticipationandDismissals@NationalOpioidOfficialSettlement.com in accordance with the time limitations and terms of the Sandoz Settlement.

12. Within 21 days after the Effective Date set forth in the Sandoz Settlement, the Subdivision shall file a request to dismiss with prejudice any Released Claims that

it has filed. With respect to any Released Claims pending in *In re National Prescription Opiate Litigation*, MDL No. 2804, the Subdivision hereby authorizes the Participating Subdivision Designees to execute and file on behalf of the Subdivision a Stipulation of Dismissal With Prejudice.

13. Nothing herein is intended to modify in any way the terms of the Sandoz Settlement, to which Subdivision hereby agrees. To the extent this Form is interpreted differently from the Sandoz Settlement in any respect, the Sandoz Settlement controls.

I have all necessary power and authorization to execute this Form on behalf of the Subdivision.

Signature:

_____

Name:
David Gibbs

Title:
Chairman

Date:
09/11/2025

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 531/2025

SUBJECT: Approve the renewal of the agreement with ADP, Inc. for the purpose of providing payroll services for all County departments, and authorization for the Chairman to execute any necessary documents to effectuate the renewal; subject to the review and approval by the County Attorney. The estimated annual cost is $382,423.00.

Meetings:

Work Session Date: 09/08/25

Voting Meeting Date: 09/11/25

Executive Summary:

Presenter: TS

Recommendation:
Approve

Purpose of Request:

Approve the renewal of the agreement with ADP, Inc. for the purpose of providing payroll services for all County departments, and authorization for the Chairman to execute any necessary documents to effectuate the renewal; subject to the review and approval by the County Attorney. The estimated annual cost is $382,423.00.

History:
On September 23, 2015, Hall County entered into an agreement with ADP to provide payroll processing, time and attendance, tax filing, human resources, self-service benefits administration, and other data processing services.

Pricing agreement was renewed on September 10, 2020 for an additional two years.

Facts and Issues:
We have exhausted the renewals on our existing contract but ADP has offered to extend our existing terms and conditions and pricing for an additional five years. For the first year, pricing would remain unchanged. The second, third, and fourth year would be a 1% increase, and the fifth year would be a 2% Increase. If approved through its entirety, the total ADP Contract would reach a total of 15 years.

Options:

Funding Requested $ 382,423.00

Are funds within current budget?	Yes
Source of Funds	Various
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	Yes
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	2025-09-12

Approvals:

Submit	Budget	Finance	Attorney
TS	JM	TS	JL
Administration		**Clerk**	
CR		JR	

Attachments:

Financial Supplement
ADP Annual Fee Estimate
ADP Contract Renewal

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 531/2025

Funds Requested: $ 382,423.00

Request Budgeted: Yes

Proposed Source of Funding:

Various

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2026	TBD	TBD	521000-PROFESSIONAL SERVICES	$382,423.00

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions: TS

Phone: 770-531-3900

Hall County Government
ADP Fee Analysis
FY 2026 Budget

ADP Annual Contract (original)	184.03.01	272,029.12	
7% increase		291,071.16	
Subtotal		**291,071.16**	
Contingency		29,107.12	
Total ADP Annual Estimate (FY 2019)		**320,178.27**	
10% INCREASE		32,017.83	
FY 2020 SUBTOTAL		352,196.10	
FY 2020 CONTINGENCY (10%)		35,219.61	
TOTAL FY 2020 ANNUAL ESTIMATE		**$ 387,415.71**	
FY2021 Adj. Based on Actuals		1,264.49	See FY2021 tab
TOTAL FY 2021 ANNUAL ESTIMATE		**$ 388,680.20**	
FY2022 Adj. Based on Actuals		(14,540.80)	See FY2022 tab
TOTAL FY 2022 ANNUAL ESTIMATE		**$ 374,139.40**	
FY2023 Adj. Based on Actuals		(39,310.80)	See FY2023 tab
TOTAL FY 2023 ANNUAL ESTIMATE		**$ 334,828.60**	
FY2024 Adj. Based on Actuals		21,570.35	See FY2024 tab
TOTAL FY 2024 ANNUAL ESTIMATE		**$ 356,398.95**	
FY2025 Adj. Based on Actuals		2,048.26	See FY2025 tab
TOTAL FY 2025 ANNUAL ESTIMATE		**$ 358,447.21**	
FY2026 Adj. Based on Actuals		23,975.39	
TOTAL FY 2026 ANNUAL ESTIMATE		**$ 382,422.60**	

FY2025 Actuals to Date:

July	29,617.42	
August	29,518.52	
September	29,756.40	
October	30,778.22	
November	36,639.90	
December	28,973.20	
January	37,796.19	
February	31,868.55	
March	31,868.55	
April	31,868.55	
May	31,868.55	
June	31,868.55	
	382,422.60	**Base Estimate for FY2026**
	31,868.55	Average Amt through January (use for months not billed)

	# of FTEs	% allocation	Subtotal	Budget Allocation		Verified Requst Includes Estimates for ADP Fees	
General Fund	1,084.00	58.500%	223,716.19	223,716			
Restricted	33.00	1.781%	6,810.55	6,811			
Internal Fleet	11.50	0.621%	2,373.37	2,373			
Multiple Grant	40.00	2.159%	8,255.21	8,255			
Subtotal	**1,168.50**	**63.060%**	**235,931.94**	**241,155**	100-1500-521000	✔	
Fire Fund	283.50	15.300%	58,508.80	58,509	270-3520-52100	✔	
Emergency Services	117.00	6.314%	24,146.49	24,146	271-3630-52100	✔	
Development Services	83.50	4.506%	17,232.75	17,233	SEE BELOW		
Parks & Leisure Services	57.00	3.076%	11,763.67	11,764	273-6210-52100	✔	
E-911	55.50	2.995%	11,454.10	11,454	215-3800-52100	✔	
Group Health Insurance	2.00	0.108%	412.76	413	011-4419	✔	
Risk Management Insurance	2.00	0.108%	412.76	413	012-4419	✔	
Parks	18.50	0.998%	3,818.03	3,818	201-6180-52100	✔	
Landfill	64.50	3.481%	13,311.53	13,312	540-4520-52100	✔	*133
Sewer / Stormwater	1.00	0.054%	206.38	206	505-4430-52100	✔	*139
Allen Creek	-	0.000%	-	-			
Count less Unassigned Positons 5.23.24 per WP E.06.04	**1,853.00**			**382,423**			
Development Services Itemized Listing							
Engineering	21	25.15%	4,333.99	4,334	272-4971-52100	✔	
Marshal's Office	12	14.37%	2,476.56	2,477	272-7420-52100	✔	

Planning & Zoning	19	22.75%	3,921.22	3,921	272-7410-52100	✔
Road Maintenance	31.5	37.72%	6,500.98	6,501	272-4220-52100	✔
	83.5	**100%**	**17,232.75**	**17,233**	SEE ABOVE	

Benefits Module	25,000.00	**This billing will begin after year 5 per original agreement.**

ADP, INC. GUARANTEED PRICE AGREEMENT

Client Name: **Hall County**
Effective Date: 10/01/2025
Expiration Date: 10/01/2030
Customer #(s): 1161702
Contact Name: Taylor Samples Requested By:
Michele.la.motte@adp.com
Contact Email: tsamples@hallcounty.org Contact Phone: 404-531-3900

ADP, Inc. ("ADP") is pleased to provide Hall County ("Client") with a guaranteed price agreement (the "Price Agreement"), which shall govern any increases in fees to the Services (as defined in section 1 below) purchased by Client for the next 5 year(s), subject to the terms and conditions set forth in this Price Agreement. In consideration of the mutual agreements set forth below, ADP and Client agree as follows:

1) Price Increase: For the next 5 year(s) commencing with the Effective Date of this Price Agreement, ADP will increase prices per the schedule below for the processing services (the "Services") listed in section 1a that Client is receiving or shall receive as of the Effective Date.

1a) Included Services:

- Payroll
- HCM
- TLM

1b) Processing Services:

Year #	Guaranteed Price Period	Increase %	Increase Date
1	10/01/2025 to 09/30/2026	0.00%	10/01/2025
2	10/01/2026 to 09/30/2027	1.00%	10/01/2026
3	10/01/2027 to 09/30/2028	1.00%	10/01/2027
4	10/01/2028 to 09/30/2029	1.00%	10/01/2028
5	10/01/2029 to 09/30/2030	2.00%	10/01/2029

Items specifically excluded from this agreement are delivery, reverse wire fees, jurisdiction fees, year-end fees, and maintenance fees. In the month following the Expiration Date, Client's prices will be subject to the same price increases applied to its other clients of similar size and product utilization unless a renewal agreement is signed by both parties.

2) Guaranteed Term: As consideration for the Price Agreement, Client agrees to purchase the Services for a minimum guaranteed term of 5 year(s) commencing with the Effective Date of this Price Agreement and thereafter Client's agreement to purchase the Services shall remain in effect until terminated by Client or ADP in accordance with the terms of the ADP Major Accounts Agreement (or such equivalent ADP terms and conditions or agreement governing the provision and receipt of ADP Services including but not limited to any product specific terms set forth in such agreement) between ADP and Client (the “ADP Services Agreement”).

3) Early Termination Fee: If Client terminates all Services without cause as provided in the ADP Services Agreement prior to the Expiration Date of this Price Agreement, Client agrees to pay ADP an early termination fee of 3 month(s) of average monthly processing fees for the Services (based on the average monthly fees during the twelve-month period immediately preceding the date of termination or a shorter period of time if monthly fees have been payable for less than 12 months at the termination date). If Client fails to pay the early termination fee, Client shall reimburse ADP for any expenses incurred, including interest and reasonable attorney fees, in collecting amounts due ADP hereunder. The early termination fee will be waived by ADP in the event there is a material breach by ADP of any material warranty, term, condition or covenant of the ADP Services Agreement and ADP fails to cure such breach within the timeframe provided in such ADP Services Agreement.

THE ADP SERVICES COVERED BY THIS AGREEMENT ARE PROVIDED IN ACCORDANCE WITH THE TERMS AND CONDITIONS SET FORTH IN THE AGREEMENT(S) BETWEEN CLIENT AND ADP COVERING THE SPECIFIC SERVICES. THIS AGREEMENT SUPPLEMENTS AND DOES NOT SUPERSEDE ANY OF THOSE TERMS AND CONDITIONS. THIS AGREEMENT IS NOT VALID UNLESS SIGNED BY BOTH PARTIES. IN THE EVENT CLIENT HAS AN EXISTING PRICE AGREEMENT IN PLACE, THIS AGREEMENT REPLACES ANY PRIOR PRICE AGREEMENT GOVERNING THE SAME SERVICES.

ADP, Inc.		**Hall County**	
Name:		Name:	
Signature:		Signature:	
Title:		Title:	
Date:		Date:	

NOTE: THIS PRICE AGREEMENT IS VALID ONLY IF SIGNED BY BOTH PARTIES WITHIN 30 DAYS OF THE DATE OF CREATION. THE AGREEMENT MUST BE SIGNED BY 09/20/2025 IN ORDER TO BE VALID. FINANCE OR RELATIONSHIP MANAGEMENT IS AUTHORIZED TO EXECUTE THIS AGREEMENT ON BEHALF OF ADP.

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 469/2025

SUBJECT: Approve the application and award for the FY 2027 Georgia Department of Transportation Section 5303 Program Metropolitan Planning Grant for the Gainesville-Hall Metropolitian Planning Organization (MPO) to aid in regional transportation planning in the amount of $145,897.50, and if awarded, appoint the Grants Manager as the Program Designee, and authorize the Chairman to execute all related application and award documents. A 10% cash match is required.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: JB

Recommendation:
Approval.

Purpose of Request:
Approve the application and award for the FY 2027 Georgia Department of Transportation Section 5303 Program Metropolitan Planning Grant for the Gainesville-Hall MPO to aid in regional transportation planning in the amount of $145,897.50, and if awarded, appoint the Grants Manager as the Program Designee, and authorize the Chairman to execute all related application and award documents. A 10% State match of $14,589.75 will be provided by Georgia Department of Transportation (GDOT). A 10% cash match of $14,589.75 is required and will be provided by Hall County.

History:

This is the second operating grant for the MPO. Applications are accepted on an annual basis.

Facts and Issues:

Options:

The Georgia Department of Transportation (GDOT) is pleased to announce the FY2027 Call for Projects for transit funding under the following Federal Transit Administration's (FTA) programs:

* Section 5303 Metropolitan Planning Program
* Section 5304 Statewide Planning Program
* Section 5307 Formula Grants for Small Urban Transit Program
* Section 5311 Formula Grants for Rural Areas Program
* Section 5339 Formula Grants for Program Bus and Bus Facilities Infrastructure
Investments Program

Eligible recipients include states and federally recognized Indian Tribes, state or local government authorities, nonprofit organizations, and operators of public transportation services. Eligible activities include planning, operating and capital assistance, job access and reverse commute projects, mobility management activities and the acquisition of public transportation services.

The deadline for completed applications is September 30, 2025.

Funding Requested	$ 14,589.75
Are funds within current budget?	Yes
Source of Funds	Development Services
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Grants	Submit	Approve	Grants
PS	JS	JS	SG
Budget	**Finance**	**Attorney**	**Administration**
JM	TS	JL	CR
Clerk			
JR			

Attachments:

Financial Supplement
FY27 5303 GHMPO Application

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 469/2025

Funds Requested: $ 14,589.75

Request Budgeted: Yes

Proposed Source of Funding:

Development Services

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2027	250-MULTIPLE GRANT FUND	7411-MPO	331150-FEDERALâ€OPERATING INDIRECT	$-116,718.00
2027	250-MULTIPLE GRANT FUND	7411-MPO	334110-STATEâ€OPERATING DIRECT	$-14,589.75
2027	272-DEVELOPMENT SERVICES FUND	7410-PLANNING	511100-SALARIES	$14,589.75
2027	250-MULTIPLE GRANT FUND	7411-MPO	523500-TRAVEL	$5,000.00
2027	250-MULTIPLE GRANT FUND	7411-MPO	511100-SALARIES	$126,307.75

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions: JB

Phone: 7702975541

FEDERAL TRANSIT ADMINISTRATION

FY 2027 GRANT APPLICATION
SECTION 5303 PROGRAM

METROPOLITAN PLANNING

APPLICATION DUE
SEPTEMBER 30, 2025

This is a fillable form. Please use Adobe Acrobat Reader to complete this application. You may use the tab button to navigate between fillable form fields. Only the Transmittal Letter and Authorizing Resolution should be printed and returned as a scanned application attachment. All other application components should be completed and returned electronically.

APPLICANT

Submitted By
(Name & Title)

Date Submitted

GDOT

Project Manager Signature

Date Received

FY 2027 Section 5303 Grant Application Checklist

To be completed by APPLICANT:

Legal Name of Applicant:

_____

Name/Description of Item	Completed (Yes/No)
Part A: Contract Authorization Tracking System (CATS) Profile Form	
Part B: Transmittal Letter (on Letterhead)	
Part C: Authorizing Resolution	
Part D: Project Description, Budget, and Milestones	
Part E: Title VI Data Collection and Reporting	
Part F: Equal Employment Opportunity Questionnaire	
Part G: SAM Registration	
Part H: Expenditures Form	
Part I: Indirect Cost Documentation	
Part J: Financial Certifications	
Appendix A: FTA Certifications and Assurances	
Appendix B: Definition of FTA Technical Activities	
Appendix C: Performance-Based Transit Planning Agreement	
Appendix D: FY 2026 Additional 5303 Funding Request Scoring Criteria	
Appendix E: TAMP Participant Accountable Executive Approval Form	
Appendix F: Contact Information for GDOT Project Managers	

Please Note:

Incomplete and incorrect applications will be returned to the transit agency for corrections. Late submissions will be documented as such; information provided herein will be used as part of the application evaluation upon which, final budgets are based on and awarded by GDOT.

REVIEWED BY
To be completed by GDOT Staff

GDOT Transit Planner	Date
GDOT Transit Planning Manager	Date
GDOT Transit Program Manager	Date

Introduction & Funding Distribution

Please refer to the table below to identify Applicant Organization's total available allocation of FY 2027 Section 5303 planning funds.

Considerations

- The amount depicted under "Total Allocation" represents only the Federal funding available to each MPO.
- The proposed project must also include non-federal matching funds of 20% of the total project cost.
- For FY 2027, GDOT has identified state matching funds of up to 10% of the total project cost. Your organization must provide the remaining 10% local match.

For FY 2027, GDOT has identified additional funding availability. Organizations with identified planning project needs beyond their allocation are encouraged to apply for additional funding. All such additional funding requests will be considered according to criteria in Appendix D.

Table 1: Urban Area Population and Section 5303 Allocation Statistics

FY 2027 SECTION 5303 FUNDING DISTRIBUTION
Based on 2020 Census URBANIZED AREA (UZA) POPULATION

MPO	Base Amount	Population 2020 Census*	Population Factor	Population Allocation	Total Allocation
Albany	$30,000	85,960	1.22%	$45,352	$75,352
Athens	$30,000	143,213	2.03%	$75,558	$105,558
Atlanta	$500,000	5,100,112	72.15%	$2,690,794	$3,190,794
Augusta	$40,000	322,081	4.56%	$169,928	$209,928
Brunswick	$25,000	68,750	0.97%	$36,272	$61,272
Cartersville	$25,000	52,351	0.74%	$27,620	$52,620
Chattanooga**	$4,798	78,160	1.11%	$41,237	$46,035
Columbus	$40,000	205,027	2.90%	$108,171	$148,171
Dalton	$30,000	67,830	0.96%	$35,787	$65,787
Gainesville	$30,000	164,365	2.33%	$86,718	$116,718
Hinesville	$30,000	53,107	0.75%	$28,019	$58,019
Macon	$30,000	140,111	1.98%	$73,922	$103,922
Rome	$30,000	60,403	0.85%	$31,868	$61,868
Savannah	$40,000	309,466	4.38%	$163,273	$203,273
Valdosta	$25,000	76,769	1.09%	$40,503	$65,503
Warner Robins	$30,000	141,132	2.00%	$74,461	$104,461
GDOT Administration	$140,000				$140,000
Totals	$1,079,798	7,068,837	100%	$3,729,484	$4,809,282

**Population figures match those used in GDOT's PL funding distribution.*

*** Chattanooga will not receive any STATE MATCH*

4,809,282	***Available for 5303 MPO Planning - FY 2024 (FTA Annual Apportionment)***
($1,079,798)	***Base Amount***
$3,729,484	**Available 5303 Funds - Distributed via Formula Allocation**

Submission Guidelines

Please use the following guidance in submitting completed Section 5303 grant applications to GDOT.

- Applications should be submitted with the transmittal letter on Applicant Organization letterhead. Authorizing resolutions must be notarized. Both documents should be submitted as scanned attachments with the rest of the application package submitted electronically.
- All other required application materials included in this application packet shall be completed, saved, and returned in digital form.
- Applicants are asked to not change the format of any of the required items in the grant application.

Please Note:

Incomplete and incorrect applications will be returned to the transit agency for corrections. Late submissions will be documented as such; information provided herein will be used as part of the application evaluation upon which, final budgets are based on and awarded by GDOT.

If submitting projects in BlackCat, please adhere to the following:

- The project descriptions must be detailed with project milestones.
- Mentioning name brands in the grant application for any project descriptions is prohibited under FTA procurement guidance.
- Ensure the correct Activity Line Item (ALI) is selected for the project requested.
- Ensure all projects are to the whole dollar (evenly split preferred) with NO PENNIES and CENTS.

Applications will be rejected if these project guidelines are not followed.

Part A: Contract Authorization Tracking System (CATS) Profile Form

SUBRECIPIENT ORGANIZATION INFORMATION

Organization Official Name (as it appears in W9 Tax form)	Physical Address	Mailing Address (if different)

Charging Indirect Costs:	☐ YES	☐ NO
Approved ICR Plan:	☐ YES	☐ NO
De minimis Cost Rate:	☐ YES	☐ NO
Agency EIN (Tax ID):		
SAM Identification:		**SAM ID EXP. Date (mm/dd/yyyy):**
eVerify Number:		**eVerify Date (mm/dd/yyyy):**

SUBRECIPIENT CONTRACT PERSONNEL in ORDER of APPROVAL

(EXCLUDE THIRD PARTY OPERATORS)

Contract Reviewer (if applicable)	**Name:**	
	Title:	
	Phone:	
	Email:	
Attorney (if applicable)	**Name:**	
	Title:	
	Phone:	
	Email:	
Executor #1 (must have the organization's seal affixed or write the word seal next to signature when signing contract)	**Name:**	
	Title:	
	Phone:	
	Email:	
Executor #2 (if applicable) "must have the organization's seal affixed or write the word seal next to the signature when signing contract"	**Name:**	
	Title:	
	Phone:	
	Email:	
Attestor / Witness	**Name:**	
	Title:	
	Phone:	
	Email:	
Notary (must be separate from attestor and have a valid Notary Seal)	**Name:**	
	Title:	
	Phone:	
	Email:	

1. Does the Applicant Organization employ 100 or more employees?

   _____ Yes _____ No

2. In FY 2026, did the Applicant Organization receive $250,000 or more in FTA planning funds? If yes, an approved DBE program is required. Please attach a copy of your DBE plan or provide a hyperlink.

   _____ Yes _____ No

3. Do you intend to charge indirect costs to this project?

   _____ Yes _____ No

   If yes, please indicate whether your agency has a current indirect cost plan on file with GDOT or agrees to the de minimis rate of 15%.

   _____ Approved ICR on file with GDOT

   _____ De minimis CR (15% fixed)

   If the Applicant agrees to charge indirect cost, the Applicant must submit an approved federally recognized Indirect Cost Allocation Rate Plan (ICRP) negotiated between the cognizant agency and the Applicant or agree to the de minimis indirect cost rate of 15% as defined in §200.414 Indirect (F&A) costs, paragraph (f). Please submit the supporting documentation through BlackCat.

Hall County Government
BOARD OF COMMISSIONERS

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8288

CHAIRMAN
David Gibbs

Kathy L. Cooper, District 1
Billy Powell, District 2
Gregg Poole, District 3
Jeff Stowe, District 4

COUNTY ADMINISTRATOR
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COUNTY ADMINISTRATOR
Casey Ramsey

ASSISTANT
COUNTY ADMINISTRATOR
John T. Gentry, Jr.

COUNTY CLERK
Jennifer Rivera

September 11, 2025

Patricia Smith, Ph.D.
Transit Program Manager
Division of Intermodal
Georgia Department of Transportation
600 W. Peachtree Street
Atlanta, GA 30308

Ms. Smith, Ph.D.:

The Gainesville-Hall Metropolitan Planning Organization is applying for FY 2027 financial assistant under Title 49 US Section 5303 Metropolitan Transportation Planning grant to aid in regional transportation planning in the amount of $145,897.50 as detailed in the table below.

	Federal Share	State Share	Local Share	Total
Regional Transportation Planning	$116,718.00	$14,589.75	$14,589.75	$145,897.50

Local funding, representing the 10% local matching share of the project, is being committed in the form of cash by Hall County Government.

The Gainesville-Hall Metropolitan Planning Organization certifies that all of the information in this funding application is correct and that the applicant has the technical, financial, and managerial capabilities to carry out the work described in this grant application. The following information in support of the request for funding is submitted for your consideration. If you have any question about this request for funding, please contact Joseph Boyd at (770) 297-5541 or jboyd@hallcounty.org.

Sincerely,

David Gibbs
Chairman
Hall County Board of Commissioners

Part C: Authorizing Resolution

The following two pages include an authorizing resolution that must be enacted by the Chair of the Policy Committee of the Metropolitan Planning Organization (MPO), or the head of the governing body as appropriate. Please complete the fillable fields on the resolution, then print and sign the designated fields. The authorizing resolution must be properly witnessed and notarized, including the date the notary's commission expires. The resolution should also be stamped with the notary seal as well as the seal of the county commission, city, or appropriate applicant jurisdiction. The certificate of the attesting officer must also be completed. A scanned copy of the completed, signed, and notarized Authorizing Resolution should be submitted as an attachment with the full application package.

RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, AND GEORGIA DEPARTMENT OF TRANSPORTATION, FOR A GRANT UNDER TITLE 49 U.S.C., SECTION 5303.

WHEREAS, the Secretary of the US Department of Transportation and the Commissioner of the Georgia Department of Transportation are authorized to make grants for mass transportation projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon Applicant, including the provision of the local share of project costs; and

WHEREAS, it is required by the United States Department of Transportation and the Georgia Department of Transportation in accordance with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Federal Transit Act, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the United States Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the Applicant that Minority Business Enterprise (Disadvantaged Business Enterprise and Women's Business Enterprise) be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority business shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services.

NOW THEREFORE, BE IT RESOLVED BY _____
hereinafter referred to as the “Applicant”,

1. That the Designated Official _____, hereinafter referred to as the “Official,” is authorized to execute and file an application on behalf of _____ with the Georgia Department of Transportation, to aid in the financing of a technical study grant pursuant to Section 5303 of the Federal Transit Act to implement specific items of the FY _____ Unified Planning Work Program.

2. That the Official is authorized to execute and file such application and assurances, or any other document required by the U.S. Department of Transportation and the Georgia Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.

3. That the Official is authorized to execute and file all other standard assurances, or any other document required by the Georgia Department of Transportation or the U.S. Department of Transportation in connection with the application for public transportation assistance.

4. That the Official is authorized to execute grant contract agreements on behalf of the Applicant with the Georgia Department of Transportation.

5. That the Official is authorized to set forth and execute Minority Business Enterprise, DBE (Disadvantaged Business Enterprise) and WBE (Women Business Enterprise) policies and procedures in connection with the project's procurement needs as applicable.

6. That the applicant while making application to or receiving grants from the Federal Transit Administration will comply with FTA Circular 8100.1D, FTA Certifications and Assurances for Federal Assistance 202as listed in this grant application and General Operating Guidelines as illustrated in the Georgia State Management Plan.

7. That the applicant has or will have available in the General Fund the required non-federal funds to meet local share requirements for this grant application.

APPROVED AND ADOPTED this _____ day of _____, 2025

_____
Signature of Authorized Official

_____
Name and Title of Authorized Official

Signed, sealed, and delivered this _____ day of _____, 2025 in the presence of

_____
Witness

_____
Notary Public/Notary Seal

CERTIFICATE

The undersigned duly qualified and acting _____ of

_____*(Title of Certifying/Attesting Official) (Applicant's Legal Name)* certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting held on

_____, 2025.

(Place Seal Here)

_____
Signature of Certifying/Attesting Officer

_____
Name and Title of Certifying/Attesting Officer

Part D: Project Description, Budget, and Milestones

The proposed project activities should address: (1) analysis and mapping data and information related to the needs for public transit services or facilities in the MPO's area of responsibility; (2) description of goals, objectives, and strategies to grow and/or strengthen the delivery of public transit services or facilities in the MPO's area of responsibility; and/or (3) building upon prior work leading to the development of an integrated intermodal transportation system within the MPO area. All projects must conform to FTA guidelines.

The Applicant should include excerpts/pages from the MPO's adopted/proposed Unified Planning Work Program (UPWP) that includes this Section 5303 project, including description of the transit task(s) to be carried out as described in this grant application.

The Applicant should describe the work to be undertaken with the FY 2027 Section 5303 funds in the sections below. It is expected that all work described below will be completed within 12 months of the Notice to Proceed for the project.

D-1: Goals and Objectives

1. Describe the Applicant Organization's overall Section 5303 project goals and objectives.

D-2: Tasks and Activities

1. Describe major projects/tasks that will be completed for each Activity Line Item below. MPO's should attach pages from the UPWP for FY 2026 (Work Elements).

44.21.00 Program Support and Administration:

44.22.00 General Development and Comprehensive Planning:

44.23.01 Long-Range Transportation Planning (LRTP) – System Level:

44.24.00 Short-Range Transportation Planning:

44.25.00 Transportation Improvement Program:

44.27.00 Other Activities

D-3: Deliverables

In the table below, list and describe project deliverables to be produced by in-house personnel. If seeking additional FY 2027 funding, please denote any deliverables that would result from an additional funding award.

Table 2: Project Deliverables Produced by In-House Personnel

Work Deliverable	Start Date	Completion Date	Person Responsible for Submitting FTA Quarterly Report to GDOT

1. Describe the proposed in-house projects, provide justification, goals and objectives and tasks to be accomplished in the space provided below.

D-4: Contracting Opportunities and DBE

In the table below, list and describe anticipated contracting opportunities (i.e. consultants or other vendors), budgeted amounts, and expected dates for advertising the opportunities, and project milestones for all contracted services (i.e. consultant or other vendor activities). If seeking additional FY 2027 funding, please denote any deliverables that would result from an additional funding award.

Table 3: Project Deliverables to be Produced by Consultants or Other Contractors

Work Deliverable	Start Date	Completion Date	Person Responsible for Submitting FTA Quarterly Report to GDOT
Work Deliverable #1			
Estimated Budget Amount			
Draft RFP Submitted to GDOT for Approval			
Advertise Contract Opportunity			
Draft Contract Submitted to GDOT for Approval			
Notice to Proceed (NTP) Issued to Contractor			
Draft Deliverable Submitted to GDOT for Approval			
Final Deliverable Submitted to GDOT			
Work Deliverable #2			
Estimated Budget Amount			
Draft RFP Submitted to GDOT for Approval			
Advertise Contract Opportunity			
Draft Contract Submitted to GDOT for Approval			
Notice to Proceed (NTP) Issued to Contractor			
Draft Deliverable Submitted to GDOT for Approval			
Final Deliverable Submitted to GDOT			

DBE Goals and Objectives

1. What is your organization's goal for your Disadvantaged Business Enterprise (DBE) program?

2. What efforts will your organization undertake to provide open and competitive opportunities for DBE firms to become aware of and participate in the contracted activities you propose under this grant?

D-5: Planning Coordination

1. Describe how the proposed planning tasks/activities will be coordinated with other MPO planning efforts.

D-6: TAM Targets

1. Describe how the MPO has (or plans to) incorporated transit asset management (TAM) targets in the locally adopted transportation planning documents. Describe the coordination that took place with local transit providers to set regional targets. Please provide a link to the MPO page where those TAM targets are published.

D-7: TAM Performance Measures

1. How has the MPO documented the agreed upon provisions for cooperatively developing and sharing information related to the transit asset management performance measures? Please provide documentation (if available). Otherwise, please see the TAM agreement in Appendix E of this application, sign, and return.

D-8: PTASP Targets

1. Describe how the MPO has (or plans to) incorporated Public Transportation Agency Safety Plans (PTASP) targets in the service operations. Describe the coordination that took place with local transit providers to set regional targets. Please provide a link to the MPO page where those PTASP targets are published.

D-9: Project Federal Funding Request

It is expected that a large majority of requested Section 5303 funding be directed to the technical long-range and short-range transit planning activities undertaken by the MPO. FTA's Activity Line Item (ALI) codes should be carefully reviewed and selected before costs are distributed by categories. If Applicant Organization is proposing to use ALI codes other than those listed below, please call GDOT for assistance PRIOR to submitting this grant application. See Appendix B (page 40) for a full description of each ALI listed below. These descriptions are taken directly from the FTA program Circular 8100.1C.

Project Budget

1. Do you intend to charge indirect costs to this project? If yes, please submit a letter from their cognizant agency with the approved rate.

   _____ Yes _____ No

2. Complete the table below with requested project budget information and line-item funding sources.

Table 4: Project Budget

FTA Scope Number	FTA ALI Number	Budget Line-Item Description	Federal Funding Request Amount	State Funding Request Amount	Local Funding Amount	Total Funding Amount
442	44.21.00	Program Support and Administration				
442	44.22.00	General Development and Comprehensive Planning				
442	44.23.01	Long-Range Transportation Planning (LRTP) – System Level				
442	44.24.00	Short-Range Transportation Planning				
442	44.25.00	Transportation Improvement Program				
442	44.27.00	Other Activities				
Total Section 5303 Funds Requested						

Anticipated Travel Budget

If any of the proposed funds in the Project Budget table above are planned to be used for travel, please identify the specific event/activity, ALI number, and anticipated costs in the table below.

Table 5: Travel Budget

Event/Activity	FTA ALI Number	Anticipated Cost

D-10: Additional Funding

Only answer if seeking FY 2027funding greater than amount allocated in Table 1.

1. If seeking additional Section 5303 funds for FY 2027, describe how the additional funds will be used. Descriptions should address how the proposed project will meet the FY 2027 additional funding priorities and scoring criteria listed in Appendix D (page 44). Specify additional project deliverables and/or contracting opportunities that would result if additional FY 2027 funding is awarded (these additional deliverables and contracting opportunities should also be listed in D-3 and D-4). Specify all ALI numbers from D-8.

Part E: Title VI Data Collection and Reporting

All applicants for FTA Section 5303 funding are required to maintain and provide GDOT with certain information pertaining to Title VI. Please answer the following Title VI questions below.

E-1: General Reporting Requirements

Check One:

_____ The agency has not received any Title VI complaints in the last three years.

_____ The agency has received Title VI complaints in the last three years.

If the agency has received Title VI complaints, use the following table to document those, list any active lawsuits or complaints naming the Applicant Organization which allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits. The list should include:

- The date the lawsuit or complaint was filed
- A summary of the allegation
- Any action taken thus far
- The status of the lawsuit or complaint

Table 6: List of Title VI Complaints or Lawsuits

Date (Month, Year)	**Summary** (Include basis of complaint, race, color, or national origin)	**Action Taken**	**Status**

1. Please provide a description of all pending applications for financial assistance and financial assistance currently provided by other federal agencies.

2. Please provide a summary of all civil rights compliance review activities conducted at the applicant's transit system in the last three years. The summary should include:

    - The purpose or reason for the review
    - The name of the agency or the organization that performed the review
    - A summary of the findings and recommendations of the review
    - A summary report on the status and/or disposition of such findings and recommendations

E-2: MPO Reporting Requirements

Assessment of Planning Efforts

1. Provide a written description of continuing planning efforts that are responsive to the requirements of Title VI to ensure that transit planning and programming are nondiscriminatory. The description should also discuss how activities or projects programmed in the UPWP and TIP will be implemented on a nondiscriminatory basis. FTA expects to address any Title VI concerns raised during compliance reviews conducted by either transit providers or by FTA or as a result of a Title VI service complaint issue involving programming, planning activities, or capital improvements.

Monitor Title VI Activities

Monitor the Title VI activities and/or programs of local transit systems. In particular, the MPO is requested to provide documentation describing efforts to:

1. Identify minority communities that will be affected by proposed service changes, such as route modifications, additions, deletions, or extensions under consideration by local transit providers.

2. Provide technical assistance or guidance to local transportation providers in updating and developing Title VI information.

3. Information Dissemination – provide a description of the methods used to inform minority communities of planning efforts (e.g., public notices, public hearings, other formal or informal public discussions, presentations, meetings, etc.) relating to transit service and improvements.

4. Minority Participation in the Decision-Making Process - provide a written statement describing how minority groups or persons are afforded an opportunity to participate in local decision-making processes. In particular, the statement should describe liaison activities with minority community groups and other efforts to obtain minority views on transportation issues.

5. Minority Representation on Decision-Making Bodies – provide a racial breakdown for transit related non-elected boards, advisory councils or committees, and a description of efforts made to encourage the participation of minorities on such boards or committees.

Part F: Equal Employment Opportunity Questionnaire

The FTA Master Agreement requires all applicants, recipients, subrecipients and contractors receiving funding to comply with applicable Federal civil rights laws and regulations and to follow applicable Federal guidance. FTA applicants, recipients, subrecipients, and contractors who meet both of the following threshold requirements must implement the Equal Employment Opportunity (EEO) Program elements (FTA C 4704.1A Chapter 2.2).

This requirement applies to state-administered programs covered by Federal Transit Laws and FTA Master Agreement funding categories under 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities; 5311 – Rural formula grants for Rural Areas; 5339 – Bus and Bus facilities; 5307 – Urbanized Area formula grants; and 5303, 5304 and 5305 – Metropolitan and Statewide Planning funds.

All FTA applicants, recipients, subrecipients and contractors who do not meet the EEO Program threshold are not required to submit an EEOP. However, they are still required to comply with all Equal Employment Opportunity statutes and regulations.

A recipient is required to submit a full or abbreviated EEO Program based on the number of its transit-related employees and whether it reaches a monetary threshold. Transit related employees include temporary, full-time, or part-time employees.

- Employs 100 or more transit-related employees (requires a full EEO Program)
- Employs 50 or more transit-related employees; (requires an abbreviated EEO program)

And:

- Requests or receives capital or operating assistance in excess of $1 million in the previous Federal fiscal year or requests or receives planning assistance in excess of $250,000 in the previous Federal fiscal year.

Example: If '*ABC Transit'* is a direct subrecipient and has 22 employees, it does not meet the threshold. If '*ABC Transit'* subcontracts with a *Third-Party Operator,* each entity is considered separately. If '*ABC Transit'* with 22 employees, contracts with two agencies, one with 25 employees, and one with 52 employees (i.e. 22+25+52=99), then *ABC Transit* would not be required to have an EEO Program, but the contracted agency with 52 employees would be required to develop and submit to '*ABC Transit'* an abbreviated EEO Program.

EEO Program Components (Full EEO Program)

- Statement of Policy
- Dissemination
- Designation of Personnel Responsibility
- Utilization Analysis
- Goals and Timetables
- Assessment of Employment Practices
- Monitoring and Reporting

Abbreviated EEO Program Components

- Statement of Policy
- Dissemination Plan
- Designation of Personnel Responsibility
- Assessment of Employee Practices
- Monitoring and Reporting Plan

Please complete all fields annually and submit to GDOT Transit Department.

Legal Name of Applicant:

_____

Organization Type: _____ MPO _____ Transit Agency _____ Third-Party Contractor

1. How many transit related employees do you have in your organization?

   _____

   (A transit related employee is an employee of an FTA applicant, recipient, or subrecipient who is involved in an aspect of an agency's mass transit operation funded by FTA. For example, a city planner involved in planning bus routes would be counted, but a city planner involved in land use would not be counted)

2. How much did your organization receive in capital or operating assistance the previous federal fiscal year?

   $ _____

3. How much did your organization receive in planning assistance the previous federal fiscal year?

   $ _____

4. Has your agency submitted a full EEO Program/or abbreviated program to GDOT based on the thresholds noted?

   _____ Yes _____ No

5. If yes, what is the date of your last submission? _____

6. Do you contract out any of your transit services?

   _____ Yes _____ No.

   If yes,

   a. What is the name of the agency(ies)?

      _____

   b. How much did the agency receive in capital or operating assistance?

      $ _____

   c. How many transit employees does the agency have?

      _____

   d. Did the contracting agency submit an EEO Program to you?

      _____ Yes _____ No

      If yes, what is the date of their last EEO Program submission?

      _____

I certify that the foregoing is true and correct.

Signature: _____

Title: _____

Date: _____

Non-federal users: You may only check the status of entities linked to your SAM.gov account.

Unique Entity ID

USZBJ4CMC7B6

CAGE Code

Reset Search

Entity Information

HALL COUNTY GEORGIA ● Active Registration

Unique Entity ID
USZBJ4CMC7B6

Your registration was activated on 2024-10-24. It expires on 2025-10-22, which is one year after you submitted it for processing. To update or renew your registration, begin from your Entities Workspace.

Part G: SAM Certification

GDOT subrecipients must verify they are current within the Federal government's System for Awards Management (SAM) before a contract can be extended. More information can be found on the SAM website: https://sam.gov/

Please attach a copy of the Applicant Organization's SAM certification when submitting the application package.

GAINESVILLE-HALL
Metropolitan Planning Organization

FY 2024 - FY 2027

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Adopted: August 8, 2023 - Amended: May 6, 2025



GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.5541
ghmpo.org

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting Amendment #6 to the FY 2024-2027 Transportation Improvement Program

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2020 Census; and

WHEREAS, the Policy Committee (PC) is the recognized decision making body for transportation planning with the Gainesville-Hall Metropolitan Planning Organization (GHMPO); and

WHEREAS, the Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

WHEREAS, the Metropolitan Transportation Plan meets the requirement of Title 23 of the U.S. Code; and

WHEREAS, GHMPO did conduct a required 15-day public comment period on this Amendment from April 16-30, 2025;

WHEREAS, the 2024-2027 TIP and has been amended, per Attachment #1, to add one new project, GH-018, to the TIP program years;

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #6 to the FY 2024-2027 Transportation Improvement Program.

A motion was made by PC member Jeff Stowe and seconded by PC member Ed Asbridge and approved this the 6th Day of May, 2025.

Chairman Marty Clark, Chair
GHMPO Policy Committee

Joseph Boyd, MPO Director
GHMPO

The following pages contain the most up-to-date FY 2024-2027 Transportation Improvement Program (TIP) document. Since its original adoption on August 8, 2023, the following amendments and administrative modifications have been conducted:

Amendments

Amendment Number	Date of Adoption	Amendment Description	Amendment Link
Amendment #1	11/14/2023	Added GH-038 and GH-130; adjusted funding in GH-020A	Click Here
Amendment #2	5/14/2024	Removed GH-023B; adjusted funding in GH-020A and GH-023B	Click Here
Amendment #3	8/13/2024	Added GH-147, GH-148, GH-149; adjusted funding in GH-130; various other updates	Click Here
Amendment #4	12/10/2024	Added GH-023B and GH-151; adjusted funding in GH-147 and GH-148; various other updates	Click Here
Amendment #5	2/11/2025	Added GH-150	Click Here
Amendment #6	5/6/2025	Added GH-018	Click Here

Administrative Modifications

Admin Mod Number	Date of Completion	Administrative Modification Description	Admin Mod Link
Admin Mod #1	8/21/2023	Adjusted funding in GH-016 and GH-020B	Click Here
Admin Mod #2	1/23/2024	Adjusted funding in GH-016, GH-020A, GH-130, GH-141	Click Here
Admin Mod #3	2/28/2024	Adjusted funding in GH-119	Click Here
Admin Mod #4	4/4/2024	Adjusted funding in GH-121, GH-130, GH-133; UTL year change in GH-020A; funding code update in GH-141	Click Here
Admin Mod #5	5/14/2024	PE year change in GH-020B	Click Here
Admin Mod #6	5/22/2024	Funding source typo corrected in GH-016	Click Here
Admin Mod #7	6/7/2024	Adjusted funding in GH-130	Click Here
Admin Mod #8	7/22/2024	Updated Hall Area Transit Fleet Inventory table	Click Here
Admin Mod #9	9/16/2024	Adjusted funding in GH-038, GH-121, GH-130, GH-133, GH-147	Click Here
Admin Mod #10	10/23/2024	Adjusted funding in GH-149	Click Here
Admin Mod #11	10/25/2024	Adjusted funding in GH-020A	Click Here
Admin Mod #12	1/2/2025	Adjusted funding in GH-121	Click Here
Admin Mod #13	2/5/2025	Adjusted funding in GH-016; updated various phase years in GH-020A, GH-121, GH-133; various updates	Click Here
Admin Mod #14	3/4/2025	ROW year shift in GH-023B	Click Here
Admin Mod #15	3/10/2025	Updated criteria for Amendments and Admin Mods	Click Here
Admin Mod #16	4/9/2025	Updated various phase years in GH-148 and GH-150	Click Here
Admin Mod #17	5/7/2025	Updated SCP phase year in GH-018	Click Here
Admin Mod #18	6/24/2025	Adjusted funding in GH-016, GH-124, GH-141, GH-147	Click Here

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GHMPO Committees

As the designated MPO for the Gainesville-Hall Area, the Gainesville-Hall Metropolitan Planning Organization is responsible under Section 134 of Title 23, United States Code, for carrying out a "continuing, cooperative and comprehensive" (3-C) transportation planning process. The process uses three committees (Policy Committee (PC) – the decision making body, Technical Coordinating Committee (TCC) – the staff, and Citizens Advisory Committee (CAC) – the public) to develop and carry out a comprehensive transportation planning process and to ensure that programs, improvements, and expenditures are consistent with regional goals, policies, and plans.

- The Policy Committee is the decision making body and is represented by elected officials from the member jurisdictions and an official from the Georgia Department of Transportation (GDOT). The committee is responsible for taking into consideration the recommendations from the Citizens Advisory Committee and the Technical Coordinating Committee when adopting plans or setting policy.
- The Technical Coordinating Committee membership includes staff from the member jurisdictions, various federal, state, and local agencies and associations that have a technical knowledge of transportation or planning. The TCC evaluates transportation plans and projects based on whether or not they are technically warranted and financially feasible.
- The Citizens Advisory Committee consists of volunteer members who are interested in transportation issues. They are appointed by their member jurisdictions. The CAC is responsible for ensuring that values and interests of the citizens in Hall County and a portion of Jackson County are taken into consideration in the transportation planning process.

Policy Committee

Voting

Marty Clark, *Chairman of the Board of Commissioners, Jackson County* – Chair
David Gibbs, *Chairman of the Board of Commissioners, Hall County* – Vice-Chair
Kathy Cooper, *District 1 Commissioner, Hall County*
Jeff Stowe, *District 4 Commissioner, Hall County*
Sam Couvillon, *Mayor, City of Gainesville*
Ed Asbridge, *Mayor, City of Flowery Branch*
Lamar Scroggs, *Mayor, City of Oakwood*
Megan Weiss*, Representative for the Director of Planning, GDOT*

Non-Voting

Joseph Boyd, *Director, GHMPO*
Renee Gerrell, *Chair, GHMPO Citizens Advisory Committee*
Adam Hazell, *Chair, GHMPO Technical Coordinating Committee*
Ann-Marie Day, *Planning Team Leader, Federal Highway Administration*
Courtney Roberts, *Planner, Federal Transit Administration*
Mary Flatt, *Transit Planner, GDOT*
Justin Lott, *District Engineer, GDOT District 1*

Justin Lott, *District Preconstruction Engineer, GDOT District 1*
Phillippa Lewis Moss, *Director, Hall Area Transit*
Phillip Beard, *Chairman, City of Buford*
James Nix, *Mayor, Town of Clermont*
Wade Dale, *Mayor, City of Gillsville*
Joe Thomas, *Mayor, City of Lula*
Kurt Ward, *Mayor, Town of Braselton*
Debbie Martin, *Mayor, City of Hoschton*

Technical Coordinating Committee

Voting

Adam Hazell, *Planning Director, Georgia Mountains Regional Commission* - Chair
Gina Roy, *Assistant County Manager, Jackson County* - Vice-Chair
Matt Tarver, *Deputy Director of Engineering & Transportation, City of Gainesville*
BR White, *City Manager, City of Oakwood*
Chris McCrary, *Community Development Director, City of Flowery Branch*
Dan Branch, *Public Safety Director, City of Buford*
Bill Nash, *Public Works Director, Hall County*
Jennifer Scott, *Town Manager, Town of Braselton*
Jennifer Kidd-Harrison, *City Manager, City of Hoschton*
Phillippa Lewis Moss, *Director, Hall Area Transit*
Mark Beatty, *Planning Director, Northeast Georgia Regional Commission*
Pedro Ortiz, *Transportation Planner, Georgia Department of Transportation*

Non-Voting

Ann-Marie Day, *Planning Team Leader Georgia Division, Federal Highway Administration*
Courtney Roberts, *Community Planner, Federal Transit Administration*
Justin Lott, *District 1 Preconstruction Engineer, Georgia Department of Transportatio*n
Mary Flatt, *Transit Planner, GDOT*
James Nix, *Mayor, City of Clermont*
Wade Dale, *Mayor, City of Gillsville*
Frank Etheridge, *City Manager, City of Lula*
Renee Gerrell, *Chair, GHMPO Citizens Advisory Committee*
Joseph Boyd, *Director, GHMPO*

Citizens Advisory Committee

Renee Gerrell - *Hall County* - Chair
Patrick O'Rouke - *Hall County* - Vice Chair
Bob Norton - *Hall County*
Nick Haynes - *Hall County*
Brent Hoffman - *Hall County*
Jesse Patton - *Hall County*
Kim Jackson - *Hall County*
Adrienne Rice - *Hall County*

Jason Cox - *City of Gainesville*
Berlinda Lipscomb - *City of Gainesville*
Beverly Nordholz - *City of Gainesville*
Vacant - City of Gainesville
Sammy Smith - *City of Gainesville*
Pat Jones - *City of Oakwood*
Tony Millwood - *City of Oakwood*
Rick Marzano - *City of Flowery Branch*
John Rudio - *City of Flowery Branch*
Billy Edwards - *Town of Braselton*
Jim Southard - *Jackson County*

GHMPO Staff

Joseph Boyd, *Director*

Introduction

Gainesville-Hall Planning Area

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) was designated in early 2003 in order to ensure the federally required continuing, cooperative, and comprehensive (3-C) transportation planning process for the Gainesville Urbanized Area. GHMPO is responsible for conducting and maintaining the Gainesville-Hall Planning Area, which covers all of Hall County and a portion of western Jackson County. Figure 1 illustrates the boundary of GHMPO's planning area.

The Planning Process

There are three documents that form the foundation for the ongoing work of the GHMPO:

- Metropolitan Transportation Plan (MTP): The MTP is the heart of the MPO planning process, and is required to be updated at least every five years. The most recent GHMPO Metropolitan Transportation Plan was adopted on May 6, 2025. The Metropolitan Transportation Plan outlines planning objectives within the Gainesville-Hall planning area over the next thirty years.

- Transportation Improvement Program (TIP): The TIP is GHMPO's short to medium range planning document, which lists federally funded projects within the Gainesville-Hall Planning Area over the next three to four years. This document is amended at the request of the Georgia Department of Transportation to include new projects as funding is assigned to them during the TIP program years.

- Unified Planning Work Program (UPWP): The UPWP serves as the annual operating budget for GHMPO, and provides funding for equipment, planning activities, and planning studies throughout a single fiscal year.

Project Evaluation & Selection Process

Projects were evaluated based on their ability to reduce congestion or enhance safety, address community needs, and their specific support from the community. A process was developed in which a list of candidate roadway and transit projects was ranked in three separate but equal categories described below:

- Technical Analysis: Used to determine how successful projects are at making the transportation system safer and more efficient. This analysis utilized primarily travel demand model data.

- Needs Categories: Used to determine how successful projects are at addressing the different needs categories as ranked by the community.

- Community Support: Used to determine those projects that have specific support.

For more details on the methodology used, please see the Project Evaluation section on page 87 of the GHMPO 2055 MTP and Appendix E: Project Prioritization Methodology.

Plan Consistency

Each project in this TIP is taken from the financially-constrained project list on the MTP. The project worksheets in Appendix A list both a GHMPO and a GDOT project identification numbers, if available, for cross-reference between the MTP and the TIP.

Amendments and Administrative Modifications

The following actions are eligible as **Administrative Modifications** (minor revisions not requiring public review or a Policy Committee vote) to the STIP/TIP/MTP(LRTP):

- Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- Adding a project phase that utilizes 100% nonfederal funding that does not impact fiscal constraint, federal share match, and air quality.
- Splitting or combining projects.
- Federal funding category change.
- Minor changes in expenditures for transit projects.
- Roadway project phases that are $10 million or under may have an administrative modification cost increase of the amount to be authorized up to $4 million or less. For project phases over $10 million, administrative modifications may be conducted if the increase in cost is up to 40% of the original cost with a maximum increase of $40 million if fiscal constraint is not impacted.
- Shifting projects within the 4 year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

- It does not affect the air quality conformity determination.
- It does not impact financial constraint.
- It does not require public review and comment.

The following actions are eligible as **Amendments** (revisions requiring public review and a Policy Committee vote) to the STIP/TIP/MTP(LRTP):

- Addition or deletion of a project, or the addition or deletion of a phase with federal funds to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding.
- Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- Addition of an annual TIP.
- Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- Shifting projects within the 4-year STIP which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30.

Amendments of the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually of in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with procedures outlined in the Participation Plan.

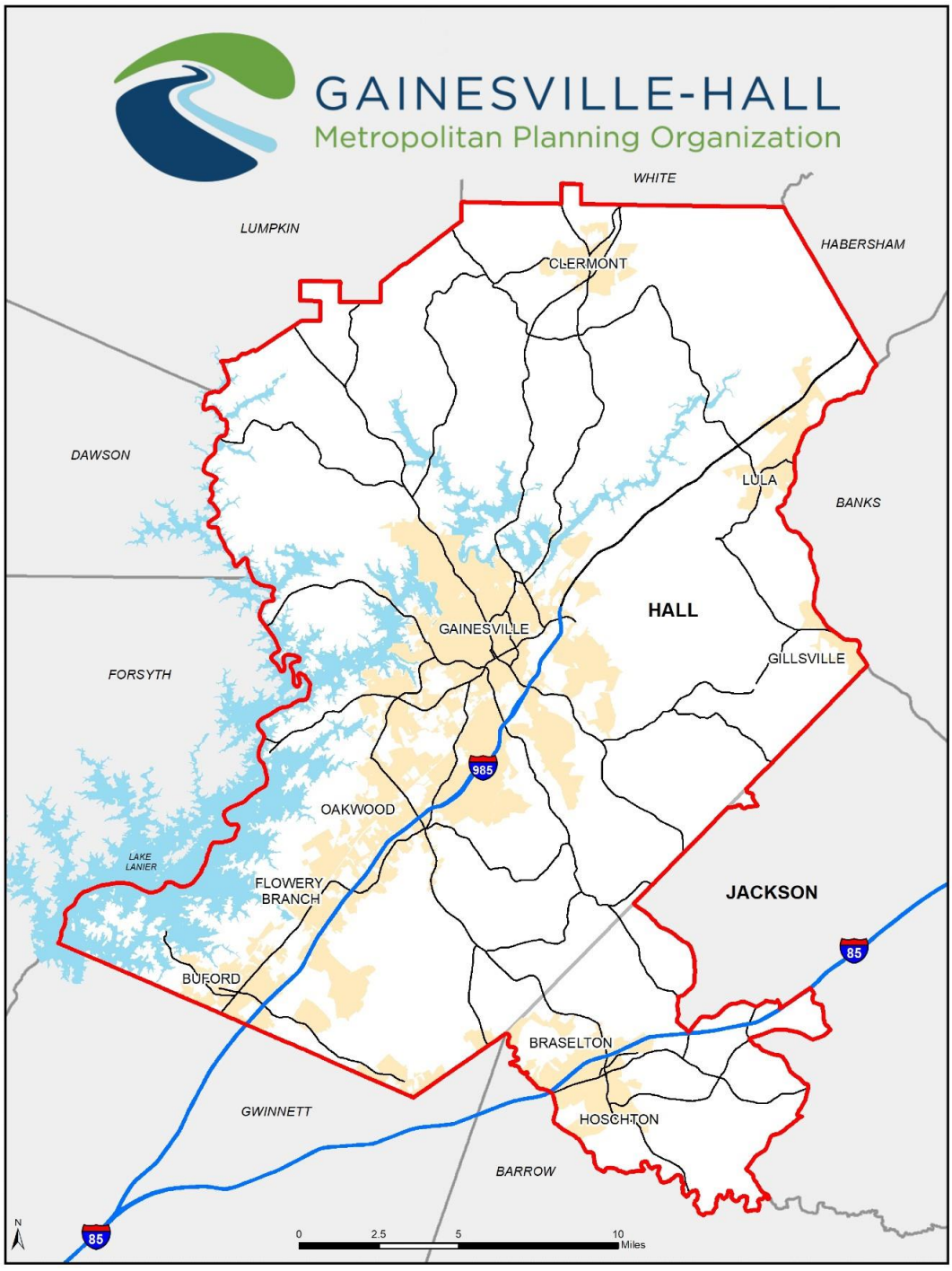


Figure 1: Gainesville-Hall Planning Area Boundary

Transportation Improvement Program

Overview

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program (STIP) but exclusively for projects within the GHMPO planning area. This TIP covers a four-year period from FY 2024 (beginning July 1, 2023) to FY 2027 (ending June 30, 2027) that is consistent with the GHMPO 2055 Metropolitan Transportation Plan (MTP). The TIP is updated at least once every four years and amended as frequently as necessary. The GHMPO Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) are responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The public is also invited to review and comment on the proposed TIP.

In addition, the federal Infrastructure Investment and Jobs Act (IIJA), requires that in the TIP development process, the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. GHMPO satisfies this requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment. Through adoption by the Policy Committee, the proposed document becomes the official TIP for the Gainesville-Hall area. Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the Policy Committee if priorities, area goals, or funding levels change.

Fiscal Constraint

Federal planning statutes require that the TIP must be financially constrained, which means that the estimated cost for all transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the TIP is based upon realistic assumptions and can be implemented. The total cost of all projects taking place between fiscal years 2024 and 2027 is $244,456,241, shown in the table on page 12. This does not exceed the available total of $289,287,342 shown in the table on page 13, indicating financial constraint. The local funds identified on page 13 are provided by the local jurisdictions that the transportation projects are occurring in, further detailed in Appendix A.

Public Participation

The development of the TIP process involves a public outreach effort to identify community issues, concerns, and priorities. A legal ad was published in the Gainesville Times informing the public of the TIP with a 30-day public comment period for review of the document. The draft TIP was available for public review on the GHMPO website as well as in the form of a hard copy at the GHMPO office.

Infrastructure Investment and Jobs Act (IIJA) Planning Factors

The transportation planning process must explicitly address the eleven planning factors included in the Infrastructure Investment and Jobs Act (IIJA) and previously outlined in the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the storm water impacts of the surface transportation; and
11. Enhance travel and tourism.

The overall planning program is designed to comply with the requirements of IIJA, which was signed into law on November 15, 2021. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

Format

The TIP document contains the following five spreadsheets showing a list of projects and the funding dollars:

FY 2024-2027 Projects
This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2024-2027.

FY 2024-2027 Lump Sum Funding Categories
This spreadsheet reflects available funding dollars for the GHMPO area in lump sum categories for the fiscal years 2024-2027.

FY 2024-2027 Hall Area Transit Funding
This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2024-2027.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2024-2027. Prefacing these worksheets is a project definitions page to explain various items that are not self-explanatory. It also includes project worksheets that supply more detail on these projects. Appendix B provides a detail breakdown of the various transit funding categories. Appendix C includes public comments received on the TIP. Appendix D and E provide a narrative on lump sum funding and lump sum funded projects. Appendix F lists all the MPO authorized projects. Appendix G provides a list of definitions,

abbreviations, funding and phase codes, and acronyms used within the text of this TIP. Appendix H provides the adopted resolutions relating to performance measures and targets related to the GHMPO planning area.

FY 2024-2027 Transportation Improvement Program

			FY 2024					FY 2025					FY 2026					FY 2027				
GHMPO No.	GDOT No.	Project Name	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL
GH-016	0003626	Sardis Road Connector from SR 60 to Sardis Road near Chestatee Road									$61,268	$2,193										
GH-018	0013626	Widening of State Route 369/Browns Bridge Road from State Route 53/McEver Road to Lake Lanier/Forsyth County Line						$1,500														
GH-020A	122060	Widening of US 129/Cleveland Highway from Lakeview Street to south of Nopone Road (Phase I)														$58,241	$2,387					
GH-020B	0016862	Widening of US 129/Cleveland Highway from Brittany Court to south of Lakeview St (Phase II)												$1,500								
GH-020C	0016863	Widening of US 129/Cleveland Highway from Limestone Pkwy to north of Brittany Court (Phase III)												$1,500								
GH-023B	0015280	Widening of Spout Springs Road from Union Circle to south of State Route 347/Friendship Road (Phase II)													$20,243							
GH-038	132610	Widening of US 129/Cleveland Highway north of Nopone Road to State Route 284/Clarks Bridge Road																		$27,982		
GH-119	0015551	Bridge Replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River			$101																	
GH-121	0017392	Operational Improvements on Green Street/State Route 60 from Academy Street to Glenwood Drive								$7,092											$14,566	$2,239
GH-124	0015702	SR 53/Dawsonville Hwy from Ahaluna Dr to Shallowford Road					$70				$4,639											
GH-130	0013762	Widening of State Route 60/Thompson Bridge Road from State Route 400 in Lumpkin County to Yellow Creek Road in Hall County						$225											$1,077			
GH-133	0016074	SR 365/Cornelia Hwy at YMCA Drive/Lanier Tech Drive - New Interchange					$717				$22,075											
GH-141	0017735	Bridge Replacement on State Route 283/Holly Springs Road at Flat Creek								$310												
GH-144	0019079	Bridge Replacement on State Route 284/Shoal Creek Road at Eubank Creek													$325							
GH-145	0016921	SR 53 @ SR 369				$750																
GH-147	0016089	Widening of State Route 211 from Pinot Noir Drive to State Route 347/Friendship Road														$230					$331	$4
GH-148	0020370	NEVI - Charging Stations - I-985 between State Route 53 and State Route 369							$30		$1,250											
GH-149	NRT 24(04)	Chicopee Woods Area Park Commission									$112											
GH-150	0020731	Widening of State Route 365 from I-985 to Belton Bridge Road in Lula												$10,000								
GH-151	0020735	Widening of State Route 53/Winder Highway from State Route 124 to New Cut Road												$1,500								
		TOTAL	$0	$0	$101	$750	$786	$1,725	$30	$7,402	$89,345	$2,193	$0	$14,500	$20,568	$58,470	$2,387	$0	$1,077	$27,982	$14,896	$2,244

FY 2024-2027	$ Thousands
SCP	$1,725
PE	$15,607
ROW	$56,053
CST	$163,462
UTL	$7,610
TOTAL	$244,456

$ Thousands

6/24/2025

FY 2024-2027 Funding Categories

GAINESVILLE TOTAL EXPECTED HIGHWAY STIP FUNDS
(MATCHED)
FY 2024 - FY 2027

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001	NATIONAL HIGHWAY PERFORMANCE PROGRAM	$ 1,050,000.00	$ 4,639,170.00	$ -	$ -	$ 5,689,170.00
STBG	Y238	STBG - AREAS WITH POPULATION <5K	$ -	$ -	$ -	$ -	$ -
STBG	Y236	STBG - AREAS WITH POPULATION <200K	$ -	$ 1,810,000.00	$ -	$ -	$ 1,810,000.00
NEVI	Y134	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM	$ -	$ 30,000.00	$ 1,250,000.00	$ -	$ 1,280,000.00
NRT	NRT	NATIONAL RECREATIONAL TRAILS FUNDING PROGRAM	$ -	$ 149,943.00	$ -	$ -	$ 149,943.00
Carbon	Y606	CARBON REDUCTION (IIJA)	$ 453,696.00	$ 747,960.00	$ 753,195.00	$ 753,195.00	$ 2,708,046.00
BFP	Y110	BRIDGE FORMULA PROGRAM	$ -	$ -	$ 125,460.00	$ -	$ 125,460.00
State	SGF	STATE GRANT FUNDS	$ -	$ 10,000,000.00	$ 1,729,634.00	$ -	$ 11,729,634.00
Local	LOC	LOCAL FUNDING	$ -	$ 5,584,764.00	$ 20,243,000.00		$ 25,827,764.00
State	HB170	HB170	$ 941,951.00	$ 87,043,827.00	$ 63,627,563.00	$ 47,514,678.00	$ 199,128,019.00
Transit	5303	METROPOLITAN PLANNING	$ 133,579.00	$ 136,372.50	$ 145,105.00	$ 145,105.00	$ 560,161.50
Transit	5307	URBAN CAPITAL AND OPERATING EXPENSES	$ 3,490,918.00	$ 3,490,918.00	$ 3,490,918.00	$ 3,490,918.00	$ 13,963,672.00
Transit	5311	RURAL CAPITAL AND OPERATING EXPENSES	$ 150,989.00	$ 85,161.00	$ 85,161.00	$ 85,161.00	$ 406,472.00
NHPP	Y001	LIGHTING	$ 14,000.00	$ 14,000.00	$ 14,000.00	$ 14,000.00	$ 56,000.00
NHPP/STBG	Various	BRIDGE MAINTENANCE	$ 608,000.00	$ 608,000.00	$ 608,000.00	$ 608,000.00	$ 2,432,000.00
NHPP/STBG	Various	ROAD MAINTENANCE	$ 3,782,000.00	$ 3,377,000.00	$ 3,377,000.00	$ 3,377,000.00	$ 13,913,000.00
STBG	Y240	LOW IMPACT BRIDGES	$ 284,000.00	$ 284,000.00	$ 284,000.00	$ 284,000.00	$ 1,136,000.00
STBG	Y240	OPERATIONS	$ 162,000.00	$ 162,000.00	$ 162,000.00	$ 162,000.00	$ 648,000.00
STBG	Y240	TRAF CONTROL DEVICES	$ 405,000.00	$ 405,000.00	$ 405,000.00	$ 405,000.00	$ 1,620,000.00
STBG	Y240	RW PROTECTIVE BUY	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 80,000.00
HSIP	YS30	SAFETY	$ 1,351,000.00	$ 1,351,000.00	$ 1,351,000.00	$ 1,351,000.00	$ 5,404,000.00
RRX	YS40	RAILROAD CROSSINGS	$ 155,000.00	$ 155,000.00	$ 155,000.00	$ 155,000.00	$ 620,000.00
TOTAL			**$ 13,002,133.00**	**$ 120,094,115.50**	**$ 97,826,036.00**	**$ 58,365,057.00**	**$ 289,287,341.50**

FY 2024-2027 Hall Area Transit Funding

FY 2024-2027 Hall Area Transit Funding					
Description	**2024**	**2025**	**2026**	**2027**	**Total**
Section 5303					
Metropolitan Planning	**$139,700.00**	**$141,097.00**	**$142,507.97**	**$143,933.05**	**$567,238.02**
Section 5307					
Urban Capital and Operating Expenses	**$4,685,442**	**$4,432,296**	**$3,976,619**	**$4,016,386**	**$17,110,743**

Appendix A:

PROJECT WORKSHEETS



Project Name Sardis Road Connector from SR 60 to Sardis Road near Chestatee Road	**GHMPO No.** GH-016	**GDOT No.** 0003626
	County Hall	**City** Gainesville
Local Rd. Name Ledan Road, Sardis Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name n/a	**Funding Source** Split	

Project Description

Construction of a new 4 lane road from the intersection of SR 60/Thompson Bridge Road and SR 283/Mt. Vernon Road to the intersection of Sardis Road and Chestatee Road.

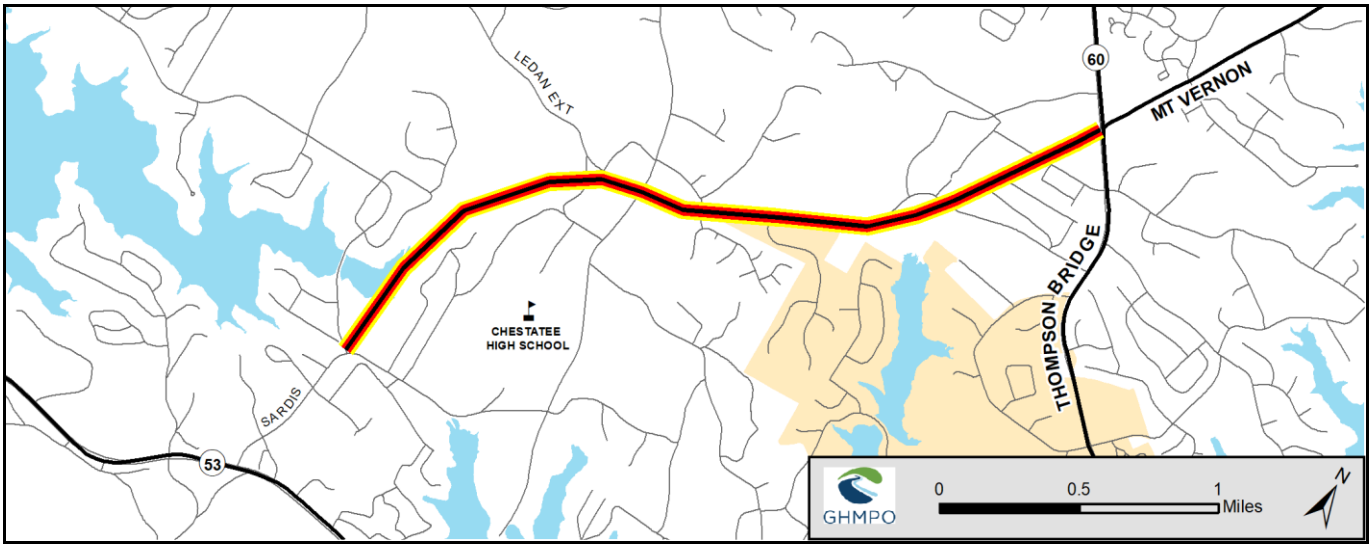
Improvement Type New **Capacity Adding** Yes

Project Intent

To allow for improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.

Project Termini **From** SR 60/Thompson Bridge Road **To** Sardis Road/Chestatee Road	**Length (miles)** 3.42	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure Sidewalks, bike lanes recommended		
Network Year 2030	**MTP Project Band:** Band 1 (obligated)	**Open to Traffic Date** 2027

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	Local	$1,300,000	$0	$0	$0	$1,300,000
Auth.	Construction	HB 170	$0	$57,876,552	$0	$0	$57,876,552
Auth.	Pre-Engineering	L200	$0	$18,977	$75,908	$0	$94,885
Auth.	Right-of-Way	Local	$0	$0	$0	$20,763,000	$20,763,000
Auth.	Utilities	Local	$2,193,280	$0	$0	$0	$2,193,280
Auth.	Construction	LOC	$3,391,484	$0	$0	$0	$3,391,484
		TOTAL	$6,884,764	$57,895,529	$75,908	$20,763,000	$85,619,201



Project Name Widening of State Route 369/Browns Bridge Road from State Route 53/McEver Road to Lake Lanier/Forsyth County Line	**GHMPO No.** GH-018	**GDOT No.** 0013626
	County Hall	**City** Gainesville
Local Rd. Name Browns Bridge Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name State Route 369	**Funding Source** GDOT	

Project Description

Widening of Browns Bridge Road from State Route 53/McEver Road to Lake Lanier/Forsyth County line.

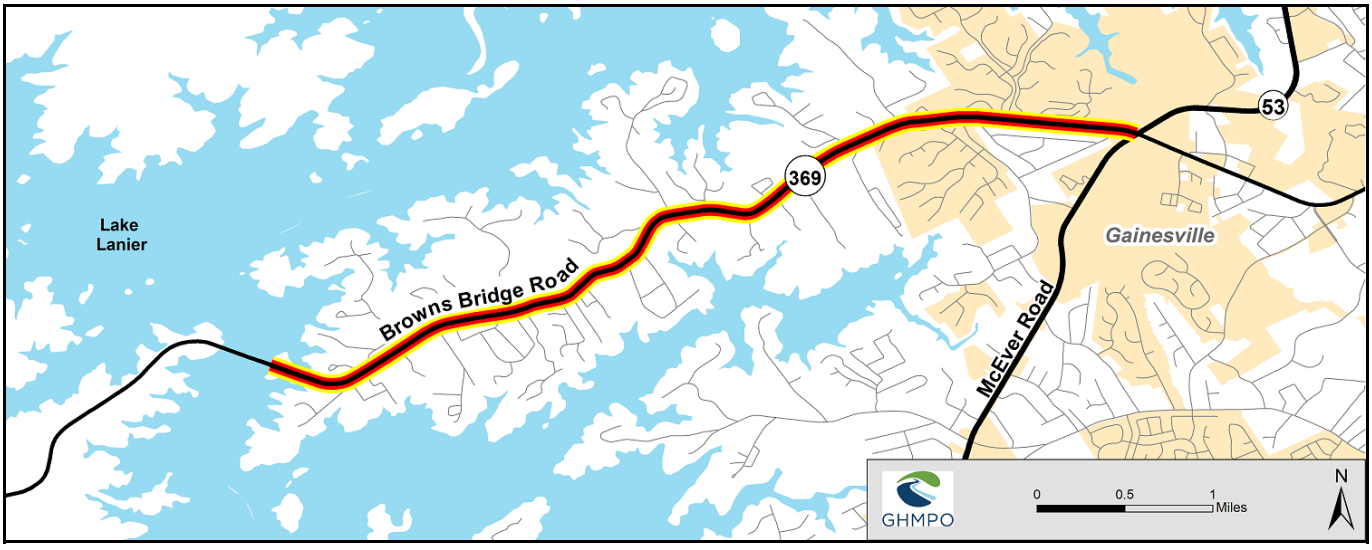
Improvement Type Widening **Capacity Adding** Yes

Project Intent

Project adds capacity and addresses safety issues. Logical termini may require widening to State Route 400 in Forsyth County with coordination from ARC.

Project Termini **From** State Route 53/McEver Road **To** Lake Lanier/Forsyth County	**Length (miles)** 4.6	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure Sidewalks, Bike Lanes Recommended		
Network Year 2040	**MTP Project Band:** Band 2 (2028-2041)	**Open to Traffic Date** 2036

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2025	Scoping	Y236	$0	$300,000	$1,200,000	$0	$1,500,000
2030	Pre-Engineering	HB 170	$0	$2,974,222	$0	$0	$2,974,222
2032	Right-of-Way	HB 170	$0	$10,617,202	$0	$0	$10,617,202
2034	Construction	HB 170	$0	$37,178,135	$0	$0	$37,178,135
2034	Utilities	HB 170	$0	$9,010,998	$0	$0	$9,010,998
		TOTAL	$0	$60,080,557	$1,200,000	$0	$61,280,557



Project Name Widening of US 129/Cleveland Highway from Lakeview Street to south of Nopone Road (Phase I)	**GHMPO No.** GH-020A	**GDOT No.** 122060
	County Hall	**City** N/A
Local Rd. Name Cleveland Highway	**GDOT District** 1	**RC** GMRC
US/State Rd. Name US 129 / State Route 11	**Funding Source** GDOT	

Project Description

This project proposes to widen US129/State Route 11/Cleveland Highway from two to four lanes with a 20 foot raised median. The project limits are from Nopone Road to Lakeview Street. This is phase I of the widening along US129/State Route 11/Cleveland Highway.

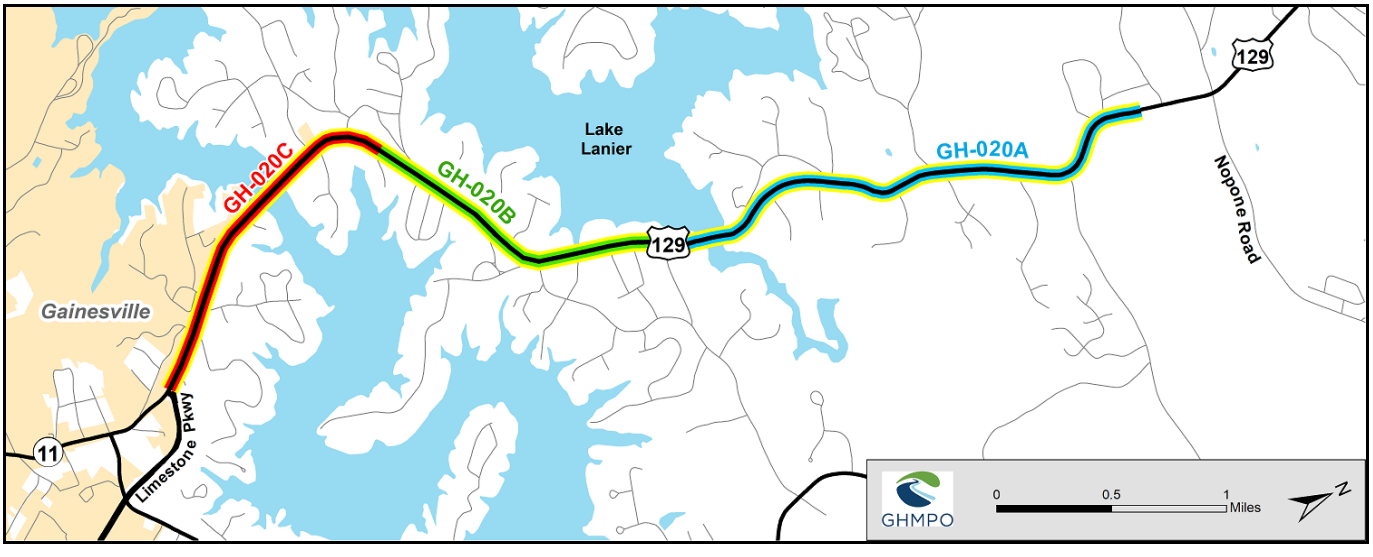
Improvement Type Widening **Capacity Adding** Yes

Project Intent

Create improved access and decrease congestion between Gainesville and North Hall.

Project Termini **From** Lakeview Street **To** South of Nopone Road	**Length (miles)** 2.60	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure TBD		
Network Year 2030	**MTP Project Band:** Band 1 (2026-2027)	**Open to Traffic Date** 2028

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Construction	HB 170	$0	$58,240,763	$0	$0	$58,240,763
2026	Utilities	HB 170	$0	$2,386,800	$0	$0	$2,386,800
Auth.	Right-of-Way	HB 170	$0	$18,390,000	$0	$0	$18,390,000
Auth.	Pre-Engineering	33E	$0	$0	$6,361,744	$0	$6,361,744
Auth.	Right-of-Way	RZ	$0	$0	$646,700	$0	$646,700
Auth.	Right-of-Way	Z001	$0	$0	$290,000	$0	$290,000
		TOTAL	$0	$79,017,563	$7,298,444	$0	$86,316,007



Project Name Widening of US 129/Cleveland Highway from Brittany Court to south of Lakeview St (Phase II)	**GHMPO No.** GH-020B	**GDOT No.** 0016862
	County Hall	**City** Gainesville
Local Rd. Name Cleveland Highway	**GDOT District** 1	**RC** GMRC
US/State Rd. Name US 129 / State Route 11	**Funding Source** GDOT	

Project Description

This project proposes to widen US129/State Route 11/Cleveland Highway from two to four lanes with a 20 foot raised median. The project limits are from Brittany Court to south of Lakeview Street. This is phase II of the widening along US129/State Route 11/Cleveland Highway.

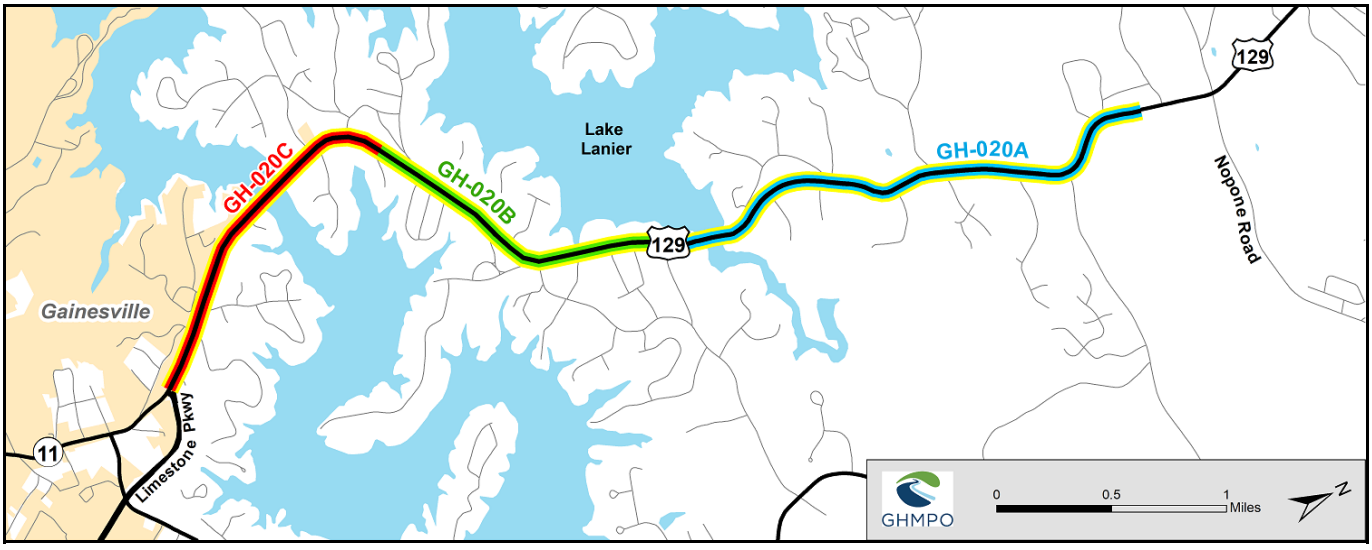
Improvement Type Widening **Capacity Adding** Yes

Project Intent

Create improved access and decrease congestion between Gainesville and North Hall.

Project Termini **From** Brittany Court **To** Lakeview Street	**Length (miles)** 1.53	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure TBD		
Network Year 2040	**MTP Project Band:** Bands 1-2 (2026-2041)	**Open to Traffic Date** 2032

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Pre-Engineering	HB170	$0	$1,500,000	$0	$0	$1,500,000
2028	Right-of-Way	HB170	$0	$15,055,253	$0	$0	$15,055,253
2030	Utilities	HB170	$0	$5,181,593	$0	$0	$5,181,593
2030	Construction	HB170	$0	$14,313,309	$0	$0	$14,313,309
Auth.	Scoping	Y001	$0	$100,000	$400,000	$0	$500,000
		TOTAL	$0	$36,150,155	$400,000	$0	$36,550,155



Project Name Widening of US 129/Cleveland Highway from Limestone Pkwy to north of Brittany Court (Phase III)	**GHMPO No.** GH-020C	**GDOT No.** 0016863
	County Hall	**City** Gainesville
Local Rd. Name Cleveland Highway	**GDOT District** 1	**RC** GMRC
US/State Rd. Name US 129 / State Route 11	**Funding Source** GDOT	

Project Description

This project proposes to widen US129/State Route 11/Cleveland Highway from two to four lanes with a 20 foot raised median. The project limits are from Limestone Pkwy to north of Brittany Court. This is phase III of the widening along US129/State Route 11/Cleveland Highway.

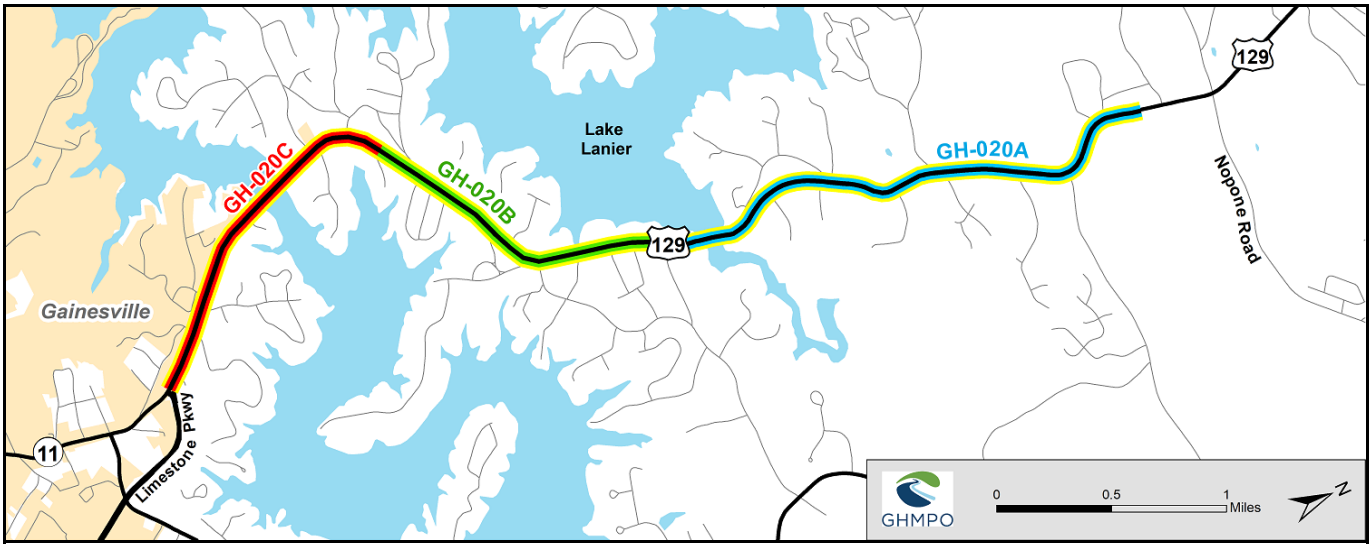
Improvement Type Widening **Capacity Adding** Yes

Project Intent

Create improved access and decrease congestion between Gainesville and North Hall.

Project Termini **From** Limestone Parkway **To** Brittany Court	**Length (miles)** 2.06	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure TBD		
Network Year 2040	**MTP Project Band:** Bands 1-2 (2026-2041)	**Open to Traffic Date** 2032

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Pre-Engineering	HB170	$0	$1,500,000	$0	$0	$1,500,000
2028	Right-of-Way	HB170	$0	$11,066,557	$0	$0	$11,066,557
2030	Utilities	HB170	$0	$3,950,124	$0	$0	$3,950,124
2030	Construction	HB170	$0	$30,346,557	$0	$0	$30,346,557
Auth.	Scoping	Y001	$0	$100,000	$400,000	$0	$500,000
		TOTAL	$0	$46,963,238	$400,000	$0	$47,363,238



Project Name Widening of Spout Springs Road from Union Circle to south of State Route 347/Friendship Road (Phase II)	**GHMPO No.** GH-023B	**GDOT No.** 0015280
	County Hall	**City** Braselton
Local Rd. Name Spout Springs Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name N/A	**Funding Source** Hall County	

Project Description

Project will widen Spout Springs Road from a two to four lane divided roadway with a 20 foot raised median along with sidewalks and a multiuse path. The project limits along Spout Springs Road are from Union Circle to south of State Route 347/Friendship Rd.

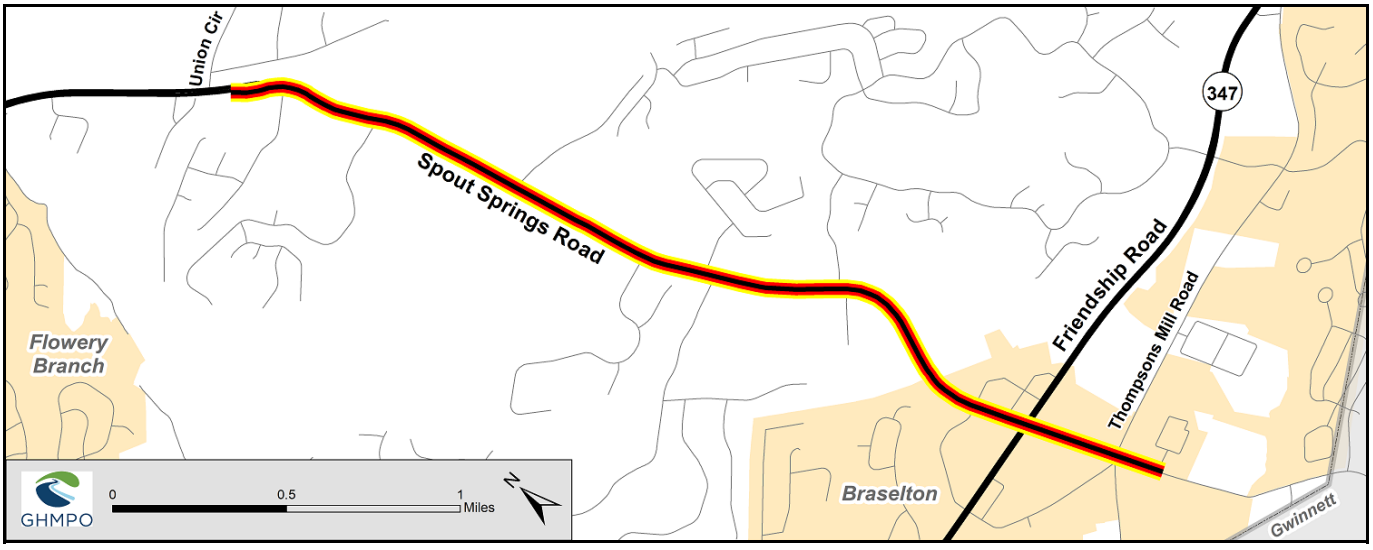
Improvement Type Widening **Capacity Adding** Yes

Project Intent

Improve mobility and decrease congestion along an important east/west link in South Hall.

Project Termini **From** Union Circle **To** South of SR 347/Friendship Road	**Length (miles)** 3.39	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure 10-Foot Multiuse Path		
Network Year 2030	**MTP Project Band:** Bands 1-2 (2026-2041)	**Open to Traffic Date** 2030

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Right-of-Way	Local	$20,243,000	$0	$0	$0	$20,243,000
2028	Construction	Local	$47,811,243	$0	$0	$0	$47,811,243
2028	Utilities	Local	$9,725,060	$0	$0	$0	$9,725,060
Auth.	Pre-Engineering	Local	$40,000	$0	$0	$0	$40,000
Auth.	Right-of-Way	Local	$12,570,000	$0	$0	$0	$12,570,000
		TOTAL	$90,389,303	$0	$0	$0	$90,389,303



Project Name Widening of State Route 60/Thompson Bridge Road from State Route 136/Price Road to Yellow Creek Road	**GHMPO No.** GH-038	**GDOT No.** 132610
	County Hall	**City** Gainesville
Local Rd. Name Thompson Bridge Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name State Route 60	**Funding Source** GDOT	

Project Description

The widening of State Route 60/Thompson Bridge Road from State Route 136/Price Road to Yellow Creek Road in Murrayville from two to four lanes.

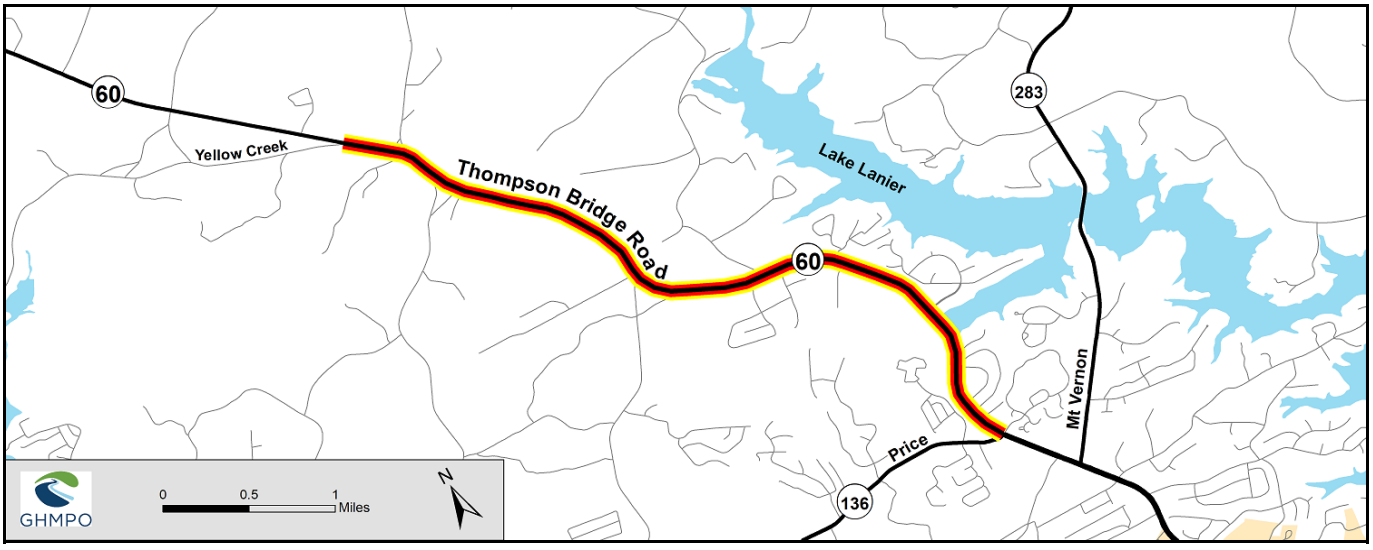
Improvement Type Widening **Capacity Adding** Yes

Project Intent

This widening will increase safety, decrease congestion, and allow for better access to Murrayville, northern Hall County, and State Route 400 in Lumpkin County.

Project Termini **From** SR 136/Price Road **To** Yellow Creek Road	**Length (miles)** 5.32	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure Bike lanes and sidewalks recommended.		
Network Year 2040	**MTP Project Band:** Bands 1-2 (2026-2041)	**Open to Traffic Date** 2032

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	HB 170	$0	$5,739,120	$0	$0	$5,739,120
2027	Right-of-Way	HB 170	$0	$27,981,933	$0	$0	$27,981,933
2030	Construction	HB 170	$0	$87,947,287	$0	$0	$87,947,287
2030	Utilities	HB 170	$0	$8,246,765	$0	$0	$8,246,765
Auth.	Pre-Engineering	Q24	$0	$0	$8,737,154	$0	$8,737,154
		TOTAL	$0	$129,915,105	$8,737,154	$0	$138,652,259



Project Name Bridge Replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River	**GHMPO No.** GH-119	**GDOT No.** 0015551
	County Hall	**City** Gainesville
Local Rd. Name Thompson Bridge Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name State Route 60	**Funding Source** GDOT	

Project Description

Bridge replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River in Gainesville

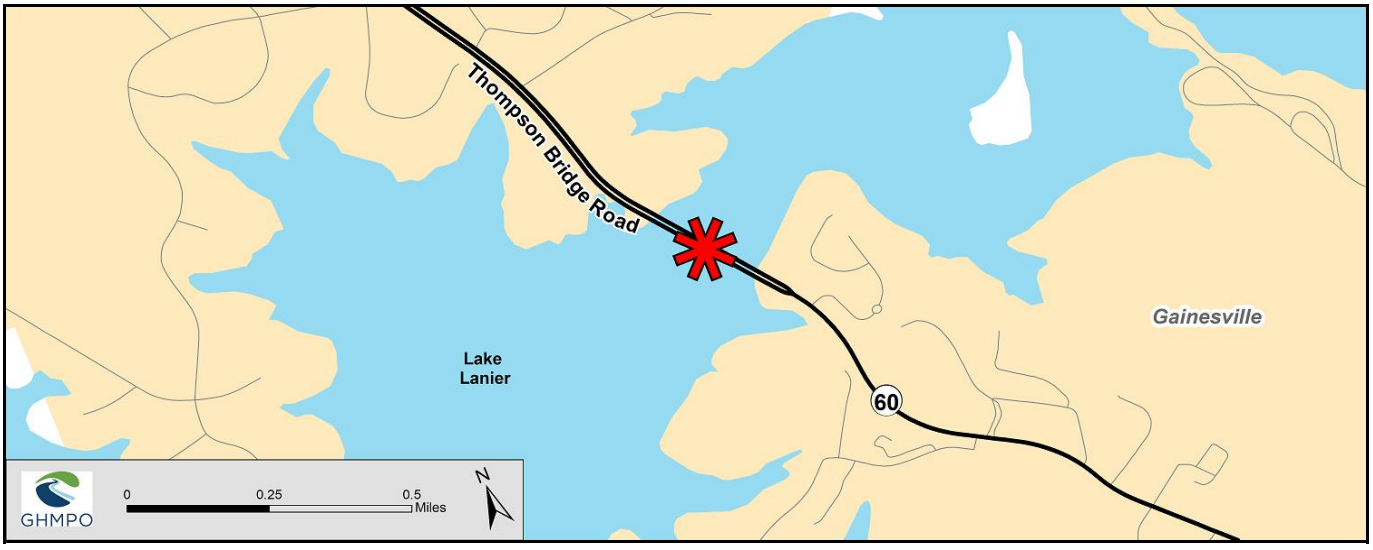
Improvement Type Bridge Replacement **Capacity Adding** No

Project Intent

To replace aging bridge infrastructure.

Project Termini **From** N/A **To** N/A	**Length (miles)** N/A	
	Exist. Lanes 4	**Future Lanes** 4
Bike / Ped Infrastructure N/A		
Network Year N/A	**MTP Project Band:** Band 2 (2028-2041)	**Open to Traffic Date** 2029

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2028	Utilities	Y001	$0	$175,137	$700,550	$0	$875,687
2028	Construction	Y001	$0	$10,415,522	$41,662,086	$0	$52,077,608
Auth.	Scoping	Z001	$0	$100,000	$400,000	$0	$500,000
Auth.	Pre-Engineering	Z001	$0	$200,000	$800,000	$0	$1,000,000
Auth.	Right-of-Way	Y001	$0	$210,000	$840,000	$0	$1,050,000
		TOTAL	$0	$11,100,659	$44,402,636	$0	$55,503,295



Project Name Operational Improvements on Green Street/State Route 60 from Academy Street to Glenwood Drive	**GHMPO No.** GH-121	**GDOT No.** 0017392
	County Hall	**City** Gainesville
Local Rd. Name Green Street	**GDOT District** 1	**RC** GMRC
US/State Rd. Name State Route 60	**Funding Source** GDOT	

Project Description

Maintain four travel lanes. Install a center raised median between Academy Street and Glenwood Drive. Improve stormwater and utility infrastructure.

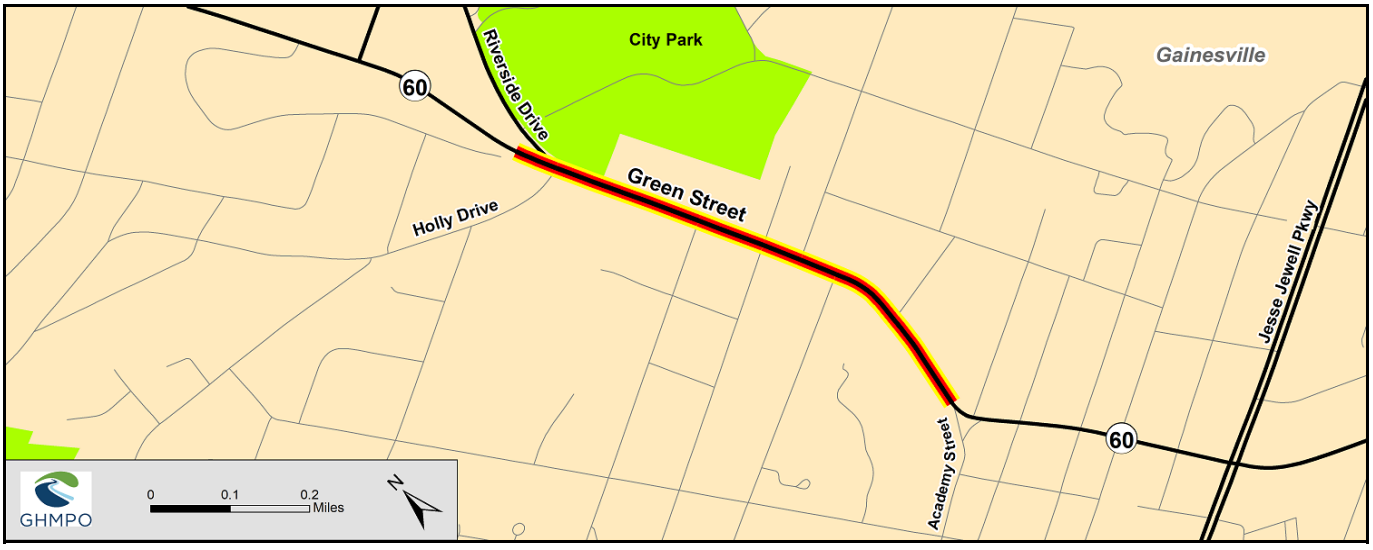
Improvement Type Roadway Operations **Capacity Adding** No

Project Intent

Address existing traffic congestion and replace existing utilities.

Project Termini **From** Academy Street **To** Glenwood Drive	**Length (miles)** 0.7	
	Exist. Lanes 4	**Future Lanes** 4
Bike / Ped Infrastructure Meandering sidewalk on both sides of Green Street.		
Network Year N/A	**MTP Project Band:** Band 1 (2026-2027)	**Open to Traffic Date** 2028

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2025	Right-of-Way	HB170	$0	$7,092,000	$0	$0	$7,092,000
2027	Construction	HB170	$0	$14,565,600	$0	$0	$14,565,600
2027	Utilities	HB170	$0	$2,239,461	$0	$0	$2,239,461
Auth.	Pre-Engineering	LOC/HB170	$800,000	$25,000	$0	$0	$825,000
		TOTAL	$800,000	$23,922,061	$0	$0	$24,722,061



Project Name Widening of SR 53/Dawsonville Hwy from Ahaluna Dr to Shallowford Rd.	**GHMPO No.** GH-124	**GDOT No.** 0015702
	County Hall	**City** Gainesville
Local Rd. Name Dawsonville Hwy	**GDOT District** 1	**RC** GMRC
US/State Rd. Name SR 53	**Funding Source** GDOT	

Project Description

The proposed project will improve congestion for through traffic on Dawsonville Hwy/SR 53/SR 53 Connector by connecting existing right-turn auxiliary lanes between Ahaluna Drive and Shallowford Road and installing R-CUT medians.

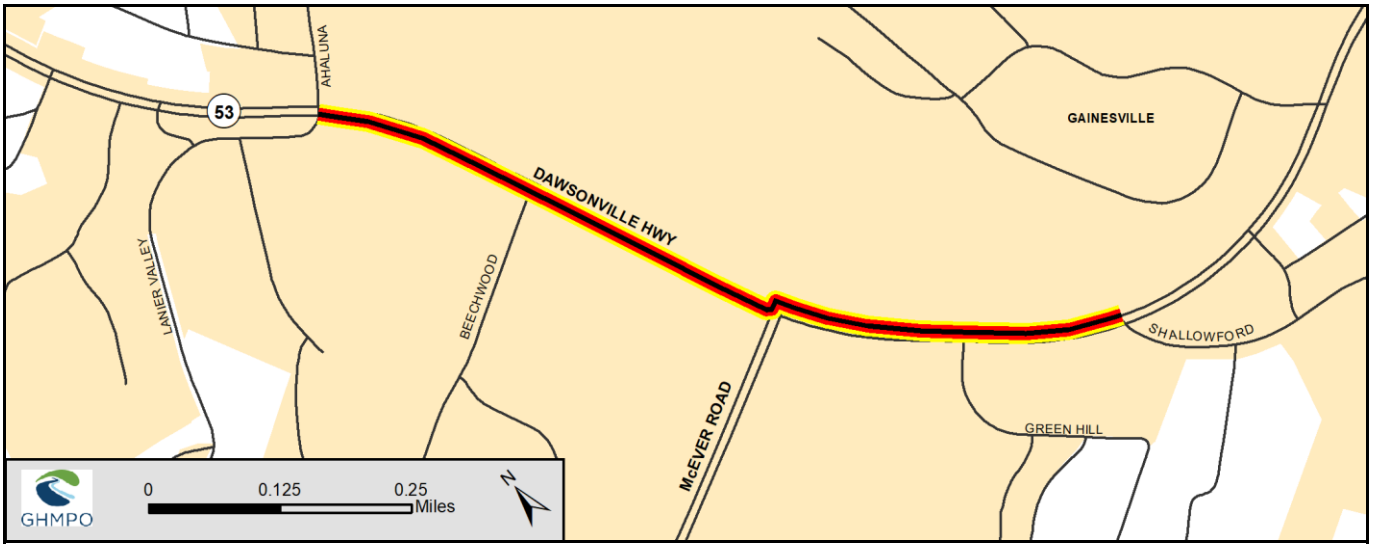
Improvement Type Operations **Capacity Adding** Yes

Project Intent

Address existing traffic congestion and improve mobility.

Project Termini **From** Ahaluna Dr **To** Shallowford Rd	**Length (miles)** .81	
	Exist. Lanes 4	**Future Lanes** 4
Bike / Ped Infrastructure		
Network Year 2030	**MTP Project Band:** Band 1 (obligated)	**Open to Traffic Date** 2026

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	Q05	$0	$0	$1,420,800	$0	$1,420,800
Auth.	Right-of-Way	Z001	$0	$102,000	$408,000	$0	$510,000
Auth.	Utilities	Y001	$0	$13,950	$55,799	$0	$69,749
Auth.	Construction	Y001	$0	$927,834	$3,711,336	$0	$4,639,170
		TOTAL	$0	$1,043,784	$5,595,935	$0	$6,639,719



Project Name Widening of State Route 60/Thompson Bridge Road from State Route 400 in Lumpkin County to Yellow Creek Road in Hall County	**GHMPO No.** GH-130	**GDOT No.** 0013762
	County Hall, Lumpkin	**City** N/A
Local Rd. Name Thompson Bridge Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name State Route 60	**Funding Source** GDOT	

Project Description

Widening of State Route 60/Thompson Bridge Road into Lumpkin County. Project costs reflect only GHMPO's portion (45%) of the total cost that lies within the MPO boundary.

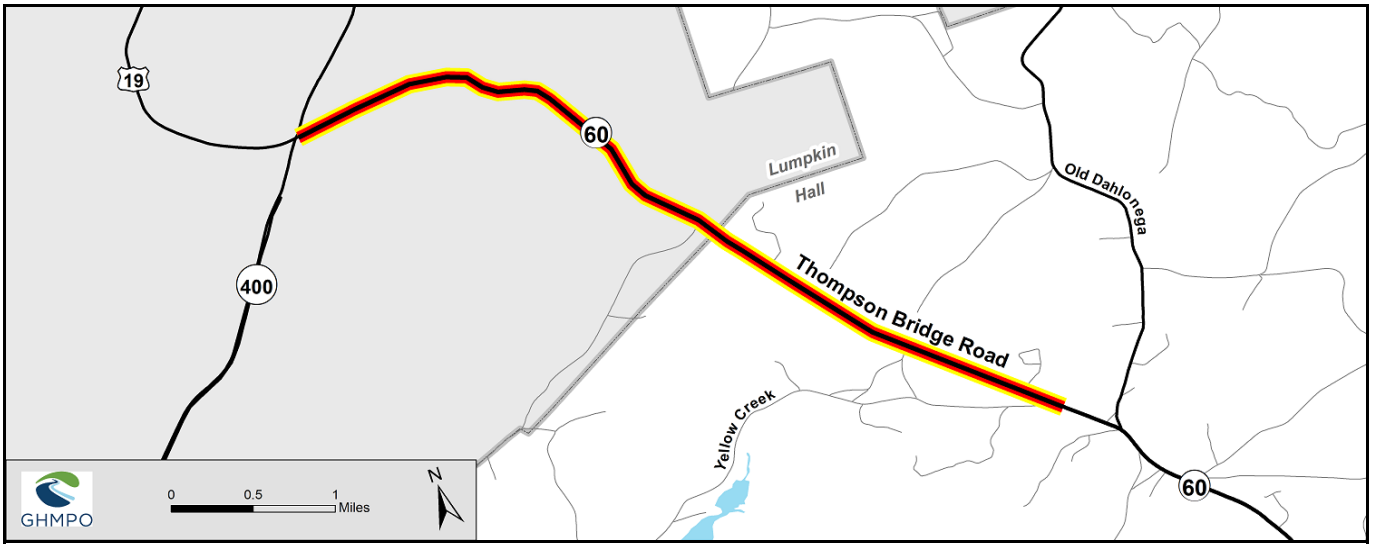
Improvement Type Widening **Capacity Adding** Yes

Project Intent

Increase mobility and mitigate congestion between Gainesville and Dahlonega.

Project Termini **From** State Route 400 **To** Yellow Creek Road	**Length (miles)** 4.9	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure TBD		
Network Year 2040	**MTP Project Band:** Bands 1-2 (2026-2041)	**Open to Traffic Date** 2035

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2027	Pre-Engineering	HB 170	$0	$2,392,739	$0	$0	$2,392,739
2030	Right-of-Way	HB 170	$0	$27,331,897	$0	$0	$27,331,897
2033	Utilities	Y236	$0	$107,917	$431,667	$0	$539,584
2033	Construction	Y236	$0	$7,148,863	$28,595,450	$0	$35,744,313
Auth.	Scoping	HB 170	$0	$225,000	$0	$0	$225,000
		TOTAL	$0	$37,206,416	$29,027,118	$0	$66,233,534



Project Name New Interchange at SR 365/Cornelia Highway and YMCA Drive/Lanier Tech Drive	**GHMPO No.** GH-133	**GDOT No.** 0016074
	County Hall	**City** Gainesville
Local Rd. Name YMCA Drive/Lanier Tech Drive	**GDOT District** 1	**RC** GMRC
US/State Rd. Name SR 365	**Funding Source** GDOT	

Project Description

New interchange with overpass over SR 365 with dual roundabouts on either end for on/off ramp access. The purpose of this project is to address congestion and safety issues at existing intersection with Lanier Technical College and the YMCA.

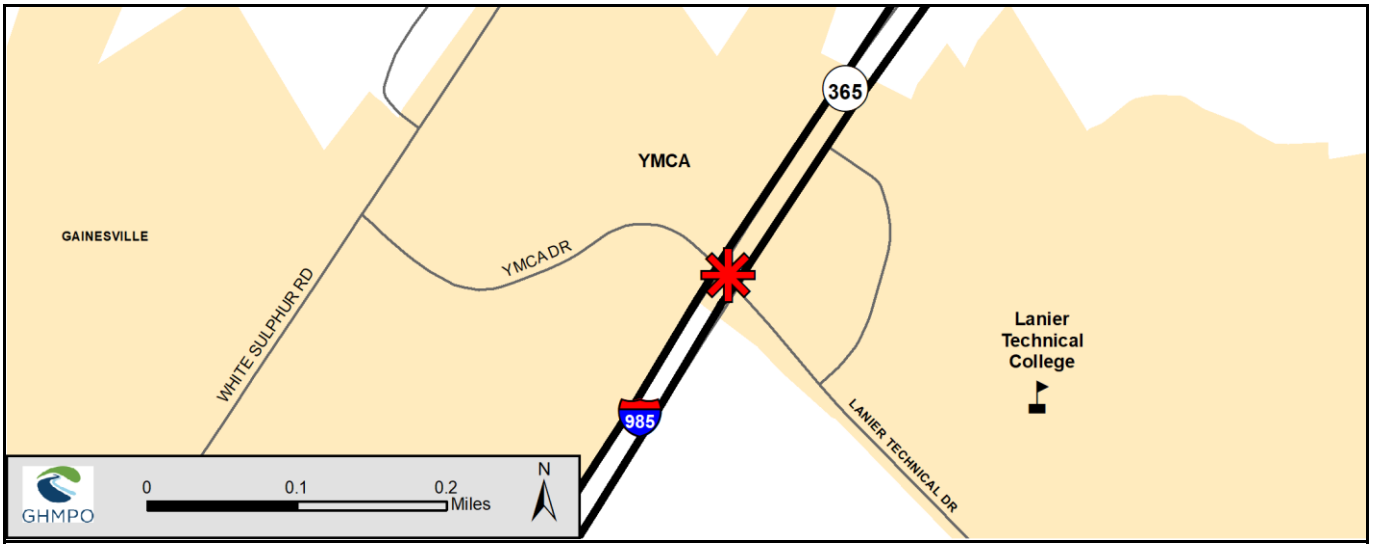
Improvement Type Interchange **Capacity Adding** No

Project Intent

Address existing congestion and improve mobility in the region.

Project Termini **From** **To**	**Length (miles)** 0.80	
	Exist. Lanes 0	**Future Lanes** 2
Bike / Ped Infrastructure Bike Lanes/Sidewalks on Bridge		
Network Year 2030	**MTP Project Band:** Band 1 (obligated)	**Open to Traffic Date** 2027

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	HB 170	$0	$1,500,000	$0	$0	$1,500,000
Auth.	Utilities	HB 170	$0	$716,625	$0	$0	$716,625
Auth.	Right-of-Way	HB 170	$0	$2,094,000	$0	$0	$2,094,000
Auth.	Construction	HB 170	$0	$22,075,275	$0	$0	$22,075,275
		TOTAL	$0	$26,385,900	$0	$0	$26,385,900



Project Name Bridge Replacement on State Route 283/Holly Springs Road at Flat Creek	**GHMPO No.** GH-141	**GDOT No.** 0017735
	County Hall	**City** Clermont
Local Rd. Name Holly Springs Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name State Route 283	**Funding Source** GDOT	

Project Description

Replace the existing bridge on State Route 283/Holly Springs Road at Flat Creek.

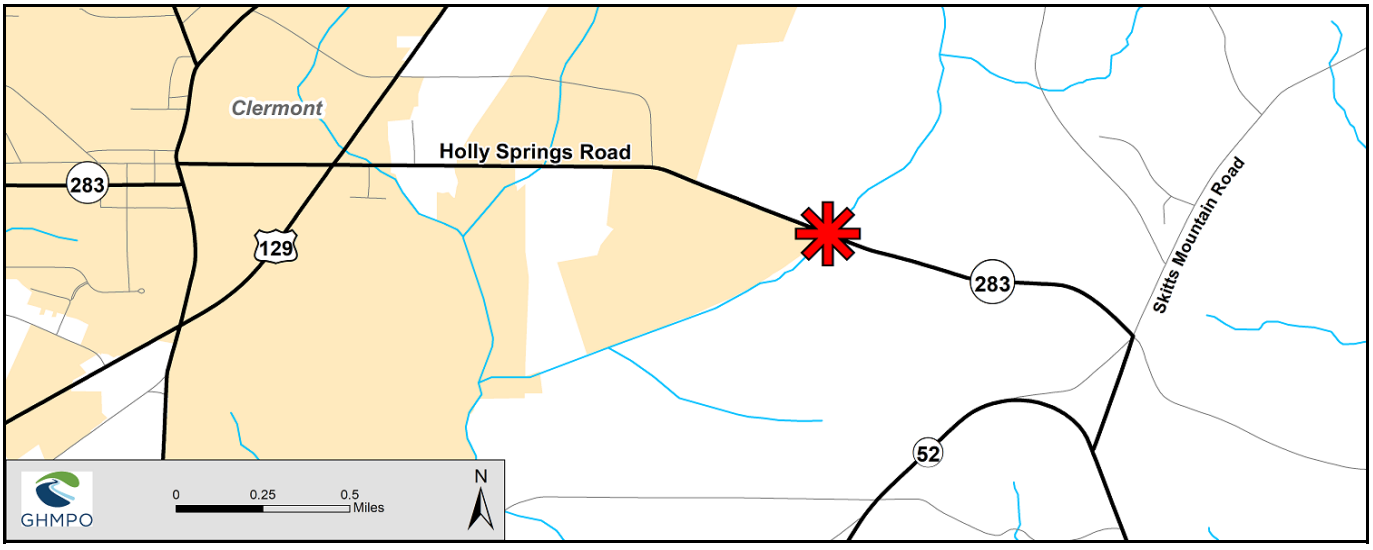
Improvement Type Bridge Replacement **Capacity Adding** No

Project Intent

Replace aging bridge infrastructure.

Project Termini **From** Holly Springs Road, East of Flat Creek	**Length (miles)** N/A	
To Holly Springs Road, West of Flat Creek	**Exist. Lanes** 2	**Future Lanes** 2
Bike / Ped Infrastructure N/A		
Network Year N/A	**MTP Project Band:** Band 2 (2028-2041)	**Open to Traffic Date** 2029

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2028	Utilities	Z232	$0	$72,442	$289,768	$0	$362,210
2028	Construction	Z232	$0	$782,865	$3,131,460	$0	$3,914,325
Auth.	Pre-Engineering	Y238	$0	$188,400	$753,600	$0	$942,000
Auth.	Right-of-Way	Y236	$0	$62,000	$248,000	$0	$310,000
		TOTAL	$0	$1,105,707	$4,422,828	$0	$5,528,535



Project Name Bridge Replacement on State Route 284/Shoal Creek Road at Eubank Creek	**GHMPO No.** GH-144	**GDOT No.** 0019079
	County Hall	**City** Clermont
Local Rd. Name Shoal Creek Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name State Route 284	**Funding Source** GDOT	

Project Description

Replace the existing bridge on State Route 284/Shoal Creek Road at Eubank Creek.

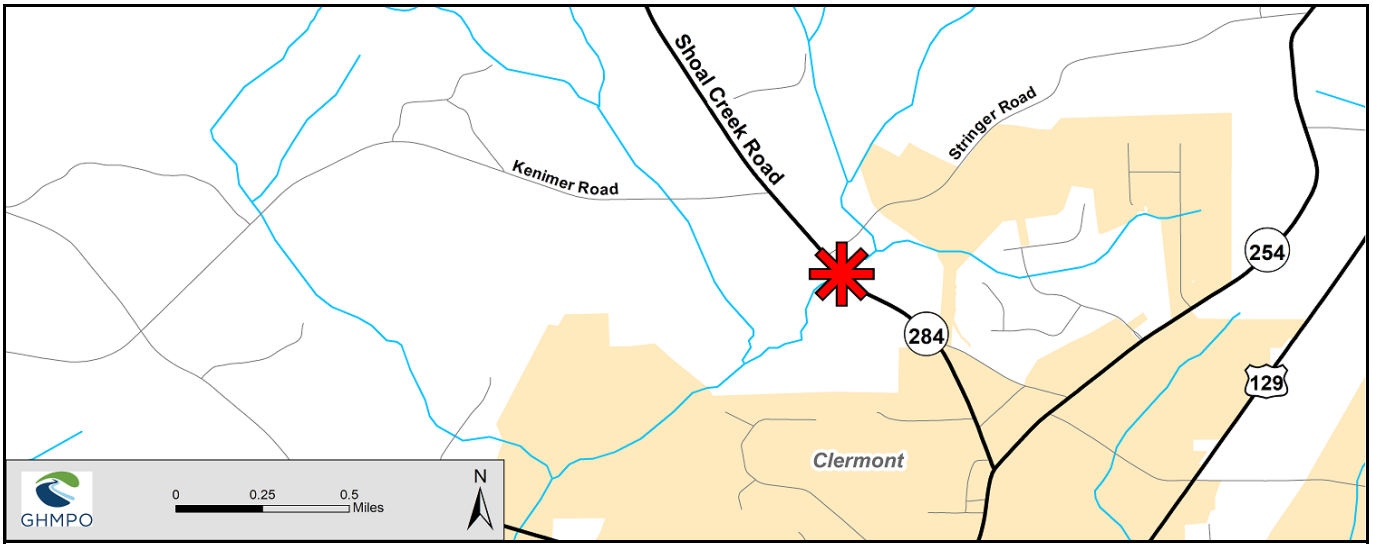
Improvement Type Bridge Replacement **Capacity Adding** No

Project Intent

Replace aging bridge infrastructure.

Project Termini **From** North of Eubank Creek **To** South of Eubank Creek	**Length (miles)** N/A	
	Exist. Lanes 2	**Future Lanes** 2
Bike / Ped Infrastructure N/A		
Network Year N/A	**MTP Project Band:** Bands 1-2 (2026-2041)	**Open to Traffic Date** 2029

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Right-of-Way	Y110	$0	$25,092	$100,368	$0	$125,460
2028	Construction	Y110	$0	$418,583	$1,674,331	$0	$2,092,914
2028	Utilities	Y110	$0	$114,142	$456,566	$0	$570,708
Auth.	Pre-Engineering	Y240	$0	$160,000	$640,000	$0	$800,000
		TOTAL	$0	$717,817	$2,871,266	$0	$3,589,083



Project Name Intersection Improvements at McEver Rd/SR 53 and Browns Bridge Rd/SR 369	**GHMPO No.** GH-145	**GDOT No.** 0016921
	County Hall	**City** Gainesville
Local Rd. Name McEver Road/Browns Bridge Road	**GDOT District** 1	**RC** GMRC
US/State Rd. Name SR 53, SR 369	**Funding Source** GDOT	

Project Description

The proposed project is intended to improve turn queuing and delays during peak traffic. The project would provide northbound and southbound dual left turn lanes on SR 53/McEver Road.

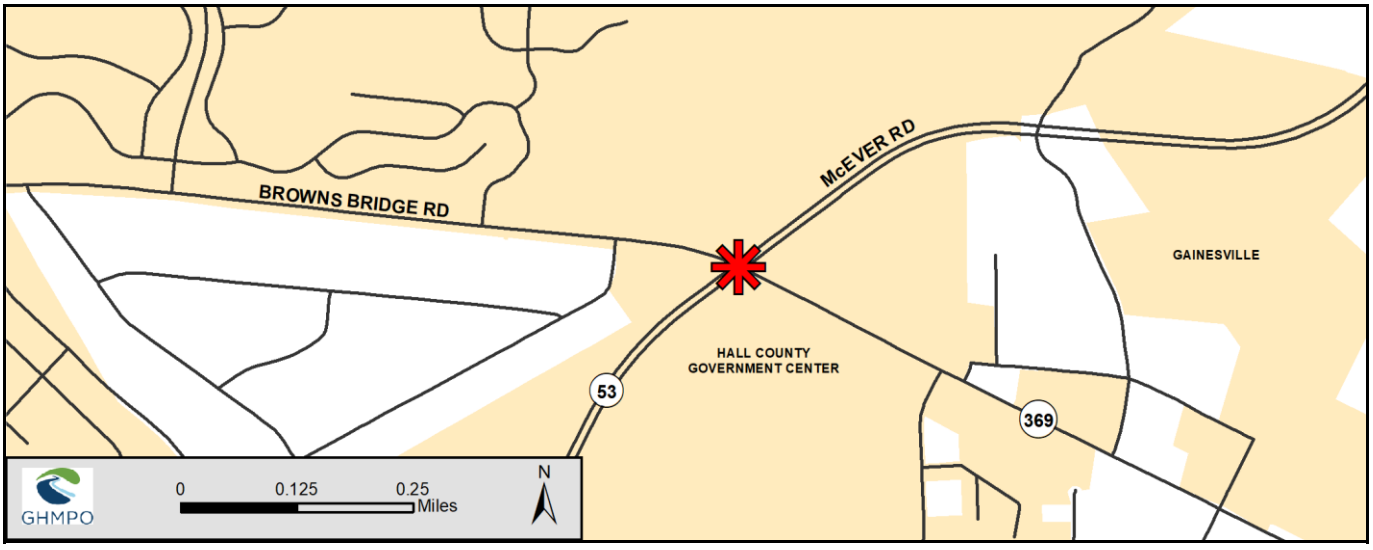
Improvement Type Intersection Improvem **Capacity Adding** Yes

Project Intent

To improve intersection mobility

Project Termini **From** N of McEver Road on Browns Br. Rd. **To** S of McEver Road on Browns Br. Rd.	**Length (miles)** .81	
	Exist. Lanes 4	**Future Lanes** 4
Bike / Ped Infrastructure N/A		
Network Year	**MTP Project Band:** Band 1 (obligated)	**Open to Traffic Date** 2024

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Construction	HB170	$0	$750,051	$0	$0	$750,051
Auth.	Pre-Engineering	HB170	$0	$575,000	$0	$0	$575,000
		TOTAL	$0	$1,325,051	$0	$0	$1,325,051



Project Name Widening of State Route 211 from Pinot Noir Drive to State Route 347/Friendship Road	**GHMPO No.** GH-147	**GDOT No.** 0016089
	County Multiple	**City** Braselton
Local Rd. Name Old Winder Highway	**GDOT District** 1	**RC** Multiple
US/State Rd. Name State Route 211	**Funding Source** GDOT	

Project Description

The proposed project will widen State Route 211 from north of Pinot Noir Drive to State Route 347/Friendship Road. Project costs shown amount to 1% of the total funding for the project to reflect the portion of the project that is within the GHMPO planning boundary.

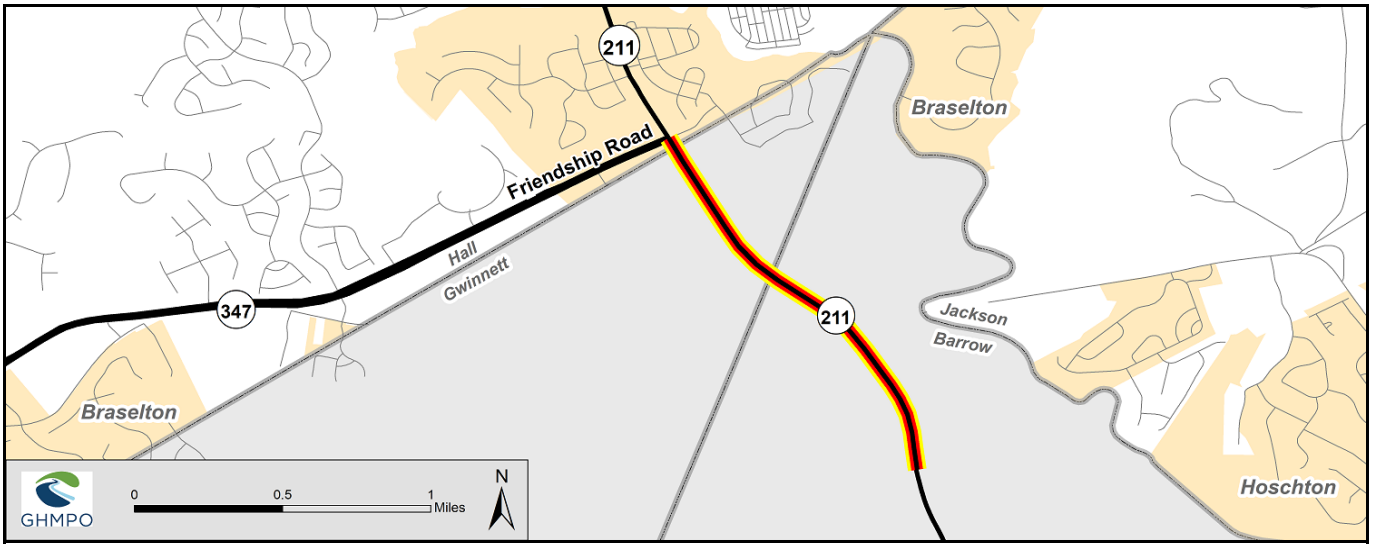
Improvement Type Widening **Capacity Adding** Yes

Project Intent

To improve mobility through Braselton along State Route 211.

Project Termini **From** Pinot Noir Drive **To** State Route 347/Friendship Road	**Length (miles)** 1.6	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure 10' Multiuse Path		
Network Year 2030	**MTP Project Band:** Band 1 (2026-2027)	**Open to Traffic Date** 2028

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Construction	SGF-C	$229,634	$0	$0	$0	$229,634
2027	Utilities	HB 170	$0	$4,369	$0	$0	$4,369
2027	Construction	HB 170	$0	$330,576	$0	$0	$330,576
Auth.	Right-of-Way	HB 170	$0	$191,900	$0	$0	$191,900
Auth.	Pre-Engineering	HB 170	$0	$200,000	$0	$0	$200,000
		TOTAL	$229,634	$726,845	$0	$0	$956,479



Project Name NEVI - Charging Stations	**GHMPO No.** GH-148	**GDOT No.** 0020370
	County Hall	**City** Gainesville
Local Rd. Name N/A	**GDOT District** 1	**RC** GMRC
US/State Rd. Name N/A	**Funding Source** GDOT	

Project Description

Installation of several EV charging stations. Multiple chargers will be placed at a single location off of I-985, somewhere between State Route 53 and State Route 369. The location has not yet been determined.

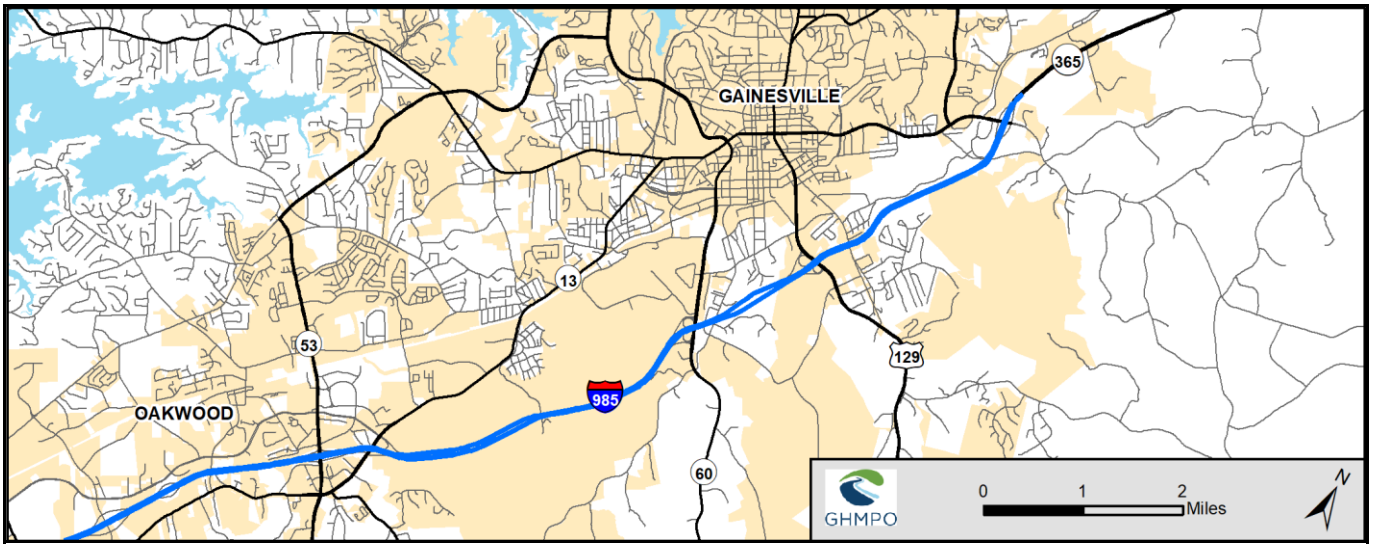
Improvement Type EV Infrastructure **Capacity Adding** No

Project Intent

To facilitate the charging of electric vehicles.

Project Termini **From** N/A **To** N/A	**Length (miles)** N/A
	Exist. Lanes N/A **Future Lanes** N/A
Bike / Ped Infrastructure N/A	
Network Year 2030 **MTP Project Band:** Band 1 (obligated)	**Open to Traffic Date** N/A

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Construction	Y134	$250,000	$0	$1,000,000	$0	$1,250,000
Auth.	Pre-Engineering	Y134	$6,000	$0	$24,000	$0	$30,000
		TOTAL	$256,000	$0	$1,024,000	$0	$1,280,000



Project Name Chicopee Woods Area Park Commission	**GHMPO No.** GH-149	**GDOT No.** NRT 24(04)
	County Hall	**City** Gainesville
Local Rd. Name N/A	**GDOT District** 1	**RC** GMRC
US/State Rd. Name N/A	**Funding Source** GDOT	

Project Description

Funding from the National Recreational Trails Funding Program for improvements in Chicopee Woods.

Improvement Type Trails **Capacity Adding** No

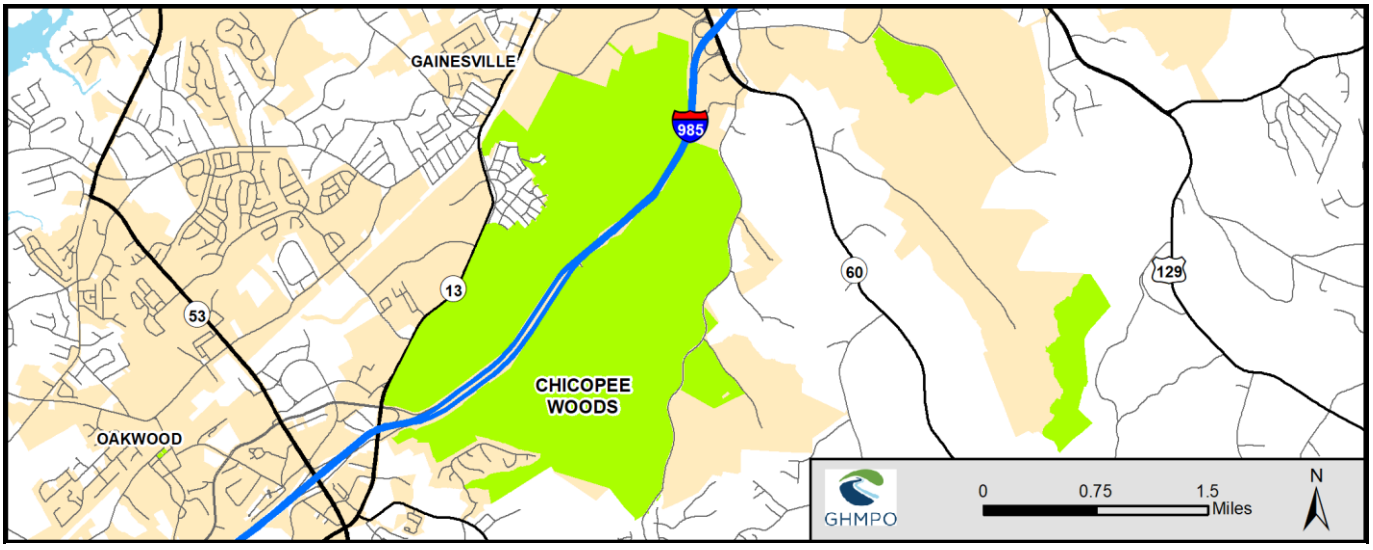
Project Intent

Project Termini **From** N/A **To** N/A	**Length (miles)** N/A	
	Exist. Lanes N/A	**Future Lanes** N/A

Bike / Ped Infrastructure N/A

Network Year 2030 **MTP Project Band:** Band 1 (obligated) **Open to Traffic Date** N/A

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2025	Construction	NRT	$37,486	$0	$112,457	$0	$149,943
		TOTAL	$37,486	$0	$112,457	$0	$149,943



Project Name Widening of State Route 365 from I-985 to Belton Bridge Road in Lula	**GHMPO No.** GH-150	**GDOT No.** 0020731
	County Hall	**City** Gainesville/Lula
Local Rd. Name Cornelia Highway	**GDOT District** 1	**RC** GMRC
US/State Rd. Name State Route 365	**Funding Source** GDOT	

Project Description

Widening of State Route 365 from four to six lanes from I-985 to Belton Bridge Road in Lula. Additionally, project will convert existing at-grade intersections to limited access interchanges at White Sulphur Road, Ramsey Road, and State Route 52 in Lula. Project will also construct overpasses at Kubota Way and Cagle Road.

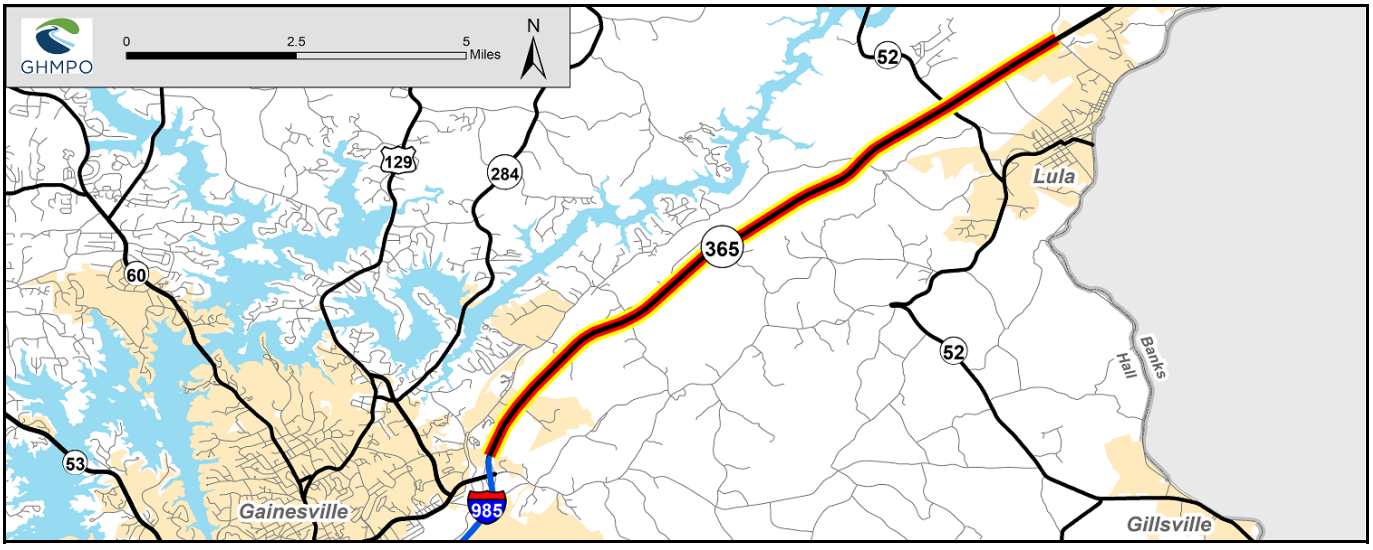
Improvement Type Widening **Capacity Adding** Yes

Project Intent

To improve mobility, increase safety, and decrease congestion by widening State Route 365 and converting various intersections to interchanges.

Project Termini **From** I-985 **To** Belton Bridge Road	**Length (miles)** 9.4	
	Exist. Lanes 4	**Future Lanes** 6
Bike / Ped Infrastructure N/A		
Network Year 2040	**MTP Project Band:** Bands 1-2 (2028-2041)	**Open to Traffic Date** 2038

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2029	Right-of-Way	Federal/State	$0	$23,184,796	$92,739,183	$0	$115,923,979
2035	Utilities	Federal/State	$0	$3,107,241	$12,428,962	$0	$15,536,203
2035	Construction	Federal/State	$0	$29,160,259	$116,641,034	$0	$145,801,293
Auth.	Pre-Engineering	SGF	$0	$10,000,000	$0	$0	$10,000,000
		TOTAL	$0	$65,452,296	$221,809,180	$0	$287,261,476



Project Name Widening of State Route 53/Winder Highway from State Route 124 to New Cut Road	**GHMPO No.** GH-151	**GDOT No.** 0020735
	County Jackson	**City** Braselton
Local Rd. Name Green Street/Winder Highway	**GDOT District** 1	**RC** NEGRC
US/State Rd. Name State Route 53	**Funding Source** GDOT	

Project Description

Widening of State Route 53 from two to four lanes from State Route 124 to New Cut Road in Braselton.

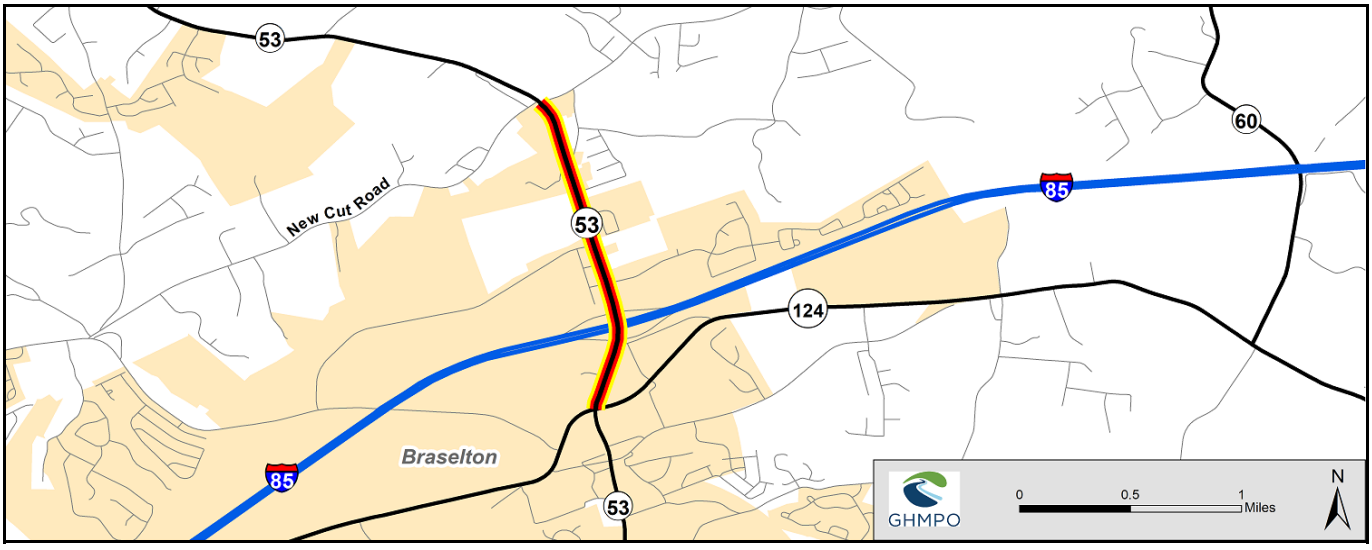
Improvement Type Widening **Capacity Adding** Yes

Project Intent

To improve mobility by widening State Route 53 in Braselton.

Project Termini **From** State Route 124 **To** New Cut Road	**Length (miles)** 1.5	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped Infrastructure TBD		
Network Year 2040	**MTP Project Band:** Bands 1-2 (2026-2041)	**Open to Traffic Date** 2032

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Pre-Engineering	SGF	$0	$1,500,000	$0	$0	$1,500,000
2028	Right-of-Way	Federal/State	$0	$1,308,387	$5,233,550	$0	$6,541,937
2030	Utilities	Federal/State	$0	$217,029	$868,115	$0	$1,085,144
2030	Construction	Federal/State	$0	$2,283,344	$9,133,375	$0	$11,416,719
		TOTAL	$0	$5,308,760	$15,235,040	$0	$20,543,800



Appendix B:

TRANSIT FUNDING



Hall Area Transit Fleet Inventory as of 12-19-23

	Shop #	DOT #	System	Model Year	Make	Description	VIN Number	Acquisition Date	Cost	Federal Percentage	Grant Number	Capacity	Location	Disposition Action (Active or In-Active)	If In-Active (Surplus, Spare)	If Active, Condition (Excellent, Good, Fair, Poor)	Vested Title	Useful Life	Vehicle Length (feet)	Delivery Date	Tag Number
Trolleys	5242			2019		Villager 208 Gasoline FE	1F66F5DN2L0A04893	11/1/2020	$383,995.00	80%	GA-90-X309	24A/2L	Hall Area Transit	Active		EXCELLENT	City of Gainesville	25 years	31ft 6in	11/1/2020	GV5143P
	5243			2019		Villager 208 Gasoline FE	1F66F5DN0L0A04892	11/1/2020	$383,995.00	80%	GA-2017-034-01-00	24A/2L	Hall Area Transit	Active		EXCELLENT	City of Gainesville	25 years	31ft 6in	11/1/2020	GV5144P
OP's	SUV-4526		Support	2006	Chevrolet	Chevrolet-Trailblazer	1GNDS13S862241047	1/4/2006	$20,814	80%	GA-90-0209	5	Hall Area Transit	Active		Good	City of Gainesville	4 years/100,000 miles		1/4/2006	GV66907
	Op's Truck-4951		Support	2015	Ford	FORD F150	1FTEW1EF7FFB70997	6/23/2015	$30,813	80%	GA-96-x012	5	Hall Area Transit	Active		Good	City of Gainesville	4 years/100,000 miles		6/23/2015	GV1637F
Replace vehicles with carbon reduction funding	5244 EMMA		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG6LE111327	11/16/2020	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	11/16/2020	GV5142P
	5247 LUNA		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG7LE111336	11/16/2020	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	11/16/2020	GV5139P
	5248 MILO		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG92E111337	11/16/2020	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	11/16/2020	GV5138P
	5254 BELLA		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG1LE111347	12/31/2020	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	12/31/2020	GV6421P
	TYLER 5229		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG5LE111349	1/25/2021	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	1/25/2021	GV8973P
WEGO	5245 JAZZ		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAGXLE111329	11/16/2020	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	11/16/2020	GV5141P
	5246 LUCAS		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAGILE111333	11/16/2020	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	11/16/2020	GV5140P
	5249 AMARI		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG0LE111341	11/16/2020	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	11/16/2020	GV5137P
	5255 ALONZO		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG6LE111344	12/31/2020	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	12/31/2020	GV6422P
	TASHA 5282		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG6KE539025	1/25/2021	$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	17ft 9in	1/25/2021	GV9312P
	MAYA 5264		WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6URVUG4LE113979	2/19/2021	$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	19ft 8in	2/19/2021	GV8981P
	SOFIA 5263		WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6URVUG4LE113948	2/19/2021	$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	19ft 8in	2/19/2021	GV8982P

JUDY 5265		WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6URVUG6LE113949	2/19/2021	$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	19ft 8in	2/19/2021	GV8980P
FELIX 5266		WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6URVUG9LE113931	2/19/2021	$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	19ft 8in	2/19/2021	GV8983P
OTIS 5267		WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6URVUGXLE113940	2/22/2021	$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	19ft 8in	2/22/2021	GV8984P
Rudy 5181		WEGO	2019	Ford	Candidate II	1FDES6PM2KKA12584	9/23/2021	$67,379.00	80%	GA-90-X309	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	18ft	9/23/2019	GV6379N
Ivey 5182		WEGO	2019	Ford	Candidate II	1FDES6PM4KKA12585	9/23/2021	$67,379.00	80%	GA-90-X309	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	18ft	9/23/2019	GV6380N
RAFI 5360		WEGO	2022	BraunAbility	Voyager Rear Entry	2C4RC1CGXNR171980	3/28/2023	$75,345.00	100%	FY23 Trust Fund T008577	4A/1L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	16.98ft	3/28/2023	GV8680R
WILLA 5357		WEGO	2022	BraunAbility	Voyager Rear Entry	2C4RC1CGXNR171719	3/27/2023	$75,345.00	100%	FY23 Trust Fund T008577	4A/1L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	16.98ft	3/27/2023	GV8679R
JUNO 5358		WEGO	2022	BraunAbility	Voyager Rear Entry	2C4RC1CGXNR172112	3/29/2023	$75,345.00	100%	FY23 Trust Fund T008577	4A/1L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	16.98ft	3/29/2023	GV8682R
ZANE 5359		WEGO	2022	BraunAbility	Voyager Rear Entry	2C4RC1CG1NR204543	3/29/2023	$75,345.00	100%	FY23 Trust Fund T008577	4A/1L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	16.98ft	3/29/2023	GV8681R
RIVER 5356		WEGO	2022	BraunAbility	Voyager Rear Entry	2C4RC1CG0NR171924	3/27/2023	$75,345.00	100%	FY23 Trust Fund T008577	4A/1L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	16.98ft	3/27/2023	GV8678R
JOY 5413		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG1PE533236	7/19/2023	$155,794.00	80%	FY23 5307 Capital T006844	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	8/9/2023	GV2370S
PEACE 5412		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG1PE533270	7/19/2023	$155,794.00	80%	FY23 5307 Capital T006844	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	8/9/2023	GV2369S
LOVE 5411		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG2PE536825	7/19/2023	$155,794.00	80%	FY23 5307 Capital T006844	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	8/15/2023	GV2366S
HAPPY 5421		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG3PE533285	7/19/2023	$155,794.00	80%	FY23 5307 Capital T006844	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	9/7/2023	GV6988S
5430		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG1PE5368850	11/3/2023	$155,794.00	80%	FY24 5307 Capital T007055	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	12/6/2023	GV8090S
5433		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG4PE533280	11/3/2023	$155,794.00	80%	FY24 5307 Capital T007055	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	12/6/2023	GV8087S

5429		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG4PE536857	11/3/2023	$155,794.00	80%	FY24 5307 Capital T007055	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	12/6/2023	GV8091S
5431		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG7PE536822	11/3/2023	$155,794.00	80%	FY24 5307 Capital T007055	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	12/4/2023	GV8089S
5432		WEGO	2023	BraunAbility	Ram Promaster 3500 Conversion	3C6MRVUG3PE533271	11/3/2023	$155,794.00	80%	FY24 5307 Capital T007055	10A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	4 years/100,000 miles	20.88ft	12/4/2023	GV8088S

FY 2024 – 2027 Section 5307 Funding

Section 5307 (Urban Capital Expenses)					
Description	**2024**	**2025**	**2026**	**2027**	**Total**
Replacement Vehicles	$0	$0	$0	$0	$0
ADA Vehicles	$0	$0	$0	$0	$0
Support Vehicles	$0	$0	$0	$0	$0
Expansion Vehicles	$800,000	$250,000	$0	$0	$1,050,000
Fareboxes	$0	$0	$0	$0	$0
Passenger Shelters	$0	$0	$0	$0	$0
Passenger Benches	$0	$0	$0	$0	$0
Parking Lot & Bldg. Improvements	$0	$0	$0	$0	$0
Hydraulic Staking System	$0	$250,000	$0	$0	$250,000
PROJECT COST	**$800,000**	**$500,000**	**$0**	**$0**	**$1,300,000**
FEDERAL	$640,000	$400,000	$0	$0	$1,040,000
STATE	$80,000	$50,000	$0	$0	$130,000
LOCAL	$80,000	$50,000	$0	$0	$130,000

Section 5307 (Urban Operating Expenses)					
Description	**2024**	**2025**	**2026**	**2027**	**Total**
FY Operations	$3,885,442	$4,079,714	$4,283,700	$4,497,885	$16,746,741
PROJECT COST	**$3,885,442**	**$4,079,714**	**$4,283,700**	**$4,497,885**	**$16,746,741**
FEDERAL	$1,942,721	$2,039,857	$2,141,850	$2,248,942	$8,373,370
STATE	$0	$0	$0	$0	$0
LOCAL	$1,942,721	$2,039,857	$2,141,850	$2,248,942	$8,373,370

Capital Purchases

FY 2024 - 2027 Urban Capital Purchases					
Description	**2024**	**2025**	**2026**	**2027**	**Total**
Buy <30 Ft Bus For Expansion	$800,000	$0	$0	$0	$800,000
Rehab/renovate Administrative Facility	$190,000	$0	$0	$0	$190,000
Operating Assistance up to 50% Federal Share	$2,470,799	$0	$0	$0	$2,470,799
5 Braunablity Voyager Vans	$376,725	$0	$0	$0	$376,725
2 Additional Trollies	$336,268	$0	$0	$0	$336,268
Preventative Maintenance	$160,000	$0	$0	$0	$160,000
PROJECT COST	**$4,333,792**	**$0**	**$0**	**$0**	**$4,333,792**
FEDERAL	$3,467,034	$0	$0	$0	$3,467,034
STATE	$433,379	$0	$0	$0	$433,379
LOCAL	$433,379	$0	$0	$0	$433,379

Appendix C:

PUBLIC COMMENT



2024-2027 Transportation Improvement Program (TIP)

The public participation effort for the 2024-2027 Transportation Improvement Program (TIP) was uniquely designed to obtain local input through stakeholder discussions. Building on the experience of previous success in public outreach efforts, GHMPO developed a process consistent with the adopted Participation Plan to:

- ***Involve*** the stakeholders with early opportunities for participating in the decision-making process, particularly minority and low-income persons;
- ***Listen*** to the concerns and issues of the stakeholders living in the community;
- ***Inform*** the stakeholders in a timely manner of progress and recommendations;
- ***Learn*** from the stakeholders ideas for solutions to transportation problems;
- ***Consult*** with stakeholders and provide reasonable opportunity to comment; and
- ***Develop*** an effective outreach process that includes an integrated feedback process for evaluation and improvement.

Throughout the TIP update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. The 2024-2027 TIP went through the minimum required public comment period, per the Participation Plan, before it was adopted by the GHMPO Policy Committee.

Appendix D:

LUMP SUM NARRATIVE



Lump Sum Funding

A portion of the STIP funding is set aside for certain groups of projects that do not substantially increase roadway capacity. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of an immediate concern while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake improvements that emerge and are developed after the STIP is approved. These lump sum banks are listed for each year for managing and accounting for the funding. They can be found in the statewide or "All Counties" section of the STIP. Lump sum banks are shown in the STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year. Individual projects are programmed, and funds are drawn from these lump sums during the year. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these groups and information about them. Except for rights-of-way protective buying, the total available funds are shown as construction for easy accounting, but preliminary engineering and rights-of-way may be drawn from this amount when required in that category.

Group: Transportation Alternative Program (TAP)

This group is for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, recreational trails and safe routes to school.

State DOTs and MPOs are not eligible entities to receive TAP funds as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project. In accordance with 23 U.S.C. 133(h)(4), project selection for this program is achieved through a competitive process administered by Georgia DOT.

Group: Maintenance

This group is broken into two programs: Bridge Maintenance and Maintenance.

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).

- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work.

Group: Lighting

This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related to geometry or operation (e.g., high crash rates), security concerns, or planning for economic development and/or increased pedestrian usage.

Group: Rights of Way, Protective Buying, and Hardship Acquisitions

This group is for the acquisition of parcel(s) of rights-of-way (ROW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, ROW or construction phase in the STIP.

Group: Safety

This group is broken into two programs: Railroad & Safety Improvements

- The Railroad program consists of railroad protection device projects & hazard elimination projects which includes the installation of new or upgraded train activated warning, signing and pavement marking upgrades, elimination of redundant or unnecessary crossings, vertical and horizontal geometric improvements, sight distance improvements, lighting, channelization and surface widening projects.
- Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing and turning lanes.

Group: Operations

This group is broken into two programs: Operational Improvements & Signal Upgrades.

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn lanes, and Continuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

Group: Low Impact Bridges

Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- The safety of the traveling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost-effective engineering solutions.
- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

Appendix E:

MPO LUMP SUM PROJECTS



MPO Lump Sum Projects – Gainesville

Hall

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
0013171			PEDESTRIAN UPGRADES @ 13 LOCS IN HALL COUNTY - VRU	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0015702			SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0015918			SR 60 @ CS 898/ACADEMY STREET	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0016118			SR 369 FROM SR 53 TO SR 53 CONN - VRU	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0016869			CS 705/CHATTAHOOCHEE STREET @ NS #717810B IN FLOWERY BRANCH					CST	PRECST		
0018042			OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN HALL COUNTY	PE	AUTHORIZED			CST	AUTHORIZED		
0018364			SR 369 @ I-985	PE	AUTHORIZED						
0019644			SR 60 @ CALVARY CHURCH ROAD/OLD CANDLER ROAD	PE	AUTHORIZED						
M006179			SR 11/US 129 FROM SR 323 TO CS 719/MONROE DRIVE								
M006182			SR 13 FROM SR 347 TO 0.10 MI N OF CS 630/CANTRELL ROAD								

Jackson

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
0015391			CS 751/CR 1317/DAVIS ST @ 1 LOC &CS 753/PINECREST LN @ 1 LOC	PE	AUTHORIZED	ROW	AUTHORIZED				
0016166			SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0019223			CR 147/JACKSON TRAIL ROAD OFF-SYSTEM SAFETY IMPROVEMENTS	PE	AUTHORIZED			CST	PRECST		
0019862			SR 53 FROM BRASELTON CITY LIMITS TO TWIN LAKES BLVD					CST	PRECST		

Appendix F:

MPO AUTHORIZED PROJECTS



MPO Authorized Projects - Gainesville

Barrow

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
M006087			SR 53 @ MULBERRY RIVER - BRIDGE REHABILITATION	AUTHORIZED	MCST	2020	Gainesville	$598,116.08	50	$299,058.04
					MPE	2020	Gainesville	$2,135.18	50	$1,067.59

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0003626	STP00-0003-00(626)	GH-016	SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD	AUTHORIZED	PE	2023	Gainesville	$18,000.00	100	$18,000.00
					ROW	2021	Gainesville	$20,763,000.00	100	$20,763,000.00
0007170	CSBRG-0007-00(170)	GH-056	SR 136 @ CHESTATEE RIVER 8.3 MI SOUTHEAST OF DAWSONVILLE	AUTHORIZED	CST	2021	Gainesville	$9,422,741.35	50	$4,711,370.68
					ROW	2020	Gainesville	$1,330,000.00	50	$665,000.00
0007233	CSSTP-0007-00(233)	GH-025	SR 211 FROM SR 347 TO SR 53	AUTHORIZED	PE	2023	Gainesville	$1,523,365.44	100	$1,523,365.44
					SCP	2022	Gainesville	$700,000.00	100	$700,000.00
0013922		GH-116	I-985 @ CS 991/ELACHEE ROAD IN GAINESVILLE	AUTHORIZED	CST	2022	Gainesville	$7,235,385.73	100	$7,235,385.73
					ROW	2020	Gainesville	$180,000.00	100	$180,000.00
0013980			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2020	AUTHORIZED	PE	2020	Gainesville	$70,000.00	100	$70,000.00
0013981			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2021	AUTHORIZED	PE	2021	Gainesville	$70,000.00	100	$70,000.00
0013982			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2022	AUTHORIZED	PE	2022	Gainesville	$70,000.00	100	$70,000.00
0013983			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2023	AUTHORIZED	PE	2023	Gainesville	$70,000.00	100	$70,000.00
0015280			SPOUT SPRINGS ROAD FROM UNION CIRCLE TO S OF SR 347-PHASE II	AUTHORIZED	ROW	2023	Gainesville	$12,570,000.00	100	$12,570,000.00
0015551		GH-119	SR 60 @ CHATTAHOOCHEE RIVER IN GAINESVILLE	AUTHORIZED	PE	2020	Gainesville	$2,726,468.78	100	$2,726,468.78
0015702			SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	AUTHORIZED	ROW	2021	Gainesville	$510,000.00	100	$510,000.00
0016353				AUTHORIZED	CST	2021	Gainesville	$860,328.87	100	$860,328.87

			SR 365/US 23 FROM SR 52 TO SR 369		PE	2020	Gainesville	$3,122.13	100	$3,122.13
0016354			SR 365/US 23 FROM SR 52 TO SR 384	AUTHORIZED	CST	2021	Gainesville	$996,883.85	52	$518,379.60
					PE	2020	Gainesville	$300,000.00	52	$156,000.00
0016557			PL GAINESVILLE SFY 2020 UPWP	AUTHORIZED	PLN	2020	Gainesville	$206,712.41	100	$206,712.41
0016616			SR 13 @ I-985 & CR 3514/THURMON TANNER PKWY	AUTHORIZED	CST	2021	Gainesville	$832,237.67	100	$832,237.67
					PE	2020	Gainesville	$350,000.00	100	$350,000.00
0016862			SR 11/US 129 FM BRITTANY COURT TO S OF LAKEVIEW ST-PHASE II	AUTHORIZED	SCP	2022	Gainesville	$500,000.00	100	$500,000.00
0016863			SR 11/US 129 FM LIMESTONE PKWY TO N OF BRITTANY COURT-PH III	AUTHORIZED	SCP	2022	Gainesville	$500,000.00	100	$500,000.00
0016921			SR 53 @ SR 369	AUTHORIZED	PE	2020	Gainesville	$575,000.00	100	$575,000.00
0017119			SR 60 @ CR 757/ROY PARKS ROAD	AUTHORIZED	CST	2020	Gainesville	$173,369.57	100	$173,369.57
0017159			PL GAINESVILLE - FY 2021	AUTHORIZED	PLN	2021	Gainesville	$186,445.65	100	$186,445.65
0017392		GH-131	SR 11BU/SR 60 FROM CS 624/ACADEMY ST TO CS 548/GLENWOOD DR	AUTHORIZED	PE	2021	Gainesville	$25,000.00	100	$25,000.00
						2022	Gainesville	$800,000.00	100	$800,000.00
0017735			SR 283 @ FLAT CREEK	AUTHORIZED	PE	2023	Gainesville	$942,000.00	100	$942,000.00
0017899			PL GAINESVILLE - FY 2022	AUTHORIZED	PLN	2022	Gainesville	$251,386.02	100	$251,386.02
0018013			SR 11BU/SR 60 @ SR 11/SR 369	AUTHORIZED	CST	2022	Gainesville	$75,600.00	100	$75,600.00
0018042			OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN HALL COUNTY	AUTHORIZED	CST	2023	Gainesville	$1,044,382.72	100	$1,044,382.72
					PE	2022	Gainesville	$8,000.00	100	$8,000.00
0018276			SR 13 @ CR 3413/MEMORIAL PARK DRIVE	AUTHORIZED	CST	2023	Gainesville	$73,000.00	100	$73,000.00
0018364			SR 369 @ I-985	AUTHORIZED	PE	2022	Gainesville	$200,000.00	100	$200,000.00
0018421			PL GAINESVILLE - FY 2023	AUTHORIZED	PLN	2023	Gainesville	$305,749.20	100	$305,749.20
0019079			SR 284 @ EUBANK CREEK	AUTHORIZED	PE	2023	Gainesville	$800,000.00	100	$800,000.00
0019305			PL GAINESVILLE - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023	AUTHORIZED	PLN	2023	Gainesville	$7,421.04	100	$7,421.04
0019644			SR 60 @ CALVARY CHURCH ROAD/OLD CANDLER ROAD	AUTHORIZED	PE	2023	Gainesville	$1,072,727.00	100	$1,072,727.00
122060-	STP00-0002-06(048)	GH-020	SR 11/US 129 FROM LAKEVIEW STREET TO S OF NOPONE RD-PHASE I	AUTHORIZED	ROW	2023	Gainesville	$18,390,000.00	100	$18,390,000.00

132610-	STP00-0198-01(020)	GH-038	SR 60 FROM S OF SR 136 TO N OF CR 158/YELLOW CREEK ROAD	AUTHORIZED	PE	2023	Gainesville	$5,739,120.32	100	$5,739,120.32
M005744			SR 52 FROM W OF CR 932/JULIAN BAUGH RD TO CS 620/SHORT ST	AUTHORIZED	MCST	2021	Gainesville	$3,922,375.31	63	$2,471,096.45
M006020			I-985 SB & NB @ SR 53 CONN - BRIDGE REHAB	AUTHORIZED	MCST	2020	Gainesville	$1,604,630.93	100	$1,604,630.93
					MPE	2020	Gainesville	$35,000.00	100	$35,000.00
M006268			SR 53 FROM SR 53 CONN TO SR 369	AUTHORIZED	MCST	2022	Gainesville	$1,785,274.33	100	$1,785,274.33
M006269			SR 53 FM CS 656/CEDAR RIDGE DR TO S OF SR 211/TANNER MILL RD	AUTHORIZED	MCST	2023	Gainesville	$3,411,889.51	100	$3,411,889.51
M006270			SR 53 FROM CS 630/MCEVER ROAD TO CS 656/CEDAR RIDGE DRIVE	AUTHORIZED	MCST	2022	Gainesville	$2,829,008.74	100	$2,829,008.74
M006318			SR 11/US 129 FROM S OF JIM HOOD RD/NOPONE RD TO S OF SR 283	AUTHORIZED	MCST	2023	Gainesville	$3,046,084.92	100	$3,046,084.92
M006322			SR 60 FROM SR 332 TO I-985	AUTHORIZED	MCST	2023	Gainesville	$3,862,842.63	100	$3,862,842.63
S015278			extend Rht turn lane on SR369 at inters. with EE Butler Pkwy	AUTHORIZED	TSA	2020	Gainesville	$161,222.00	100	$161,222.00
S015280			EEE ADDL LMIG ROUNDABOUT @ UNG CAMPUS @MATHIS DR & CAMPUS DR	AUTHORIZED	PR	2020	Gainesville	$75,000.00	100	$75,000.00
S015374			CONSTRUCT RCUT ON SR 347 AT REUNION WAY/NAPA RIDGE ROAD	AUTHORIZED	TSA	2020	Gainesville	$82,256.03	100	$82,256.03
S015393			Ped crossing on SR 11/Park Hill Drive just S. of Roper Hill	AUTHORIZED	TSA	2020	Gainesville	$64,673.39	100	$64,673.39
S015460			INSTALLATION OF SIDEWALK ON SR 13 OVER FLAT CREEK	AUTHORIZED	TSA	2021	Gainesville	$109,855.00	100	$109,855.00
S015707			extend the eastbound left turn lane at SR 369 and Prior St	AUTHORIZED	TSA	2022	Gainesville	$116,632.38	100	$116,632.38
S015730			Install a RHPL on SR 60/Candler Rd at Cottrell Driveway	AUTHORIZED	TSA	2022	Gainesville	$165,297.23	100	$165,297.23
S015731			Extend Left Turn Lanes on SR 60 btw Pearl Nix & Industrial	AUTHORIZED	TSA	2022	Gainesville	$152,710.20	100	$152,710.20

S015772			Extend the EB Left Turn Lane along SR 53 Connector & SR 369	AUTHORIZED	TSA	2022	Gainesville	$164,001.43	100	$164,001.43
S015773			Extend Turn Lane on SR 365 for NB U-Turn A Jaemor Farms	AUTHORIZED	TSA	2023	Gainesville	$175,160.50	100	$175,160.50
S015776			Install a RCUT on SR 365 at Mud Creek Road	AUTHORIZED	TSA	2023	Gainesville	$150,010.64	100	$150,010.64
S015783			Install a U-Turn near SR 365 & Mud Creek Road.	AUTHORIZED	TSA	2023	Gainesville	$197,165.05	100	$197,165.05
S015812			INSTALL DUAL LTL ON WB APPROACH AT SR 11/369 & SR 60 BUS	AUTHORIZED	TSA	2023	Gainesville	$60,827.41	100	$60,827.41
S015862			Extending the Thru Lane on SR 347 EB @ I-985 SB	AUTHORIZED	TSA	2023	Gainesville	$170,039.07	100	$170,039.07
S015863			Install a Dual Left Turn Lane on SR 347 EB at I-985 NB ramp	AUTHORIZED	TSA	2023	Gainesville	$196,486.80	100	$196,486.80
S015872			Install Medians & Striping on SR 52 @ Old Gillsville Rd	AUTHORIZED	TSA	2023	Gainesville	$48,919.47	36	$17,611.01

Jackson

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0013545		GH-109	I-85 FROM N OF SR 53 TO N OF SR 11/US 129	AUTHORIZED	CST	2020	Gainesville	$109,510,090.94	94	$102,939,485.48
0013609		GH-028	SR 332 @ WALNUT CREEK & OVERFLOW 1.5 MI S OF PENDERGRASS	AUTHORIZED	CST	2020	Gainesville	$3,900,977.86	44	$1,716,430.26
0015391			CS 751/CR 1317/DAVIS ST @ 1 LOC &CS 753/PINECREST LN @ 1 LOC	AUTHORIZED	PE	2020	Gainesville	$300,000.00	100	$300,000.00
					ROW	2022	Gainesville	$580,000.00	100	$580,000.00
0016065			SR 53 @ CR 433/NEW CUT ROAD	AUTHORIZED	CST	2023	Gainesville	$4,992,480.29	100	$4,992,480.29
					ROW	2022	Gainesville	$1,470,000.00	100	$1,470,000.00
0017120			SR 53 @ I-85	AUTHORIZED	CST	2020	Gainesville	$134,205.00	100	$134,205.00
0018300			SR 53 MOBILITY STUDY - SCOPING ONLY	AUTHORIZED	SCP	2022	Gainesville	$1,000,000.00	70	$700,000.00
0019223			CR 147/JACKSON TRAIL ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS	AUTHORIZED	PE	2023	Gainesville	$8,000.00	63	$5,040.00
M005243			SR 332 FROM SR 11/JACKSON TO SR 60/HALL	AUTHORIZED	MCST	2021	Gainesville	$1,200,752.48	47	$564,353.67

M005367			I-85 @ 7 LOCS IN BARROW & JACKSON - BRIDGE PRESERVATION	AUTHORIZED	MCST	2020	Gainesville	$1,023,230.37	12	$122,787.64
M006226			SR 60 FROM SR 124/JACKSON TO SR 332/HALL	AUTHORIZED	MCST	2022	Gainesville	$1,884,987.54	82	$1,545,689.78
S015409			CONSTRUCT LEFT TURN LANE ON SR 124 AT SR 60	AUTHORIZED	TSA	2020	Gainesville	$177,647.63	100	$177,647.63
S015459			SR 53 AT WEST JACKSON ROAD NBLTL TO SBLTL	AUTHORIZED	TSA	2021	Gainesville	$69,683.29	100	$69,683.29
S015645			Intersection Improvements on Skelton Rd @ SR332 and SR124	AUTHORIZED	PR	2022	Gainesville	$450,000.00	100	$450,000.00
S015716			Install RH passing lane at SR 53 & New Liberty Church Rd	AUTHORIZED	TSA	2022	Gainesville	$142,724.99	100	$142,724.99

Appendix G:

REFERENCES



Below is a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of the Transportation Improvement Program:

Abbreviations

AADT	Average Annual Daily Traffic
CAC	Citizens Advisory Committee
CE	Categorical Exclusion
DOT	Department of Transportation
FAST	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GHMPO	Gainesville-Hall Metropolitan Planning Organization
GHPA	Gainesville-Hall Planning Area
HB 170	State Funds
HRRR	High Risk Rural Roads
LOC	Local
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
RTP	Regional Transportation Plan
STIP	State Transportation Improvement Program
STP	State Transportation Plan
TAP	Transportation Alternatives Program
TE	Transportation Enhancement
TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

GDOT Project Phase Code

AVIA	Aviation
CST	Construction
MCST	Maintenance Construction
MPE	Maintenance Preliminary Engineering
PE	Preliminary Engineering
PLN	Planning
ROW or RW	Right-of-Way
SCP	Scoping
TCAP	Transit Capital
TOPR	Transit Operating
TPLN	Transit Planning
UTL	Utility

FHWA Fund Code	Program Description
Z001	National Highway Performance Program (NHPP)
Z002	National Highway Performance Program (NHPP) Exempt
Z240	Surface Transportation Program (STP) Flex
Z400	Congestion Mitigation & Air Quality Improvement (CMAQ)
Z940	Recreational Trails Program (RTP)
ZS30	Highway Safety Improvement Program (HSIP)
ZS40	Railway-Highway - Hazard Elimination

State Fund Code	Program Description
HB170	Transportation Funding

Urbanized Area Formula Program: 5307

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Transportation for Elderly Persons and Persons with Disabilities (5310)

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with

disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.
Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of Federally-assisted transportation services assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual sub-recipients within the state.

Formula Grants for Other than Urbanized Areas (5311)

The Formula Grants For Other than Urbanized Areas is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000. The goal of the program is to provide the following services to communities with population less than 50,000:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers in non-urbanized transportation.

Appendix H:

PERFORMANCE MANAGEMENT TARGETS



Gainesville-Hall Metropolitan Planning Organization
Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP)
System Performance Report (Updated December 2024)

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management (TPM) approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)[1] issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures[2], the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

[1] 23 CFR Part 450, Subpart B and Subpart C
[2] 23 CFR 490.107

System Performance Report

The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Gainesville-Hall Metropolitan Planning Organization 2020 Regional Transportation Plan (RTP)[3] was adopted on May 12, 2020. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Gainesville-Hall Metropolitan Planning Organization 2020 RTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures[4] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

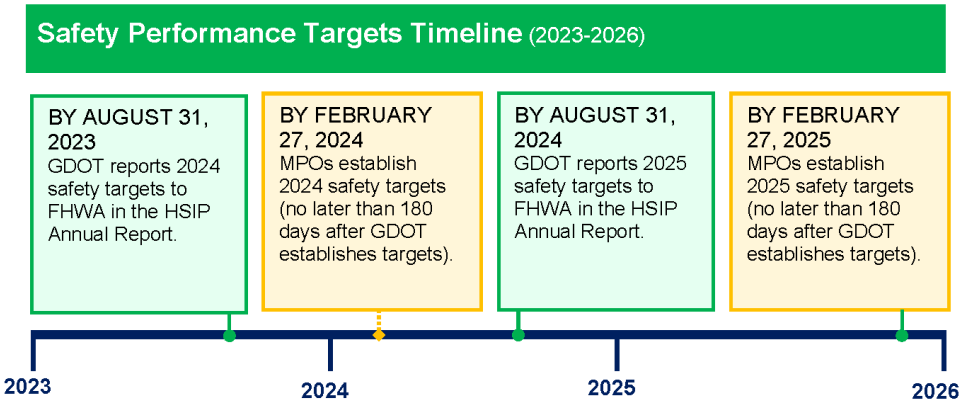
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2024 annual report was submitted to FHWA by August 31, 2024 and established the statewide safety targets for year 2025 based on an anticipated five-year rolling average (2021-2025). Georgia statewide safety performance targets for 2025 are included in Table 1, along with statewide safety performance for the two most recent reporting periods[5]. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The Gainesville-Hall MPO adopted/approved the Georgia statewide safety performance targets for 2025 on December 10, 2024.

[3] The 2020 Regional Transportation Plan was adopted on May 12, 2020, and serves as the Metropolitan Transportation Plan for the Gainesville-Hall MPO. https://www.ghmpo.org/planning-documents/regional-transportation-plan/gainesville-hall-regional-transportation-plan-2020/

[4] 23 CFR Part 490, Subpart B

[5] https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

System Performance Report



The latest safety conditions will be updated annually over a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

Table 1. Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)

Performance Measures	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	2023-2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2020-2024)	2025 Georgia Statewide Performance Target (Five-Year Rolling Average 2021-2025)
Number of Fatalities	1,671	1,680	1,600
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.21	1.36	1.25
Number of Serious Injuries	8,443	8,966	7,109
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.610	7.679	5,711
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	793.0	802	797

Source: GDOT's HSIP reports.

The Gainesville-Hall MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the

achievement of national transportation goals and statewide and regional performance targets. As such, the 2020 RTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.

- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[6]

- The Gainesville Hall MPO 2020 RTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Gainesville-Hall MPO has several initiatives focused on increasing safety. Specifically, the RTP identifies roadways with the highest frequency of crashes, fatalities, and injuries in order to identify where improvements need to be made to increase safety within the GHMPO planning boundary. To increase pedestrian safety, the MPO has been working collaboratively with local jurisdictions to expand the Highlands to Islands Trail, providing multimodal transportation options to all Hall County residents. Additionally, the MPO is assisting Hall County in managing their Safe Streets for All (SS4A) grant, which is currently being used to develop an Action Plan and identify projects that would increase safety for vehicles, cyclists, and pedestrians. These recommendations will then be taken into consideration as Hall County utilizes the plan to apply for implementation grants. Lastly, the MPO publishes a crash profile of both Hall and Jackson Counties on a yearly basis. This crash profile provides maps of crashes throughout both counties and identifies high accident intersections, which local jurisdictions use to assist in planning safety improvement projects. Lastly, the Gainesville-Hall MPO has begun work the State Route 13 / Atlanta Highway Corridor Study, which is specifically seeking to find solutions to both congestion and safety concerns on the State Route 13 / Atlanta Highway Corridor.

[6] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

- PI 0015702/GH-124 (Roadway Operations – Dawsonville Highway at McEver Road) was specifically identified in the 2020 RTP as the highest overall crash rate intersection, which will be mitigated by the planned operational improvements listed in the TIP. Further, this intersection, alongside Dawsonville Highway's intersections with Beachwood Blvd and Green Hill Circle, were all listed as sites with the highest number of collisions in the 2022 Hall County Crash Profile. Additionally, PI 0017392/GH-121(Green Street Operational Improvements) and PI 0015918/GH-126 (Academy Street Roundabout) are specifically listed as Band 1 projects recommend by the 2020 RTP. Lastly, the intersection of Browns Bridge Road and McEver Road was identified in the GHMPO 2022 Crash Profile for Hall County as the intersection with the fourth highest number of collisions, prompting improvements to increase operational safety (PI 0016921/GH-145). All of these projects are anticipated to improve safety for both automobiles and pedestrians.

Table 2: Gainesville-Hall MPO TIP Projects, 2024-2027

			PM1	PM2		PM3		
PI#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0017392	$18,550,000	Roadway Operations	✓					
0015702	$5,282,964	Roadway Operations	✓					
0015918	$5,150,210	Roundabout	✓					
0016921	$1,284,790	Intersection Improvement	✓					

These projects and improvements serve to fulfill the stated goals of the MPO's 2020 Regional Transportation Plan:

- Increase the safety of the transportation system for motorized and non-motorized and no-motorized users
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation systems, across and between modes, for people and freight
- Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Achieve a significant reduction in congestion on the National Highway System
- Improve safety
- Relieve congestion
- Improve the environment

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition[7] and bridge condition[8] for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

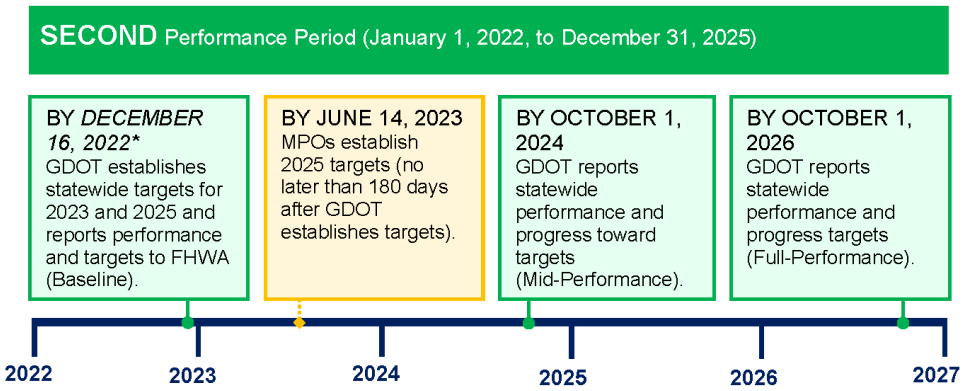
The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

[7] 23 CFR Part 490, Subpart C
[8] 23 CFR Part 490, Subpart D

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.



** FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.*

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The Gainesville-Hall MPO adopted/approved the Georgia statewide PM2 targets on February 21,

2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Gainesville-Hall MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 3. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

The Gainesville-Hall MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2020 RTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[9]

- The Gainesville-Hall MPO RTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. The RTP specifically identifies several bridges that require replacement, and funds have been programmed to replace them over fiscal years 2024 through 2027. The Gainesville-Hall MPO is committed to maintaining bridges and pavements throughout the MPO planning boundary, and is working with local jurisdictions to identify where paving improvements and bridge replacements are necessary or will become necessary over the MPO's long-range planning horizon. PI 0015551/GH-119, or the Thompson Bridge Road bridge replacement over the Chattahoochee River, is specifically identified as a Band 1 recommended project in the 2020 RTP. PI 0017735/GH-141 and PI 0019079/GH-144 are both bridge replacement projects that stemmed from GDOT's Bridge Replacement Program, which identifies bridges across the State that are in need of repair or replacement based upon their safety score.

Table 4: Gainesville-Hall MPO TIP Projects, 2024-2027

			PM1	PM2		PM3		
PI#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0015551	$41,910,587	Bridge Replacement		✓				
0017735	$1,827,034	Bridge Replacement		✓				
0019079	$1,985,000	Bridge Replacement		✓				

These projects and improvements serve to fulfill the stated goals of the MPO's 2020 Regional Transportation Plan:

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

[9] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

- Maintain the highway infrastructure asset system in a state of good repair
- Improve reliability

System Performance Report

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System[10], freight movement on the Interstate system[11], and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program[12]. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Gainesville-Hall MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person

[10] 23 CFR Part 490, Subpart E
[11] 23 CFR Part 490, Subpart F
[12] 23 CFR Part 490, Subparts G and H

miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

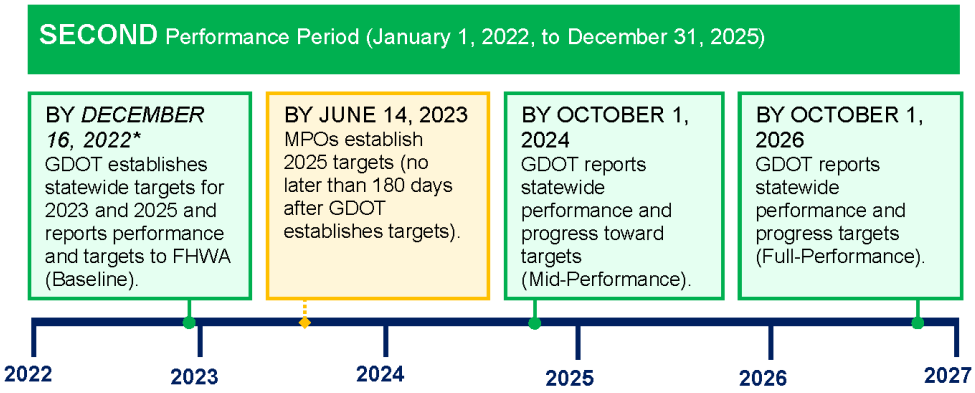
Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures, the first performance period began on January 1, 2018, and will end on December 31, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively.



** FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.*

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV measure. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The Gainesville-Hall MPO adopted/approved the Georgia statewide PM3 targets on February 21, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Gainesville-Hall MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 5. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%

The Gainesville-Hall MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2020 RTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.[13]

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[14]

- The Gainesville-Hall MPO 2020 RTP addresses reliability, freight movement, congestion, and emissions, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The RTP has identified several roadways that would increase system and truck reliability if widened, and those projects have been added to the FY 2024-2027 Transportation Improvement Program. Additionally, a new roadway and a new interchange have been identified and programmed, which will increase mobility and reduce congestion. Due to several factors, such as the development of the Northeast Georgia Inland Port, the MPO is committed to improving system reliability to accommodate increased truck traffic and its impacts on congestion and reliability.

- The below projects in Table 6 are identified in various sources as necessary to maintain a functional level of service in the 2020 RTP's 2050 Traffic Demand Models. PI 0015280/GH-023B (Spout Springs Road Widening) was deemed necessary based on its designation as one of the top ten corridors operating at level-of-service F in the 2050 do-nothing model. Additionally, PI 0003626/GH-016 (Sardis Road Connector), PI 122060/GH-020A, PI 0016862/GH-020B, PI 0016863/GH-020C (all three phases of the Cleveland Highway Widening), and PI 0016074/GH-133 (SR 365's new interchange at Lanier Tech Dr.) are all identified in the 2020 RTP as high priority projects for improving operations and system reliability. In the past year, three new projects have been added to the FY 2024-2027 Transportation Improvement Program, as well as the Regional Transportation Plan: 2020 Update and the Metropolitan Transportation Plan: 2025 Update (still in development), that seek to improve system reliability and improve pavement conditions. These projects are PI 0016089/GH-147 (Phase II of the SR 211 Widening), PI 0020731/GH-150 (SR 365 Widening) and PI 0020735/GH-151 (SR 53 Widening from SR 124 to New Cut Road.

[13] https://www.dot.ga.gov/GDOT/Pages/Freight.aspx
[14] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

System Performance Report

Table 6: Gainesville-Hall MPO TIP Projects, 2024-2027

			PM1	PM2		PM3		
PI#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*
0003626	$59,062,933	New Roadway				✓	✓	
132610	$26,476,359	Widening				✓	✓	
0013762	$1,301,733	Widening				✓	✓	
122060	$62,729,937	Widening				✓	✓	
0016862	$27,991,337	Widening				✓	✓	
0016863	$39,199,441	Widening				✓	✓	
0015280	$42,731,208	Widening				✓	✓	
0016089	$284,140.29	Widening				✓	✓	
0020731	$10,000,000	Widening				✓	✓	
0020735	$1,500,000	Widening				✓	✓	
0016074	$20,061,376	New Interchange				✓	✓	

- *Note: The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains an NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. Gainesville-Hall MPO does not have to track CMAQ measures on PHED, Non-SOV, or Emissions Reduction performance.*

These projects and improvements serve to fulfill the stated goals of the MPO's 2020 Regional Transportation Plan:

- Increase accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

- Improve the resiliency and reliability of the transportation system and reduce or mitigate the stormwater impacts of surface transportation
- Achieve a significant reduction in congestion on the National Highway System
- Improve the efficiency of the surface transportation system
- Maintain the highway infrastructure asset program in a state of good repair

Transit Asset Management Targets

GHMPO works with Hall Area Transit to meet the goals outlined in the Georgia Statewide Transit Plan:

- Provide a safe and sustainable public transit network
    - Hall Area Transit has been expanding their WeGo vehicle fleet, and is working with GHMPO and a consultant to develop a Zero Emission Vehicle Transition Plan. Once in place, Hall Area Transit seeks to create a more sustainable future with WeGo by expanding their fleet into zero-emission vehicles. Additionally, GHMPO and Hall County are working with a consultant and local jurisdictions to develop a Safe Streets for All Action Plan, which will allow the County to identify opportunities for safety improvements and increase safety for the public transit network.
- Optimize public transit programs to best meet public transit systems' and travelers' needs
    - Hall Area Transit has used WeGo to provide on-demand micro-transit throughout Hall County that is available as-needed, providing last-mile service to all users, tailored to their individual needs.
- Ensure public transit coverage across the state to support mobility and access for all
    - Hall Area Transit's WeGo service has expanded to service all of Hall County, providing equitable coverage to all Hall County residents.
- Connect rural transit to regional and urban centers
    - Hall Area Transit's WeGo service reaches the entirety of Hall County, from the center of the urbanized area to the rural sections to the north and east of the county. As a regional center, on-demand mobility throughout the Gainesville urbanized area is a crucial part of maintaining a healthy transportation network. While Hall Area Transit's service stops at the county line, there are opportunities for transportation beyond these limits, such as the Braselton Life Path section of the Highlands to Islands Trail.

- Leverage technology and innovation to support public transit ridership
    - Hall Area Transit has made use of WeGo, which utilizes smartphones to provide on-demand transportation.

Additionally, the FY 2024-2027 Transportation Improvement Program includes significant transit investment in the form of Section 5307 funds received by Hall Area Transit. Hall Area Transit will be receiving $8,373,370 in Urban Operating Funds, which will fund department operations, and $1,300,000 in Urban Capital Funds, which will be used to purchase new vehicles and renovate transit facilities.

Lastly, Transit Asset Management Targets are a part of the MPO's ongoing effort to meet the following goals outlined in the 2020 RTP:

- **Multimodal Connectivity:** Provide a more integrated multimodal and intermodal transportation system that includes increase travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region.
- **Environment:** Develop a transportation system that conserves energy, promotes the attainment of air quality standards, protects the natural environment, and minimizes adverse impacts.
- **Mobility and Economic Vitality:** Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness.

The following Transit Asset Management targets were adopted in fall of 2020:

Asset Class	Useful Life Benchmark	FY20 Actual Performance (% of vehicles over ULB)	FY21 Approved Performance Target (% of vehicles over ULB)
BU – Bus (35'-40')	14 yrs.	4%	10%
BU – Bus (29'-30')	12 yrs.	23%	30%
CU – Cutaway Bus	7 yrs.	2%	8%
VN - Van	8 yrs.	35%	35%
EB – Electric Bus (35'-40')	14 yrs.	n/a	0%
RT – Rubber Tired Vintage Trolley	14 yrs.	n/a	0%
AO - Automobile	8 yrs.	50%	55%
TR – Trucks and Other Rubber Tired Vehicles	10 yrs.	39%	50%

System Performance Report

Asset Class	FY21 Performance Target (% of Facilities with Condition Rating Below 3.0)
Administration Facilities	25%
Maintenance Facilities	25%
Passenger/Parking Facilities	10%

Appendix A: Project Types

The matrix below is based on 2024-2027 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

Table 4: Projects/Work Types That Support Each Performance Measure Targets

	PM1	PM2		PM3				
						CMAQ*		
Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	PHED	Non-SOV	Emissions Reduction
Bicycle / Pedestrian Facilities	✓						✓	✓
Bridges		✓						
Drainage Improvements			✓					
Grade Separation	✓			✓		✓		
Interchange	✓			✓	✓	✓		
Intersection Improvement	✓			✓		✓		
ITS	✓			✓		✓		✓
Lighting	✓							
Managed Lanes	✓			✓	✓	✓		✓
Operational Improvement				✓	✓	✓		
Pavement Rehabilitation			✓					
Railroad Crossing	✓			✓				
Transit							✓	✓
Truck Lanes					✓			
Widening				✓		✓		

System Performance Report

** The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter.*

Performance Management Targets

GAINESVILLE-HALL
Metropolitan Planning Organization

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Gainesville, GA 30504
Tel: 770.297.5541
ghmpo.org

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Performance Management Targets

WHEREAS, federal regulations require that the Long Range Transportation Plans and the Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO), in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt PM1 (Safety), PM 2 (Bridge and Pavement), and PM 3 (National Highway System, Freight, and CMAQ) Performance Management Targets for use in the transportation process; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on December 4, 2024 and December 5, 2024, respectively, recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by GDOT as follows:

PM 1 Targets for 2025

GHMPO supports the following Safety Performance Management Targets approved by the Georgia Department of Transportation for calendar year 2025:

- **Number of Fatalities: 1,600**
  - To maintain the 5-year moving average traffic fatalities under the projected 1,680 (2021-2025) 5-year average by 2025
- **Number of Serious Injuries: 7,109**
  - To maintain the 5-year moving average serious traffic injuries under the projected 8,966 (2021-2025) 5-year average by 2025
- **Fatality Rate: 1.25**
  - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.25 (2021-2025) 5-year average by 2025
- **Serious Injury Rate: 5,711**
  - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 5.711 (2021-2025) 5-year average by 2025
- **Total Number of Non-Motorized Fatalities and Serious Injuries: 797**
  - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 797 (2021-2025 rolling average) by 2025

Performance Management Targets

GAINESVILLE-HALL
Metropolitan Planning Organization

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PM 2 Targets

Table 1 Bridge Level of Service Measure

ASSET	PERFORMANCE MEASURE	DESCRIPTION	2-YEAR TARGET	4-YEAR TARGET
Bridge Structures	Percent of NHS Bridge in **Poor condition** as a percentage of total NHS bridge deck area	Bridge Conditions are based on results of inspection on all Bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitations investments	≤ 10% (NHS) in Poor Condition	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in **Good condition** as a percentage of total NHS bridge deck area	Bridges rated as "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to the condition rating of Good.	≥ 50% (NHS) in Good Condition	≥ 60% (NHS) in Good Condition

Table 2 Pavement Level of Services

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in **Poor condition**	Pavement conditions are measured through field inspections. Pavements in "poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% (NHS) in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in **Good condition**	Interstate pavement rated as "good" will be considered for potential pavement preservation treatments to maintain the "good" rating.	≥ 50% (NHS) in Good Condition
Non-Interstate NHS	Percent of NHS pavements in **Poor condition**	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% (NHS) in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in **Good condition**	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	≥ 40% (NHS) in Good Condition

Note: *The 2-yr and 4-yr targets are the same. GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024*

Performance Management Targets

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Metropolitan Planning Organization

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PM 3 Targets

Summary of the PM 3 Performance Measures

PERFORMANCE MEASURE	GEOGRAPHIC EXTENT	APPLICABLE ROADWAYS
Percentage of person-miles traveled on the Interstate that are reliable	Statewide	Interstate
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	Statewide	Non-Interstate
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	Atlanta Urbanized Area	Entire NHS
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	Atlanta Urbanized Area	All Roads
Total Emissions Reduction	Statewide	All Roads

**GDOT, Atlanta Regional Commission and Cartersville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.*

PM 3 Targets

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET
Percent of person-miles traveled on the Interstate that are reliable	73.9%	68.4%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

Note: *GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024*

Performance Management Targets

GAINESVILLE-HALL
Metropolitan Planning Organization

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NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the Safety Performance Management Targets, Bridge and Pavement Performance Management Targets, and the Targets for Performance of the National Highway System, Freight, and Congestion Mitigation and Air Quality, as approved by GDOT.

A motion was made by PC member Commissioner Stowe and seconded by PC member Mayor Asbridge and approved this the 10th Day of December, 2024.

Commissioner Jim Hix, Chair
Policy Committee

Subscribed and sworn to me this the 10th Day of December, 2024.

Transit Asset Management Targets

GHMPO

Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Transit Asset Management Targets

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Gainesville-Hall Planning Area which includes entire Hall County and a western portion of Jackson County; and

WHEREAS, federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOT) and MPOs focus the use of federal transportation funds on projects which address national transportation goals; and

WHEREAS, GHMPO, in coordination with the Federal Transit Administration and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt a Group Transit Asset Management Plan for use in the transportation planning process; and

WHEREAS, transit providers are required to establish and assess state of good repair performance targets; and

WHEREAS, MPOs are required to establish state of good repair transit performance targets after the transit providers establish their initial targets; and

WHEREAS, in consultation with GDOT and transit providers, GHMPO may update its state of good repair targets annually; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on January 16th and January 31st respectively recommended that GHMPO support the Group Transit Asset Management Plan Targets approved by the GDOT as follows:

Transit Asset Management 2019-2022 Performance Targets:

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

Transit Asset Management Targets

GHMPO

Gainesville - Hall Metropolitan Planning Organization

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB [1] / 3.0 TERM Rating	% Exceeding ULB / 3.0 TERM Rating	Proposed FY19 Targets
Rolling Stock	**775**		**96**	**12.4%**	
BU-Bus (35' - 40')	82	14 yrs.	8	9.8%	15%
BU-Bus (29' - 30')	54	12 yrs.	21	38.9%	35%
CU-Cutaway bus	593	7 yrs.	52	8.8%	10%
MV-Minivan	1	8 yrs.	1	100.0%	50%
SB-School bus [2]	33	15 yrs.	8	24.2%	50%
VN-Van	12	8 yrs.	6	50.0%	50%
Equipment	**55**		**23**	**42.6%**	
AO - Automobile	18	8 yrs.	11	61.1%	55%
Trucks and other Rubber Tire Vehicles	31	10 yrs.	11	35.5%	55%
Equip. > $50,000 [3]	6	14 yrs.	n/a	n/a	n/a
Facilities	**83**		**7**	**8.4%**	
Administration	62	n/a	2	3.2%	25%
Maintenance	11	n/a	5	45.5%	25%
Passenger / Parking Facilities	10	n/a	0	0%	10%

[1] For facilities, number below 3.0 TERM rating is used
[2] Refers to vehicle type, not type of service operated
[3] For equipment, FTA requires performance targets to only be set for non-revenue or service vehicles

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the Group Transit Asset Management Targets as approved by GDOT.

A motion was made by PC member Danny Dunagan and seconded by PC member Richard Higgins and approved this the 12th of February, 2019.

Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 12th of February, 2019

Emily Foote
Notary Public
Hall County
State of Georgia
My commission expires July 31, 2022

Notary Public

My commission expires 7/31/2022

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Appendix I:

TIP CONFORMITY DETERMINATION REPORT



Transportation Conformity Determination Report for the 1997 Ozone NAAQS

GAINESVILLE-HALL
Metropolitan Planning Organization

FY 2024 – 2027
Transportation Improvement Program

Executive Summary

As part of its transportation planning process, Gainesville-Hall MPO (GHMPO) completed the transportation conformity process for the original FY 2024 – 2027 Transportation Improvement Plan (TIP). This report documents that the FY 2024 – 2027 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP).
Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Hall County was a part of the Atlanta 1997 nonattainment area. Hall County was a "maintenance" area at the time of the 1997 ozone NAAQS revocation on April 6, 2015 Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the TIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA's Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements was first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that federally supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

2.0 GHMPO 2020 Regional Transportation Plan/MTP

The GHMPO Regional Transportation Plan is the list of specific transportation projects for the GHMPO planning area. The MTP is designed to forecast demand for transportation services at least 20 years into the future (current target plan year is 2050), taking into account anticipated population growth, housing needs and employment goals for the region.

The MTP is developed in accordance with requirements set forth in Code of Federal Regulations Title 23, Section 450 (23 CFR 450) and serves as the official list of federally funded transportation projects and priorities throughout the Gainesville region. See the link for exact boundaries of the GHMPO boundary covered by the MTP.

The number and priority of projects on that list can be altered, based on the procedures laid out in the GHMPO Public Participation Plan. The latest full update to the GHMPO RTP was formally adopted on 12 May 2020, with subsequent amendments to reflect adoption of State of Georgia specific performance measure targets established as part of the Fixing America's Surface Transportation Act (FAST Act) of 2015.

GHMPO FY 2024 - 2027 Transportation Improvement Program (TIP)

The GHMPO TIP is the list of projects under consideration by GHMPO and Georgia Dept. of Transportation for construction or completion over the period covered in the plan dates. The main difference between the TIP and the MTP is that where the MTP is a list of all projects, TIP projects are active and at various stages of execution (i.e., Preliminary Engineering, Right Of Way acquisition, or Under Construction). The federally required update period for the TIP is every 4 years, although States and MPOs can have policies to update more frequently if they see fit.

The current GHMPO TIP (adopted 8 August 2023) covers fiscal years 2024 through 2027 (for the purposes of the TIP, the fiscal year is July 1 through June 30).
The FY 2024 – 2027 TIP document was generated in consultation with the GHMPO member organizations, Georgia Dept. of Transportation, and FHWA, in accordance with requirements set forth in 23 CFR 450. The GHMPO FY 2024 – 2027 TIP maintains all fiscal balancing requirements set forth in 23 CFR 450, consistency with project listings in the MATS 2050 Long Range Transportation Plan, and conformity with the 1997 ozone NAAQS per the court's decision in South Coast II (see section 4.0 below).

3.0 Transportation Conformity Determination: General Process

Per the court's decision in South Coast II, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA1 for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the MATS 2050 MTP and FY 2021 - 2024 TIP, conformity will not be required for up to four years (assuming no other conformity trigger). This conformity determination report will address transportation conformity for the GHMPO 2050 MTP and FY 2024 – 2027 TIP.

4.0 Transportation Conformity

Requirements Overview

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision2 (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.
Therefore, transportation conformity for the 1997 ozone NAAQS for the FY 2021 – 2024 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.1 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Georgia SIP does not include any TCMs for Hall County.

4.2 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

The TIP was made available to GHMPO planning partners through the technical and policy committees in Spring 2023, to allow time for comment prior to formal adoption or publication. In accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule, the project list was provided to the Atlanta Interagency Consultation Group on July 25, 2023, prior to adoption on August 8, 2023.

4.3 Timely Implementation of TCMs

The Georgia SIP does not include any TCMs for the Hall County Area

4.4 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The GHMPO FY24-27 TIP is fiscally constrained, as demonstrated in the within the TIP documentation

Conclusion

The conformity determination process completed for the GHMPO FY2024-2027 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Amendments

From time to time, it may become necessary to amend this Conformity Determination Report. In the event such are required, they will be incorporated pursuant to the requirements set forth in 23 CFR 450.316 and the procedures set forth in the GHMPO Public Participation Plan.

The adopted amendments to this document are listed below, in chronological order:

- *There are no amendments at this time.*

Part I: Transportation Improvement Program (TIP) Form

1. Is your service area within a Metropolitan Planning Organization (MPO) boundary?

_____ Yes _____ No

If answered yes, please upload your Transportation Improvement Program into Blackcat.

Part J: Expenditures Form

Please complete the Expenditures Form spreadsheet in BlackCat.

GDOT
Georgia Department of Transportation

Project expenditure plan for active projects

Please use Exhibit A of the Contracts issued to the agency to find the information below. Expenditures projections should be realistic and accurate.
Insert additional rows if needed

GDOT Project ID Number (contract #)	FTA Project No.	Scope/Suffix	Suffix	Program	Amount Authorized to Spend			Previous Reimbursement to Date (Federal + State) to Date	Balance Available	Projected Monthly Expenditures	Projected Completion Date	Justification
					Federal	State	Local					
Not yet available	*Not yet available*	*300-A4*		*5303*	*$ 116,718.00*	*$ 14,589.75*	*$ 14,589.75*	*$ -*	*$ 145,897.50*	*$ 12,158.13*	*Jun-27*	*Funds will be spent by the end of FY 2027*
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Appendix A: FTA Certifications and Assurances

As part of this grant application package, all applicants must attach a signed copy of the most recent available FTA Certifications and Assurances (FY 2025) included as the following two pages.

The full FTA FY 2025 Certifications and Assurances document is available at:

FY2025 Annual List of Certifications and Assurances for FTA Grants and Cooperative Agreements (dot.gov)

- The FTA FY 2025 Certifications and Assurances sheet listing all of the relevant documents should be marked with a check mark (√) showing that ALL categories numbered 01 through 20 are being certified by your organization OR indicate which of the categories are applicable.
- Original signatures must be placed on the FTA Fiscal Year 2025 Certifications and Assurances page that includes the “Affirmation of Applicant” and “Affirmation of the Applicant’s Attorney.”

Federal Fiscal Year 2025Certifications and Assurances for FTA Assistance Programs

Name of Applicant: _____

The Applicant agrees to comply with the applicable provisions of Categories 01 – 20. _____

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

Category	Description	
1	Certifications and Assurances Required of Every Applicant	_____
2	Public Transportation Agency Safety Plans	_____
3	Tax Liability and Felony Convictions	_____
4	Private Sector Protections	_____
5	Transit Asset Management Plan	_____
6	Rolling Stock Buy America Reviews and Bus Testing	_____
7	Urbanized Area Formula Grants Program	_____
8	Formula Grants for Rural Areas	_____
9	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
10	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____
11	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	_____
12	State of Good Repair Grants	_____
13	Infrastructure Finance Programs	_____
14	Alcohol and Controlled Substances Testing	_____
15	Rail Safety Training and Oversight	_____
16	Demand Responsive Service	_____
17	Interest and Financing Costs	_____
18	Cybersecurity Certification for Rail Rolling Stock and Operations	_____
19	Public Transportation on Indian Reservations Formula and Discretionary Program (Tribal Transit Programs)	_____
20	Emergency Relief Program	_____

Federal Fiscal Year 2025 FTA Certifications and Assurances Signature Page

Required of all Applicants for federal assistance to be awarded by FTA in FY 2027.

AFFIRMATION OF APPLICANT

Name of Applicant:

_____

Name and Relationship of the Authorized Representative:

_____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2027, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek, federal assistance to be awarded during federal fiscal year 2027.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq*., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature: _____ Date: _____

Name and Relationship of the Authorized Representative:

_____

AFFIRMATION OF APPLICANT'S ATTORNEY

For:

_____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature: _____ Date: _____

Name of Attorney for Applicant: _____

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Appendix B: Definition of FTA Technical Activities

As provided in FTA Circular 8100.1D

1. Program Support and Administration (44.21.00). Include basic overhead, program support, and general administrative costs directly chargeable to the FTA project; examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and Unified Planning Work Program (UPWP) development. (If direct program administrative and support costs are included in each work or activity, do not enter them a second time in this category).

2. General Development and Comprehensive Planning (44.22.00). Include only the costs of activities specifically emphasizing regional policy and system planning for non-transportation functional areas, plus the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling, and forecasting activity; examples include land use, housing, human services, environmental and natural resources, recreation and open space, public facilities, and utilities.

3. Long Range Transportation Planning (LRTP)—System Level (44.23.01). Include only the costs of activities specifically emphasizing long range transportation system planning and analysis; examples include long range travel forecasting and modeling including appropriate data base development and maintenance for transportation in the entire metropolitan area or State, system analysis, sketch planning, system plan development, reappraisal or revision, and all long- range Transportation System Management (TSM) activities.

4. Short Range Transportation Planning (SRTP) (44.24.00). Include only the costs of activities specifically emphasizing short range transportation system or project planning and analysis proposed in the next three to five years; examples include management analyses of internal operations such as management/administration, maintenance, personnel, and labor relations; service planning including appropriate data base development and maintenance; Transportation Development Plan (TDP) preparation; financial management planning, including alternative farebox policies; and all short range Transportation System Management (TSM) activities including vanpool/ridesharing, high occupancy vehicles, and parking management.

5. Transportation Improvement Program (TIP) (44.25.00). Include only the costs of activities specifically emphasizing TIP development and monitoring.

6. Other Activities (44.27.00). Include only the costs of those activities whose primary emphasis is unrelated to the specific types of activities described above.

Appendix C: Performance-Based Transit Planning Agreement

Background

In accordance with enacted provisions of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, and the Fixing America's Transportation System (FAST) Act, the final rule for statewide and metropolitan transportation planning was published on May 27, 2016. A provision of the rule, 23 CFR 450.314 (h), requires that MPO(s), State(s), and the providers of public transportation develop and jointly agree upon specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

To comply with these federal requirements, GDOT has developed a draft Transit Asset Management Agreement available for your use. The Agreement specifies the roles and responsibilities of GDOT and MPOs with regard to transit asset management data, targets, and plans. MPOs may develop alternative written agreements to meet the requirements of 23 CFR 450.314 (h), however, such agreements must be shared with GDOT and jointly agreed upon.

FAQs

1. **"Who should sign the Agreement?"**

   The Agreement can be signed by an MPO and transit provider staff members. Per GDOT's consultation with FTA, it is *not* required that an MPO board vote to approve the Agreement.

2. **"What if we need to update or amend an agreement?"**

   Agreement updates will be made on an as-needed basis rather than according to a set cycle. For example, modifications to individual agreements may be required due to changes in MPO boundaries, transit providers, or similar circumstances.

3. **"My MPO is already developing a different agreement, does this mean we have to use the Agreement provided instead?"**

   No. An MPO may develop and use an alternative agreement so long as it meets all federal requirements. GDOT developed the included Agreement for MPOs that have not developed their own. If your MPO wishes to use an alternative agreement, that alternative should be shared with GDOT staff to ensure it complies with all requirements of 23 CFR 450.314 (h).

Gainesville-Hall Metropolitan Planning Organization certifies that it has submitted a Performance-based Transit Planning Agreement to the Georgia Department of Transportation.

If your MPO has not developed its own agreement, please sign the included Agreement, gather signatures from all transit providers in your MPO, and return the Agreement as part of your grant application. If necessary, add additional lines for transit provider signatures. If you have suggested changes to the language in this draft agreement, please contact GDOT. If your MPO has developed an alternative agreement, please include it with your application, or sooner if available.

Please direct any questions or inquiries to GDOT Intermodal, Patricia Smith, Ph.D. [Psmith@dot.ga.gov]

Performance-Based Transit Planning Agreement

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) Act and the 2015 Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) requires the metropolitan planning organizations (MPO), State(s), and the providers of public transportation (referred to here as "providers") to jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

The Georgia Department of Transportation (GDOT), the MPO, and provider(s) hereby agree to share transit asset management data, targets, and plans as follows:

- Providers will share their Transit Asset Management (TAM) Plan, and TAM targets with the MPO and GDOT and report to the National Transit Database.
- Providers will coordinate with the MPO and GDOT during the development of their TAM Plan and targets.
- The MPO will set TAM targets for their planning area in coordination with providers in their planning area and share those targets with providers and GDOT.
- GDOT sponsors a Group TAM Plan for participating Tier 2 transit providers, collects inventory information from these providers, sets targets in coordination with the providers, and shares the TAM Plan with providers and MPOs statewide.
- MPOs will reflect TAM targets in their short range and long-range planning documents and share with GDOT and providers in their planning area.
- GDOT will provide a Statewide Transportation Improvement Program (STIP) Performance Report, reflecting TAM targets set by the GDOT Group Plan, and will share this report with MPOs and transit providers statewide.

Signature

Joseph Boyd, MPO Director

Print Name and Title

Gainesville-Hall Metropolitan Planning Organization

Organization Name

9/11/25

Date

Name of Public Transportation Provider 1:

Hall Area Transit

Phillippa Lewis Moss

Provider Signature

Phillippa Lewis Moss, Director, HAT

Print Name and Title

August 12, 2025

Date

Name of Public Transportation Provider 2:

Jackson County Transit

Provider Signature

Gina Roy, Jackson County Assistant Manager

Print Name and Title

8/13/25

Date

Name of Public Transportation Provider 3:

Provider Signature

Print Name and Title

Date

Name of Public Transportation Provider 4:

Provider Signature

Print Name and Title

Date

Appendix D: FY 2027 Additional 5303 Funding Request Scoring Criteria

For FY 2027, additional Section 5303 funding is available beyond the formula allocations specified in Table 1 (page 3). Organizations with additional planning project needs may apply for increased FY 2027 funds. Awards will be subject to funding availability and awarded projects must conform to all applicable Section 5303 rules and regulations.

Applications for additional funding will be evaluated using the following scoring criteria. A strong application should meaningfully address each criterion. However, it does not necessarily need to address multiple sub-criteria within each.

Criteria #1 - Departmental Priorities (40 points)

- Support Regional & Statewide Transit Coordination
- Improve Transit Safety
- Develop Measurable Performance-Based Planning Products
- Support Coordinated Human Services Transportation Planning
- Study Expansion of Service to Unserved/Underserved Areas
- Target Workforce Development

Criteria #2 - Planning Support for Transit Providers (40 points)

- Planning work that supports capital & operating grants
- Studies to evaluate projects currently in TIP/LRTP
- Evaluating the performance of transit projects
- Evaluating future funding options & availability
- Planning for emerging trends and technologies (examples: micro transit, signal prioritization, real time travel information, General Transit Feed Specification (GTFS) real time, etc.)

Criteria #3 - Past Performance (20 points)

- Timely & accurate 5303 invoicing
- Planning deliverables with clear transit nexus
- Transit projects are reflected in TIP and LRTP
- MPO is currently following a performance-based planning process, with respect to transit and relevant planning agreements
- MPO has an up-to-date Public Participation Plan

Appendix F: GDOT Project Manager Contact Information

Regional Commission	MPO	Project Manager
Northwest Georgia	Dalton MPO Chattanooga MPO Cartersville-Bartow MPO Rome MPO	**Mary E. Flatt** (404) 487-5845 mflatt@dot.ga.gov
Georgia Mountains	Gainesville MPO	
Three Rivers		
Southwest Georgia	Albany MPO (DARTS)	
Coastal Georgia RC	Savannah MPO (CORE-MPO) Hinesville MPO (Liberty) Brunswick MPO Glynn County BOC (BATS)	
Atlanta Regional Commission (ARC)	ARC	**Johnathan McLoyd** (404) 631-1229 jomcloyd@dot.ga.gov
Northeast GA RC	Athens-Clarke County MPO (MACORTS)	
Central Savannah River Area	Augusta MPO (ARTS)	
Middle Georgia	Macon-Bibb MPO (MATS) Warner Robbins MPO (WRATS)	
Heart of Georgia - Altamaha		
River Valley	Columbus MPO	
Southern Georgia	Valdosta MPO	

Appendix G: Useful Life

Minimal asset useful life standards for FTA grants.

Minimal Asset Useful Life Standards for FTA Grants

Asset	Useful Life	Source
Buses/Light Vehicles		
Large heavy-duty transit buses 35'-40'	12 years/500,000 miles	FTA Circular 5010.1D
Small heavy-duty transit buses 30'	10 years/350,000 miles	FTA Circular 5010.1D
Medium medium-duty transit buses 25'-35'; Sprinter bus	7 years/200,000 miles	FTA Circular 5010.1D
Medium light-duty transit buses 25'-35', BOC vehicles, Expansion vans	5 years/150,000 miles	FTA Circular 5010.1D
Light-duty vehicles (vans, sedans, light-duty buses); Support vehicles; BOC (15-19 passenger), < 30 ft	4 years/100,000 miles	FTA Circular 5010.1D
Trolleys		
Fixed guideway steel-wheeled	25 years	FTA Circular 5010.1D
Fixed guideway electric, rubber tires	15 years	FTA Circular 5010.1D
Simulated trolleys (rubber tires, internal combustion engine)	Refer to bus useful life	FTA Circular 5010.1D
Rail Vehicles	25 years, see circular	FTA Circular 5010.1D
Ferries		
Passenger ferrries	25 years	FTA Circular 5010.1D
Other ferries (w/o refurbishment)	30 years	FTA Circular 5010.1D
Other ferries (w/refurbishment)	60 years	FTA Circular 5010.1D
Facilities		
Buildings- concrete, steel and frame construction	40 years	FTA Circular 5010.1D
Other Capital Equipment		
Fare boxes	10 years	Manfacturer/Industry stds.
Computer hardware	4 years	GAAP Guidelines/Industry Stds.
Computer hardware- Domain controllers	4 years	Industry Stds.
Mobile data computers (real-time dispatching)	7 years	Manfacturer
Computer software	4 years	GAAP Guidelines/Industry Stds.
Computer software- HASTUS	4 years	Manufactuer
Computer software- ADP	4 years	Industry Stds.
Scheduling/fleet management software	4 years	GAAP Guidelines/Industry Stds.
Communications equipment, mobile radios, base stations	10 years	GAAP Guidelines/Industry Stds.
Security/Surveillance equipment, cameras for vehicles	Same as useful life of vehicle	
Security/Surveillance equipment, cameras for buildings	10 years	Industry Stds.
Shop equipment- Alignment machines, bus washing, tire changers	10 years	Manufactuer
Bus lift	20 years	Manufactuer
Wheelchair lift	Same as useful life of vehicle	
Bus shelters	15 years	Industry Stds.
Bus shelter/stop benches	10 years	Manufactuer
Office furniture	10 years	Manufactuer
Carpeting	5 years	Manufactuer
Repeater tower	25 years	Manufactuer
Engine for bus/trolley	4 years	Industry Stds.
Bus stop signage	10 years	Industry Stds.
HVAC parts	5 years	Grantee experience
Asphalt parking lot	15 years	GASB
Thermal diesel particle filter cleaner	10 years	Manufactuer
Commercial roofing	15 years	Industry Stds.

Appendix H: NEPA Checklist

Information required by the FTA to initiate NEPA.

INFORMATION REQUIRED TO INITIATE NEPA

A CHECKLIST

For FTA to determine the extent of environmental analysis required for a proposed project, we must have a clear idea of what it may do to the environment. This includes the **natural environment** (soil, water, air, flora/fauna) *and* the **human environment** (land use, traffic, etc.). Additionally, FTA must determine whether any Federal funding is sought (now or in the future) for the proposal and if FTA is required to make a decision or approval (e.g., approval for incidental use of property).

INFORMATION REQUIRED	QUESTIONS to be ADDRESSED
☐ Sources of federal, state, and local funds and transit nexus	*Is the project a Federal Action eligible for FTA funding?*
☐ Description of existing property with a clear map showing the Area of Potential Effect (APE)	*What are the Existing conditions? Cleared land or forested land? Water? Urban, rural, suburban? Gently rolling, flat, etc.? Modern visual intrusions in the area, such as cell towers, modern buildings, etc.? Is the site a brownfield or contaminated? Have any site assessments been completed?*
☐ Street address or coordinates	*Are there possible environmental areas of concern at the site or in its surroundings? Any known hazards? Existing buildings contain lead paint/asbestos? Standing water on site? Industrial site? Industrial sites within a block of the project site? In a historic district?*
☐ Photos of property, any buildings on property and the surrounding area directly adjacent to the project site.	*What are the characteristics of the natural environment of the property? Provide photos of the land in all directions and of any buildings or structures on the land. Are any of the buildings be historic? Are the buildings in use? Are the buildings safe? Who/what industry occupies the building?*
☐ Photos of surrounding buildings visible from property	*Are there any nearby buildings that may be historic? Any new construction visible from the project site? Number of stories of the buildings surrounding the project site.*
☐ Description of complete project with site plan. Be specific for each action of the project.	*What physical changes will be made to the existing site? Any digging or other ground disturbing activities such as clearing and grubbing? Will a building be constructed? Will an existing building be renovated or rehabilitated? Will parking be added or subtracted? Any changes to the traffic amount or flow due to the project? Provide any renderings that are available of the existing project site and the planned work. Be specific about actions, such as replacement of windows/doors, new construction, etc. Will the completed project include storage facilities, maintenance facilities or an operation center?*

☐ List of actions required upon existing property to achieve complete project (e.g., clear 5 acres of wooded land, demolish building, culvert and cover creek, etc.)	*Are there physical changes that are not obvious in the site plan? (e.g., excavation for a basement, fuel storage) Are there going to be any residential or business displacements?*
☐ Logical termini, alignment, mode, and technology (if a linear project).	*Has thorough planning for the proposed project occurred? (3 out of 4 are typically enough to begin NEPA.) Any feasibility or environmental studies been completed? If so, please attach to the checklist document.*
☐ List of any public involvement done for the project, to date, if any	*Has the community affected by the project been informed? If so, when was the community engaged/informed? Is there any potential controversy? Are there any local organizations that should be informed?*

Property Acquisition: Unless an early or at-risk (hardship or protective buy) acquisition meets the conditions, property cannot be acquired until NEPA is **complete** and an environmental determination or decision document has been issued by FTA TR04. This restriction is found in FTA's environmental regulations (23 CFR 771.113) and includes offers to purchase the property or any other commitment to purchase the property or to proceed to a settlement (FTA Circular 5010.1E). Project sponsors should contact FTA TR04 with any questions about potential timing of property acquisitions and their corresponding NEPA documentation.

Examples, which can be either implied or explicit, of prohibited acquisition activities during the NEPA process include:

- Any offer to purchase;
- Any negotiation to purchase;
- Any discussion on price;
- Any commitment to purchase or establishing any conditions of purchase; and,
- Any commitment to proceed to settlement.

Review Process: For planning purposes, please be advised that upon receipt of the *Information Required to Initiate NEPA* (aka NEPA Checklist), FTA's Environmental Protection Specialists (EPS) may take up to 30 days to review the information for completeness.

If the NEPA Checklist is incomplete or lacking specific information to make a NEPA Class of Action (COA) determination, the recipient will receive comments and or requests for further information.

As a reminder, please provide a concise and complete NEPA Checklist as laid out in the column "Questions to be Addressed." Physical descriptions of the project and description of existing environmental conditions that the proposed project may / may not impact are very important.

For any questions or concerns, please contact Julia Carrie Walker (julia.walker@dot.gov) and Ron Smith (ronald.smith@dot.gov)

The more information FTA knows about a project, the more accurate we can be in assigning the most appropriate level of environmental analysis.

Updated 2/3/25

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ **Go to *www.irs.gov/FormW9* for instructions and the latest information.**

Give Form to the requester. Do not send to the IRS.

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

Hall County, Georgia

2 Business name/disregarded entity name, if different from above

Hall County Board of Commissioners

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☑ Other (see instructions) ▶ Government Entity

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) 3

Exemption from FATCA reporting code (if any) N/A

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.

PO Drawer 1435

6 City, state, and ZIP code

Gainesville, GA 30503

Requester's name and address (optional)

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			-			-				

or

Employer identification number

5	8	-	6	0	0	0	8	3	6

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here | **Signature of U.S. person ▶** Taylor Samples - Finance Manager **Date ▶** 1-24-2022

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

GAINESVILLE-HALL
Metropolitan Planning Organization

FY 2026
UNIFIED PLANNING WORK PROGRAM

Adopted: February 11, 2025



GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.5541
ghmpo.org

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting the FY 2026 Unified Planning Work Program

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires the Metropolitan Planning Organization to develop and adopt a Unified Planning Work Program; and

WHEREAS, the Unified Planning Work Program is consistent with all plans, goals, and objectives of the Gainesville-Hall Metropolitan Planning Organization.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2026 Unified Planning Work Program for the period from July 1, 2025 to June 30, 2026.

A motion was made by PC member Sam Couvillon and seconded by PC member Ed Asbridge and approved this the 11th Day of February, 2025.

Chairman Marty Clark, Chair
GHMPO Policy Committee

Joseph Boyd, Transportation Planning Director
GHMPO

FY 2026 BUDGET

TASKS & SUB-ELEMENTS



TASK # 5: TRANSIT PLANNING

Sub-Element 5.1: Program Support & Administration (FTA ALI Code 44.21.00)

Objective

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 2026.

FY 2025 Activities

- Developed the transit section in the 2026 UPWP and presented to the GHMPO committees.
- Adopted the FY 2026 UPWP in February 2025.
- Managed the FY 2025 Section 5303 contract and successfully completed all tasks listed in the grant program.
- Participated in the transit program update calls conducted by GDOT.
- Prepared and submitted the FY 2026 Section 5303 grant application to GDOT.
- Hall Area Transit Indirect Costs Analysis
- GHMPO retained its membership of the Association of Metropolitan Planning Organizations.

FY 2026 Activities

- Provide transit planning administration and assistance to HAT.
- Work alongside HAT and consultant to develop an indirect-cost analysis to enable HAT to claim indirect cost reimbursements in the future.
- Continue coordination with HAT in developing the transit work element for the FY 2026 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Continue to assist HAT with their microtransit service “WeGo”.
- Task # 5.1 will address GHMPO planning priority numbers 3 through 8.

Product

- FY 2027 Section 5303 grant application by September 2025
- 2024-2027 TIP amendments, as necessary, by June 2026
- Accounting report at the end of each fiscal quarter

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

TARGET START AND END DATES	7/1/2025 – 6/30/2026	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FTA	$54,443.00
STATE 5303 MATCH	$6,805.00
LOCAL CASH MATCH	$6,806.00
TOTAL	**$68,054.00**

Anticipated Funding for FY 2027

FUNDING SOURCE	AMOUNT
FTA	$54,740.75
STATE 5303 MATCH	$6,842.59
LOCAL CASH MATCH	$6,842.59
TOTAL	**$68,425.93**

TASK # 5: TRANSIT PLANNING

Sub-Element 5.2: Long Range Transportation Planning (Project Level) (FTA ALI Code 44.23.01)

Objective

- Develop and keep current the transit portion of the Gainesville-Hall Metropolitan Transportation Plan.
- Address the eleven IIJA Planning Factors and the three Planning Emphasis Areas through this plan.

FY 2025 Activities

- Continued work on the the 2025 Metropolitan Transportation Plan Update, which was adopted in May 2025.
- Assisted Hall County, Gainesville, Oakwood, and Flowery Branch on the creation of a Safety Action Plan through the Safe Streets for All grant.

FY 2026 Activities

- Make updates to the 2025 Metropolitan Transportation Plan Update as necessary.
- Task # 5.2 will address GHMPO planning priority numbers 1 through 8.

Product

- MTP: 2025 Update amendments, as necessary.
- Various other studies or reports as needed.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long Range Transportation Planning (Project Level)

TARGET START AND END DATES	7/1/2025 – 6/30/2026	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FTA	$54,443.00
STATE 5303 MATCH	$6,805.00
LOCAL CASH MATCH	$6,806.00
TOTAL	**$68,054.00**

Anticipated Funding for FY 2027

FUNDING SOURCE	AMOUNT
FTA	$54,740.74
STATE 5303 MATCH	$6,842.59
LOCAL CASH MATCH	$6,842.59
TOTAL	**$68,425.92**

TASK # 5: TRANSIT PLANNING

Sub-Element 5.3: Transportation Improvement Program (FTA ALI Code 44.25.00)

Objective

- Update and amend Transportation Improvement Program (TIP), as necessary, to keep it up-to-date.

FY 2025 Activities

- Adopted amendments to the 2024-2027 TIP.

FY 2026 Activities

- Update and amend the FY 2024-2027 Transportation Improvement Program as necessary.
- Task # 5.3 will address GHMPO planning priority number 2.

Product

- Amendments to the FY 2024-2027 Transportation Improvement Program, as necessary

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2025 – 6/30/2026	**LEAD AGENCY**	GHMPO

FUNDING SOURCE	AMOUNT
FTA	$7,197.00
STATE 5303 MATCH	$900.00
LOCAL CASH MATCH	$900.00
TOTAL	**$8,997.00**

Anticipated Funding for FY 2027

FUNDING SOURCE	AMOUNT
FTA	$7,236.51
STATE 5303 MATCH	$904.57
LOCAL CASH MATCH	$904.57
TOTAL	**$9,086.97**

Appendix A:

PERFORMANCE MANAGEMENT TARGETS RESOLUTION



GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.5541
ghmpo.org

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Performance Management Targets

WHEREAS, federal regulations require that the Long Range Transportation Plans and the Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO), in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt PM1 (Safety), PM 2 (Bridge and Pavement), and PM 3 (National Highway System, Freight, and CMAQ) Performance Management Targets for use in the transportation process; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on December 4, 2024 and December 5, 2024, respectively, recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by GDOT as follows:

PM 1 Targets for 2025

GHMPO supports the following Safety Performance Management Targets approved by the Georgia Department of Transportation for calendar year 2025:

- **Number of Fatalities: 1,600**
  - To maintain the 5-year moving average traffic fatalities under the projected 1,680 (2021-2025) 5-year average by 2025
- **Number of Serious Injuries: 7,109**
  - To maintain the 5-year moving average serious traffic injuries under the projected 8,966 (2021-2025) 5-year average by 2025
- **Fatality Rate: 1.25**
  - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.25 (2021-2025) 5-year average by 2025
- **Serious Injury Rate: 5,711**
  - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 5.711 (2021-2025) 5-year average by 2025
- **Total Number of Non-Motorized Fatalities and Serious Injuries: 797**
  - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 797 (2021-2025 rolling average) by 2025

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PM 2 Targets

Table 1 Bridge Level of Service Measure

ASSET	PERFORMANCE MEASURE	DESCRIPTION	2-YEAR TARGET	4-YEAR TARGET
Bridge Structures	Percent of NHS Bridge in **Poor condition** as a percentage of total NHS bridge deck area	Bridge Conditions are based on results of inspection on all Bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitations investments	≤ 10% (NHS) in Poor Condition	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in **Good condition** as a percentage of total NHS bridge deck area	Bridges rated as "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to the condition rating of Good.	≥ 50% (NHS) in Good Condition	≥ 60% (NHS) in Good Condition

Table 2 Pavement Level of Services

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in **Poor condition**	Pavement conditions are measured through field inspections. Pavements in "poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% (NHS) in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in **Good condition**	Interstate pavement rated as "good" will be considered for potential pavement preservation treatments to maintain the "good" rating.	≥ 50% (NHS) in Good Condition
Non-Interstate NHS	Percent of NHS pavements in **Poor condition**	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% (NHS) in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in **Good condition**	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	≥ 40% (NHS) in Good Condition

Note: *The 2-yr and 4-yr targets are the same. GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024*

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Metropolitan Planning Organization

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PM 3 Targets

Summary of the PM 3 Performance Measures

PERFORMANCE MEASURE	GEOGRAPHIC EXTENT	APPLICABLE ROADWAYS
Percentage of person-miles traveled on the Interstate that are reliable	Statewide	Interstate
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	Statewide	Non-Interstate
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	Atlanta Urbanized Area	Entire NHS
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	Atlanta Urbanized Area	All Roads
Total Emissions Reduction	Statewide	All Roads

**GDOT, Atlanta Regional Commission and Cartersville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.*

PM 3 Targets

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET
Percent of person-miles traveled on the Interstate that are reliable	73.9%	68.4%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

Note: *GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024*

GAINESVILLE-HALL
Metropolitan Planning Organization

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NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the Safety Performance Management Targets, Bridge and Pavement Performance Management Targets, and the Targets for Performance of the National Highway System, Freight, and Congestion Mitigation and Air Quality, as approved by GDOT.

A motion was made by PC member Commissioner Stowe and seconded by PC member Mayor Asbridge and approved this the 10th Day of December, 2024.

Commissioner Jim Hix, Chair
Policy Committee

Subscribed and sworn to me this the 10th Day of December, 2024.

Appendix B:

TRANSIT ASSET MANAGEMENT TARGETS RESOLUTION



Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Transit Asset Management Targets

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Gainesville-Hall Planning Area which includes entire Hall County and a western portion of Jackson County; and

WHEREAS, federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOT) and MPOs focus the use of federal transportation funds on projects which address national transportation goals; and

WHEREAS, GHMPO, in coordination with the Federal Transit Administration and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt a Group Transit Asset Management Plan for use in the transportation planning process; and

WHEREAS, transit providers are required to establish and assess state of good repair performance targets; and

WHEREAS, MPOs are required to establish state of good repair transit performance targets after the transit providers establish their initial targets; and

WHEREAS, in consultation with GDOT and transit providers, GHMPO may update its state of good repair targets annually; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on January 16th and January 31st respectively recommended that GHMPO support the Group Transit Asset Management Plan Targets approved by the GDOT as follows:

Transit Asset Management 2019-2022 Performance Targets:

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

GHMPO

Gainesville - Hall Metropolitan Planning Organization

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB[1] / 3.0 TERM Rating	% Exceeding ULB / 3.0 TERM Rating	Proposed FY19 Targets
Rolling Stock	**775**		**96**	**12.4%**	
BU-Bus (35' - 40')	82	14 yrs.	8	9.8%	15%
BU-Bus (29' - 30')	54	12 yrs.	21	38.9%	35%
CU-Cutaway bus	593	7 yrs.	52	8.8%	10%
MV-Minivan	1	8 yrs.	1	100.0%	50%
SB-School bus[2]	33	15 yrs.	8	24.2%	50%
VN-Van	12	8 yrs.	6	50.0%	50%
Equipment	**55**		**23**	**42.6%**	
AO - Automobile	18	8 yrs.	11	61.1%	55%
Trucks and other Rubber Tire Vehicles	31	10 yrs.	11	35.5%	55%
Equip. > $50,000[3]	6	14 yrs.	n/a	n/a	n/a
Facilities	**83**		**7**	**8.4%**	
Administration	62	n/a	2	3.2%	25%
Maintenance	11	n/a	5	45.5%	25%
Passenger / Parking Facilities	10	n/a	0	0%	10%

[1] For facilities, number below 3.0 TERM rating is used
[2] Refers to vehicle type, not type of service operated
[3] For equipment, FTA requires performance targets to only be set for non-revenue or service vehicles

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the Group Transit Asset Management Targets as approved by GDOT.

A motion was made by PC member Danny Dunagan and seconded by PC member Richard Higgins and approved this the 12th of February, 2019.

Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 12th of February, 2019

Emily Foote
Notary Public
Hall County
State of Georgia
My commission expires July 31, 2022

Notary Public

My commission expires 7/31/2022

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
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AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 550/2025

SUBJECT: Approve the Employment Agreement for the Director of Public Works & Utilities.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: DLJ

Recommendation:
Department recommends approval.

Purpose of Request:
Purpose of this agenda item is to request approval of the Employment Agreement for the Director of Public Works & Utilities.

History:

Facts and Issues:

Options:

Funding Requested	$ 271,765.00
Are funds within current budget?	Yes
Source of Funds	Development Services Fund
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	Yes
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Budget	Finance
LJ	LJ	JM	EW

Attorney	Administration	Clerk
JL	CR	JR

Attachments:

Financial Supplement
Employment Agreement
Position Cost Break Down

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 550/2025

Funds Requested: $ 271,765.00

Request Budgeted: Yes

Proposed Source of Funding:

Development Services Fund

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2026	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	511100-SALARIES	$135,485.00
2026	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512200-FICA	$10,834.00
2026	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512400-RETIREMENT	$19,827.00
2026	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512100-HEALTH INSURANCE	$24,280.00
2026	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512103-CONTRACT EE INSURANCE	$1,145.00
2026	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512102-LIFE INSURANCE	$449.00
2026	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	523201-COMMUNICATIONS	$450.00
2026	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512902-TRAVEL/CAR USE ALLOWANCE	$6,138.00
2027	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	511100-SALARIES	$49,915.00
2027	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512200-FICA	$3,992.00
2027	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512400-RETIREMENT	$7,305.00
2027	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512100-HEALTH INSURANCE	$8,945.00
2027	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512103-CONTRACT EE INSURANCE	$422.00
2027	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512102-LIFE INSURANCE	$166.00
2027	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	523201-COMMUNICATIONS	$150.00
2027	272-DEVELOPMENT SERVICES FUND	4971-ENGINEERING	512902-TRAVEL/CAR USE ALLOWANCE	$2,262.00

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions: DLJ

Phone: 770-531-6712

EMPLOYMENT AGREEMENT

Director of Public Works and Utilities

THIS AGREEMENT made and entered into this 11th day of September, 2025, by and between **HALL COUNTY, STATE OF GEORGIA,** hereinafter called "the County", as party of the first part, and **Jorge Gomez**, herein called "Employee", as part of the second part, both of whom agree as follows:

WITNESSETH

WHEREAS, the County desires to employ the services of said **Jorge Gomez** as the **Director of Public Works and Utilities** of Hall County; and

WHEREAS, it is the desire of the Hall County Board of Commissioners, hereafter called "Commission" to provide certain benefits, establish certain conditions of employment and to set working conditions of said Employee; and

WHEREAS, it is the desire of Hall County to secure and retain the services of said Employee and provide inducement for him or her to remain in such employment, and to make possible full work productivity by assuring said Employee's morale and peace of mind with respect to future security, and to provide a just means of terminating the Employee's services at such a time as desired by the County Administrator, or his or her designee; and

WHEREAS, the Employee desires to accept employment as **Director of Public Works and Utilities** for Hall County**;**

NOW THEREFORE; in consideration of the mutual covenants herein contained, the parties agree as follows:

SECTION 1. **Duties**

The County hereby agrees to employ **Jorge Gomez** as **Director of Public Works and Utilities**, to perform legally permissible functions and duties specified and assigned by the County Administrator or his or her designee.

_____Initials

SECTION 2. **Term**

A. Nothing in this agreement shall prevent, limit or otherwise interfere with the right of the County Administrator to terminate the services of this Employee at any time, subject only to the provisions set forth in SECTION 3 of this agreement. The Employee understands that he serves at the pleasure of the County Administrator.

B. Nothing in the agreement shall prevent, limit or otherwise interfere with the right of the Employee to resign at any time from his position with the County, subject to the provisions set forth in SECTION 3, Paragraphs B and C of this agreement.

SECTION 3. **Termination and Severance Pay**

A. In the event the Employee is terminated pursuant to Paragraph B hereof and the Employee is willing and able to perform the duties of the position under this agreement, upon execution of a Separation Agreement and General Release, the Employer agrees to pay the Employee a lump sum cash payment equal to three (3) months aggregate annual salary, exclusive of other forms of compensation, less standard withholdings, in addition to the continuation of medical, dental and vision insurance benefits during the three (3) month period immediately following the date of termination. However, in the event the Employee is terminated because the Employee has been convicted of a misdemeanor or a felony, or if the County determines that the Employee has engaged in unprofessional and improper practice, other than negligence, and breach of public trust, including but not limited to illegal acts involving personal gain, or moral turpitude, the County shall be entitled to terminate the Employee immediately without any severance pay, or medical, dental and vision insurance continuation aside from COBRA.

B. In the event the Employer at any point during the term of this agreement reduces the salary or other financial benefits of the Employee in a greater percentage than reductions to all other employees of Employer, or if Employer refuses, following a written request to comply with any provision benefiting Employee herein; or the Employee resigns following a suggestion, whether formal or informal, by the County Administrator that he resign, then, in that event, Employee may, at his option, be deemed to be terminated at the date of such reduction or refusal to comply within the meaning and context of the herein severance pay provision.

C. In the event the Employee voluntarily resigns his position with the County as **Director of Public Works and Utilities** then the Employee shall give the County **thirty (30)** days written notice in advance, unless the parties otherwise agree. The provision for severance pay and continuation of employment benefits detailed in SECTION 3, Paragraph A shall not apply to a voluntary resignation.

SECTION 4. Termination Due to Disability

If the Employee is unable to perform his duties because of sickness, accident, injury, or mental incapacity, and no reasonable accommodations are available, the County shall have the option to terminate employment, subject to the severance pay requirements of SECTION 3, Paragraph A. However, the Employee shall be compensated for any accrued benefits, in accordance with current policies.

SECTION 5. Salary

The County agrees to pay the Employee for his services rendered, pursuant hereto, an annual base salary of **$185,400.00,** payable in installments at the same time as other employees of the County are paid, except that the county may put in place cost reduction measures at any time and for any duration as required by a lack of financial resources. The base annual salary and benefits may be reviewed annually by the County Administrator and consideration for increases may be determined based upon the performance of the employee or consideration of providing a Cost of Living Adjustment (COLA).

SECTION 6. Performance Evaluation

The County Administrator, or his or her designee, shall review and evaluate the performance of Employee at least annually on the anniversary day of this agreement. Said review and evaluation shall be in accordance with criteria developed by the County Administrator, or his or her designee, and Employee. Performance criteria may be added to or deleted from, as the County Administrator, or his or her designee may from time to time determine. Further, the County Administrator, or his or her designee, shall provide the Employee with a written summary statement of the findings of the evaluation.

SECTION 7. Hours of Work

It is generally recognized that the position of **Director of Public Works and Utilities** involves the devotion of a great deal of time beyond typically recognized business hours.

SECTION 8. Outside Activities

The Employee shall devote his full time to the position described in this agreement. With the approval of the County Administrator, or his or her designee, the Employee may engage in teaching, consulting or other non-employer related activities as long as he does not interfere with the execution of the duties of this position, or present a conflict of interest. Such consent must be obtained by advance approval, in writing, detailing the specifics of such activity.

SECTION 9. Political Activity

If the Employee announces as a candidate for any elective office during the duration, of this contract, he will resign from Hall County employment immediately upon declaring candidacy as defined by state law. During the term of this contract, the Employee may not:

A. Be involved in any political activity that would constitute a conflict of interest; including participation in any aspect of any local political campaign on behalf of himself if intending to seek elected office, or other individual or in opposition to any candidate for office within Hall County; including municipal and/or county government office. This restriction includes but is not limited to displaying or distributing information, materials, or paraphernalia in support of any political candidate, party or organization.
B. Knowingly solicit, accept, or receive political contributions from any person, to be used in support of or in opposition to any political candidate for election within Hall County, including municipal and/or county government office.
C. Use, or promise to use, directly or indirectly, any official authority or influence, whether possessed or anticipated, to secure or attempt to secure for any person a job or other advantage for the purpose of influencing the vote or political action of any person.

_____Initials

SECTION 10. Vehicle and Phone

Employee's duties require the substantial use of their personal automobile during the term of employment. The County shall pay to the Employee, in addition to salary, a monthly vehicle allowance of $700.00. A cellular phone dedicated solely for business usage may be provided by the Employer. In such case, the Employer shall be responsible for paying for and maintaining regular monthly service. Should the Employee desire to use his personal cellular phone for business purposes, Employer shall reimburse the Employee the amount of $50 per month.

SECTION 11. Insurance Benefits

The County agrees to put in force and make premium payments for Medical, Dental, Vision, Short-Term Disability and Life Insurance policies on behalf of the Employee and if so elected, eligible dependents, at a level of coverage available to other County employees. The Employee may choose not to cover his dependents.

SECTION 12. Retirement Benefits

Provided that contributions are being made by the County, if the Employee elects, Hall County agrees to contribute 8% of annual compensation as defined by the retirement plan in addition to Employer matching contributions made on contributions by the Employee as received by other County employees, into a defined contribution plan, except that the County may reduce or suspend this contribution at any time and for any duration as required due to a lack of financial resources. Retirement contributions shall not be made on any severance pay provided by the Employer, paid in accordance with Section 3.

SECTION 13. Paid Time Off (PTO) or Vacation and Sick Leave

As applicable, the County will provide for Paid Time Off (PTO) or vacation and sick leave in the same manner as the accruals currently received by other County Employees. Upon employment with the County, the Employee will receive credit for previous years of service with Hall County. An additional three (3) weeks of PTO shall be provided upon execution of this agreement and placed in the employee's PTO additional accrual location in ADP. In the event that the County changes or adopts a new program for all employees, such changes shall also apply to the **Director of Public Works and Utilities**. Accrued PTO or vacation leave, whichever is applicable, shall be paid to Employee upon termination of employment.

_____Initials

SECTION 14. Dues, Subscriptions and Professional Development

A. The County agrees to pay the Employee's annual membership dues, subscriptions and conference expenses incurred by the Employee in conjunction with the Employee's duties, not to exceed the budget and subject to prior approval by the County Administrator or his or her designee.

B. The County agrees to pay the travel and subsistence expenses of the Employee for expenses related to maintenance of professional certifications, professional and official travel, meetings and occasions adequate to continue the professional development of the Employee and to adequately pursue necessary official and other functions for the department, not to exceed the budget and subject to prior approval by the County Administrator or his or her designee.

SECTION 15. Indemnification

The County shall defend, save harmless and indemnify the Employee against any claim or demand or legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of the Employee's duties as **Director of Public Works and Utilities**. The County or its insurance carrier will pay the amount of any settlement or judgment agreed to or rendered against the Employee and the County may agree to such settlement or the payment of a judgment with or without the express consent of the Employee. Any defense and/or indemnification of the Employee by the County shall be subject to all of the terms and conditions found in the County's Defense and Indemnification ordinance/policy.

SECTION 16. General Provisions

A. The text herein shall constitute the entire agreement between the parties. Any amendment hereto shall be in writing and be executed by both parties.

B. This agreement shall be binding upon and inure to the benefit of the heirs at law and executors of the Employee.

C. If any provision, or any portion thereof, contained in this agreement is held unconstitutional, invalid or unenforceable, the remainder of this agreement, or portion thereof, shall be deemed severable, shall not be affected and shall remain in full force and effect.

_____Initials

D. This agreement will become effective on the 6th day of October, 2025, and shall continue thereafter unless or until the agreement is terminated by either party as set forth herein.

E. This agreement shall be executed in duplicate, each of which shall be deemed to be complete of itself and may be introduced into evidence or used for any purpose without the production of the other copy.

IN WITNESS WHEREOF, THE PARTIES HERETO HAVE SET THEIR HANDS AND SEALS THIS_____DAY OF_____2025.

HALL COUNTY, GEORGIA

_____
County Administrator

ATTEST:

_____
County Commission Clerk

(Seal)

_____
Employee

APPROVAL AS TO FORM

_____
Justin R. Lawhon
Interim County Attorney

_____Initials

HALL COUNTY
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REQUEST TYPE: FULL-TIME POSITION

Department #	**Department Name**
Position Title	**Priority #**

PERSONNEL COST CALCULATION

New Position		Account
$185,400.00	Salary	4104
$8,400.00	Car Allowance	4433
14,826.00	Taxes	4110
27,132.00	Retirement	4131
32,508.00	Health	4121
1,567.00	Dental & Vision	4123
481.00	Life	4122
134.00	AD&D	4122
717.00	Short Term Disability	4121
$271,165.00	**Total Personnel Costs**	

PERSONNEL EQUIPMENT REQUEST (list all equipment required and estimated cost)

**Do not add these estimated costs to your department's operating budget. It is calculated separately by OMB.

EQUIPMENT DESCRIPTION (uniform, gun, fire safety suit, vehicle, computer, cell phone etc.)	ESTIMATED COST
Phone Reimbursement	$ 600.00
	$ -
	$ -

Total Personnel and Equipment Costs

$ 271,765.00

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 523/2025

SUBJECT: Approve the annual renewal of the contract for GIS Software Licensing for Planning & Zoning to Environmental Systems Research Institute, Inc. (ESRI) of Redlands, CA. The estimated annual cost is $50,776.30.

Meetings:

Work Session Date: 09/08/25

Voting Meeting Date: 09/11/25

Executive Summary:

Presenter: BG

Recommendation:
Approve.

Purpose of Request:
Approve the annual renewal of the contract for GIS Software Licensing for Planning & Zoning to Environmental Systems Research Institute, Inc. (ESRI) of Redlands, CA. The estimated annual cost is $50,776.30.

History:

The GIS Division has had longstanding licensing with ESRI software that allows the division to edit maps, data, and GIS services to provide for the counties and our intergovernmental jurisdictions.

Facts and Issues:

This renewal quote is needed to keep GIS website services, staff editors, and the department operating.

Software renewals is exempt from bidding and contract requirements per Hall County Ordinance Section 3.10.030 - Exemptions / Section E.

Options:

Funding Requested	$ 50,776.30
Are funds within current budget?	Yes
Source of Funds	Development Services Fund
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes

Is there a deadline for this item? 2025-09-12

Approvals:

Submit	Approve	Purchasing	Budget
KE	BG	AY	JM
Finance	**Attorney**	**Administration**	**Clerk**
TS	JL	CR	JR

Attachments:
Financial Supplement
Signature Request Cover Sheet
Sole Source Form
ESRI Renewal Quote

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 523/2025

Funds Requested: $ 50,776.30

Request Budgeted: Yes

Proposed Source of Funding:

Development Services Fund

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2026	272-DEVELOPMENT SERVICES FUND	7410-PLANNING	521301-GIS	$42,313.60
2027	272-DEVELOPMENT SERVICES FUND	7410-PLANNING	521301-GIS	$8,462.70

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions: KF

Phone: 7705316781

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FINANCIAL SERVICES DIRECTOR
Taylor Samples, CPA

ASSISTANT FINANCE DIRECTOR
Elizabeth White

PURCHASING MANAGER
Andy Youngblood

Hall County Government

FINANCIAL SERVICES
PURCHASING DIVISION

CONTRACT EXECUTION SIGNATURE REQUEST

Date: September 3, 2025

To: David Gibbs, Chairman, BOC

From: Andy Youngblood, Purchasing Manager

Your signature is requested to execute the attached Contract:

Bid/Contract Number: Single Source

Bid/Contract Name: ESRI Software Licensing Renewal

Department(s) Requesting Contract: Planning & Zoning

Award Recipient Name: Environmental Systems Research Institute, Inc. (ESRI)

Contract Description:

☐ Annual Contract ☐ New ☒ Renewal

FY 2025 Projected Spend: $59,682.12

☐ Price Increase Requested Increase Percentage: N/A

☒ Project/Service Contract FY 2026 Estimated Amount:$50,776.30

☐ Product Contract Estimated Amount:

Comment:

This is for the renewal of GIS software licensing. The FY 2026 Estimated amount has been reviewed against the projected FY 2026 budget by Finance.

HALL COUNTY
GEORGIA

Sole Source/Brand and Single Source Justification

Request Submitted By

Name:	
Job Title:	
Department:	
E-Mail Address:	
Date of Request:	

Request Details

Sole Source: Any contract entered into without a competitive solicitation process, based on a justification that only one known source exits or that only one single supplier can fulfill the requirements of the County.

Sole Brand: A purchasing situation in which only one brand of equipment/supply, etc. will meet the requirements of the County.

Single Source: Any contract entered into without a competitive solicitation process, based on a justification that two or more vendors can supply the commodity, technology, and/or perform the services required by an agency, but one vendor is selected over the others for reasons such as expertise or previous experience with similar contracts.

For Sole Source or Sole Brand, identify efforts made to locate other possible sources.
Desired Supplier Name:
Desired Supplier Email:
Desired Supplier Phone Number:

Scope of Work

Provide a detailed description of commodities/services to be provided. Also, include the following details: exact or estimated quantity, per unit price, and the total estimated cost.

Justifying a Sole Source/Brand

Provide an explanation why only a particular style, model, type or manufacturer is required (i.e. why the commodity is the only commodity which will meet the County needs).
Provide a detailed description of proposed source's unique capabilities and/or personnel to perform the work and why this is the only source.

Justifying a Single Source

Provide an explanation why the recommended vendor is being selected over other vendors that can provide the requested commodity, technology, and/or perform the services required.

Esri Inc
380 New York St
Redlands CA 92373-8118

Subject: Renewal Quotation

Date: 07/21/2025
To:
Organization: County of Hall
Planning & GIS Dept
Fax #: **Phone #:** 770-297-2603

From: Trina Renee Isaacs
Fax #: 909-307-3083 **Phone #:** + 19093692258 Ext. 2258
Email: TISAACS@ESRI.COM

Number of pages transmitted (including this cover sheet): 4

Quotation #26289667
Document Date: 06/16/2025

* * * * Revised Quote* * * *

Please find the attached quotation for your forthcoming term. Keeping your term current may entitle you to exclusive benefits, and if you choose to discontinue your coverage, you will become ineligible for these valuable benefits and services.

If your quote is regarding software maintenance renewal, visit the following website for details regarding the maintenance program benefits at your licensing level
http://www.esri.com/apps/products/maintenance/qualifying.cfm

All maintenance fees from the date of discontinuation will be due and payable if you decide to reactivate your coverage at a later date.

Please note: Certain programs and license types may have varying benefits. Complimentary User Conference registrations, software support, and software and data updates are not included in all programs.

Customers who have multiple copies of certain Esri licenses may have the option of supporting some of their licenses with secondary maintenance.

For information about the terms of use for Esri products as well as purchase order terms and conditions, please visit
http://www.esri.com/legal/licensing/software-license.html

If you have any questions or need additional information, please contact Customer Service at 888-377-4575 option 5.

380 New York St
Redlands, CA 92373-8118
Phone: + 190936922582258
Fax #: 909-307-3083

Quotation

Date: 06/16/2025 **Quotation Number:** 26289667

Send Purchase Orders To:
Environmental Systems Research Institute, Inc.
380 New York Street
Redlands, CA 92373-8100
Attn: Trina Renee Isaacs

Please include the following remittance address on your Purchase Order:
Environmental Systems Research Institute, Inc.
P.O. Box 741076
Los Angeles, CA 90074-1076

County of Hall
Planning & GIS Dept
2875 Browns Bridge Rd
Gainesville GA 30504-5635

Email: jlane@hallcounty.org
Phone: 770-531-6809
Customer Number: 163442

For questions regarding this document, please contact Customer Service at 888-377-4575.

Item	Qty	Material#	Unit Price	Extended Price
10	1	52384 ArcGIS Desktop Advanced Concurrent Use Primary Maintenance Start Date: 09/15/2025 End Date: 09/14/2026	3,475.00	3,475.00
1010	7	52385 ArcGIS Desktop Advanced Concurrent Use Secondary Maintenance Start Date: 09/15/2025 End Date: 09/14/2026 Subscription ID: 5310686164	1,400.00	9,800.00
2010	1	87194 ArcGIS Desktop Basic Concurrent Use Primary Maintenance Start Date: 09/15/2025 End Date: 09/14/2026 Subscription ID: 5310686164	810.00	810.00
3010	4	87195 ArcGIS Desktop Basic Concurrent Use Secondary Maintenance	580.00	2,320.00

Please note Esri has introduced a price change and this quote reflects current pricing for your organization. It is important to us that we are able to continue to deliver value through enhancements to products, solutions, and capabilities.

Your renewal provides access to all the benefits you are familiar with, which you can review at https://go.esri.com/maintenance
For questions related to the price change, please reach out to your assigned Esri Account Manager.

Quotation is valid for 90 days from document date.

Any estimated sales and/or use tax has been calculated as of the date of this quotation and is merely provided as a convenience for your organization's budgetary purposes. Esri reserves the right to adjust and collect sales and/or use tax at the actual date of invoicing. If your organization is tax exempt or pays state taxes directly, then prior to invoicing, your organization must provide Esri with a copy of a current tax exemption certificate issued by your state's taxing authority for the given jurisdiction.

Esri may charge a fee to cover expenses related to any customer requirement to use a proprietary vendor management, procurement, or invoice program.

To expedite your order, please reference your customer number and this quotation number on your purchase order.

380 New York St
Redlands, CA 92373-8118
Phone: + 190936922582258
Fax #: 909-307-3083

Quotation

Date: 06/16/2025 **Quotation Number:** 26289667

Item	Qty	Material#	Unit Price	Extended Price
		Start Date: 09/15/2025 End Date: 09/14/2026 Subscription ID: 5310686164		
8010	15	154252 ArcGIS Enterprise Creator User Type Annual Subscription Start Date: 09/15/2025 End Date: 09/14/2026	700.00	10,500.00
9010	2	161328 ArcGIS Enterprise Standard Up to Four Cores Maintenance Start Date: 09/15/2025 End Date: 09/14/2026	6,200.00	12,400.00
10010	1	165537 ArcGIS Online Professional Plus (formerly Advanced) User Type Annual Subscription Start Date: 05/21/2026 End Date: 09/14/2026 Subscription ID: 5310686164	1,346.30	1,346.30
10020	25	166894 ArcGIS Enterprise Mobile Worker User Type Annual Subscription Start Date: 09/15/2025 End Date: 09/14/2026	400.00	10,000.00
10030	1	153147 ArcGIS Online Viewer User Type Annual Subscription Start Date: 09/15/2025 End Date: 09/14/2026 Subscription ID: 5310686164	125.00	125.00

Item Subtotal		50,776.30
Estimated Tax		0.00
Total	**USD**	**50,776.30**

DUNS/CEC: 06-313-4175 CAGE: 0AMS3

380 New York St
Redlands, CA 92373-8118
Phone: + 190936922582258
Fax #: 909-307-3083

Quotation

Date: 06/16/2025 **Quotation No:** 26289667 **Customer No:** 163442

Item	Qty	Material#	Unit Price	Extended Price

Renew online by using a credit card, purchase order, or by requesting an invoice at https://www.esri.com/en-us/quote-order/renew.

If there are any changes required to your quotation please respond to this email and indicate any changes in your invoice authorization.

If you choose to discontinue your support, you will become ineligible for support benefits and services. All maintenance fees from the date of discontinuation will be due and payable if you decide to reactivate your support coverage at a later date.

The items on this quotation are subject to and governed by the terms of this quotation, the most current product specific scope of use document found at http://assets.esri.com/content/dam/esrisites/media/legal/product-specific-terms-of-use/e300.pdf , and your applicable signed agreement with Esri. If no such agreement covers any item quoted, then Esri's standard terms and conditions found at http://assets.esri.com/content/dam/esrisites/media/legal/ma-full/ma-full.pdf apply to your purchase of that item. Federal government entities and government prime contractors authorized under FAR 51.1 may purchase under the terms of Esri's GSA Federal Supply Schedule. Supplemental terms and conditions found at http://www.esri.com/en-us/legal/terms/state-supplemental apply to some state and local government purchases. All terms of this quotation will be incorporated into and become part of any additional agreement regarding Esri's offerings. Acceptance of this quotation is limited to the terms of this quotation. Esri objects to and expressly rejects any different or additional terms contained in any purchase order, offer, or confirmation sent to or to be sent by buyer. Unless prohibited by law, the quotation information is confidential and may not be copied or released other than for the express purpose of system selection and purchase/license. The information may not be given to outside parties or used for any other purpose without consent from Esri. Delivery is FOB Origin.

In order to expedite processing, please reference the quotation number and any/all applicable Esri contract number(s) (e.g. MPA, EA, GSA, BPA) on your ordering document.

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 528/2025

SUBJECT: Approve the award of Task Order #2026-013 FY26 Base and Paving of 7.18 Miles of Various Hall County Roads for Public Works & Utilities to Allied Paving Contractors, Inc. of Pendergrass, GA, in the amount of $1,702,721.89.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: BC

Recommendation:
Approve.

Purpose of Request:
Approve the award of Task Order #2026-013 FY26 Base and Paving of 7.18 Miles of Various Hall County Roads for Public Works & Utilities to Allied Paving Contractors, Inc. of Pendergrass, GA, in the amount of $1,702,721.89.

History:
This task order was a result of the competitively bid RFQ/P #42-002 for Demand Services for On-Call Paving & Full Depth Reclamation Contractors.

Facts and Issues:

Options:

Funding Requested	$ 1,702,721.89
Are funds within current budget?	Yes
Source of Funds	SPLOST VIII
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Buyer	Submit	Approve	Purchasing
AY	JS	JS	AY

Budget	Finance	Attorney	Administration
DA	TS	JL	CR
Clerk			
JR			

Attachments:
Financial Supplement
Bid Tab
Signature Cover Sheet
Task Order #2026-013

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 528/2025

Funds Requested: $ 1,702,721.89

Request Budgeted: Yes

Proposed Source of Funding:

SPLOST VIII

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2026	324-SPLOST VIII	4971-ENGINEERING	541400-INFRASTRUCTURE	$1,702,721.89

Budget Transfer Items:

Additional Information/Comments:

Blair Reynolds 770-531-6800

Contact for Questions: BC

Phone: 770-531-6800

TO #:	2026-013 FY26 Base and Paving for 7.18 Miles of Various HC Roads	Allied Paving	Pittman Construction	Ryals Brothers	Advanced Paving & Sealcoating	Magnum Paving
		Pendergrass, GA	Conyers, GA	Gainesville, GA	Gainesville, GA	Villa Rica, GA
ITEM NO.	ITEM DESCRIPTION	PRICE	PRICE	PRICE	PRICE	PRICE
1	Aggregate Surface Course	$27,600.00	$62,600.00	$50,000.00	NO RESPONSE	NO RESPONSE
2	Recycled Asph Conc 9.5 MM Superpave, Type I, Gp 1 or Blend 1, incl bitum matl & H lime	$586,047.00	$580,008.94	$730,909.70	NO RESPONSE	NO RESPONSE
3	Recycled Asph Conc 19 MM Superpave, GP 1 or 2, incl bitum matl & H lime	$832,197.50	$823,672.55	$1,082,506.27	NO RESPONSE	NO RESPONSE
4	Bitum, Tack Coat	$25,971.60	$75.28	$47,200.56	NO RESPONSE	NO RESPONSE
5	Driveway Concrete, 6 in thk	$5,750.00	$12,500.00	$11,097.00	NO RESPONSE	NO RESPONSE
6	Stone Dumped Rip-Rap	$6,037.50	$11,250.00	$9,750.00	NO RESPONSE	NO RESPONSE
7	Set Existing Road Base	$102,806.55	$213,989.93	$100,521.96	NO RESPONSE	NO RESPONSE
8	Traffic Control	$60,000.00	$54,336.00	$92,000.00	NO RESPONSE	NO RESPONSE
9	Thermoplastic Solid Traffic Stripe, 24 in, White	$1,624.54	$1,412.64	$1,836.43	NO RESPONSE	NO RESPONSE
10	Thermoplastic Solid Traffic Stripe, 5 in, White	$8,668.00	$7,535.00	$8,294.00	NO RESPONSE	NO RESPONSE
11	Thermoplastic Solid Traffic Stripe, 5 in, Yellow	$46,019.20	$40,004.00	$44,033.60	NO RESPONSE	NO RESPONSE
1	Lump Sum Bid	$1,702,721.89	$1,807,384.34	$2,178,149.52	NO RESPONSE	NO RESPONSE

Total number of bids sent: 5

Number of bids sent to Hall County contractors: 2

Number of bids received: 3

Number of Hall County bids received: 1

Number of "No Bids": 0

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Taylor Samples, CPA

ASSISTANT FINANCE DIRECTOR
Elizabeth White

PURCHASING MANAGER
Andy Youngblood

Hall County Government

FINANCIAL SERVICES
PURCHASING DIVISION

CONTRACT EXECUTION SIGNATURE REQUEST

Date: September 2, 2025

To: David Gibbs, Chairman, BOC

From: Andrew Youngblood, Purchasing Manager

Your signature is requested to execute the attached Contract:

Bid/Contract Number: 2026-013

Bid/Contract Name: FY26 Base and Paving of 7.18 Miles of Various HC Roads

Department(s) Requesting Contract: Public Works

Award Recipient Name: Allied Paving Contractors, Inc.

Contract Description:

☐ Annual Contract ☒ New ☐ Renewal

FY 2025 Projected Spend: $ N/A

☐ Price Increase Requested Increase Percentage: N/A

☒ Project/Service Contract FY 2026 Estimated Amount: $1,702,721.89

☐ Product Contract Estimated Amount:

Comment:

This task order is the result of the competitively bid RFQ/P #42-002 Demand Services for On-Call Paving & Full Depth Reclamation Contractors. The FY 2026 Estimated amount has been reviewed against the projected FY 2026 budget by Finance.

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ASSISTANT FINANCE DIRECTOR
Elizabeth White

PURCHASING MANAGER
Andy Youngblood

Hall County Government
FINANCIAL SERVICES
PURCHASING DIVISION

Task Order #2026-013

July 31, 2025

For the provision of

FY26 Base and Paving of 7.18 Miles of Various Hall County Roads

Demand Services for On-Call Paving & Full Depth Reclamation Contract #42-002 and Minor Resurfacing, Paving, & Sealcoating Contract #45-004

PROJECT DESCRIPTION

Hall County, Georgia Board of Commissioners' Public Works Department is issuing this Task Order #2026-013 to Demand Services for On-Call Paving & Full Depth Reclamation and Minor Resurfacing, Paving, & Sealcoating contractors to base and pave approximately 7.18 miles of various Hall County roads according to the Scope of Work and Georgia Department of Transportation (GDOT) standards.

SCHEDULE OF EVENTS

Release Date: Friday, August 1, 2025
Pre-bid Site Visit: Bidders are welcome to visit each site at their leisure.
Bidder Questions Due Date: Friday, August 15, 2025. Send questions to andrew.youngblood@hallcounty.org.
Response to Bidder Questions Due Date: Monday, August 18, 2025
Bid Due Date: Thursday, August 28, 2025, by 2:00pm

Bidders must respond with their Task Order proposals via e-mail to andrew.youngblood@hallcounty.org by 2:00pm EST, Thursday, August 28, 2025. The County's Project Manager is:

Blair Reynolds, Project Engineer
Hall County Public Works Department
Office: (770) 531-6800
breynolds@hallcounty.org

SPECIFICATIONS and SCOPE OF WORK:

This project is for the grade, base, and paving of approximately 7.18 miles of various County roads listed on *Attachment C – Road Schedule*. The awarded contractor will be required to grade/box out existing gravel roadbed, install 2" of 19mm asphalt mix, 1.25 inches of 9.5mm asphalt mix, and any required striping. All work will be within the existing ditch lines and the existing right-of-way (ROW).

A pre-bid meeting is not required; however, Contractors are welcome to visit each site individually at their leisure. The awarded Contractor will be required to attend a pre-construction meeting scheduled by the Hall County Project Engineer. The awarded Contractor is required to provide, in hard copy and thumb drive format, a construction schedule produced in Microsoft Project at the time of the scheduled pre-construction meeting. All work on this project will be done in compliance with the Georgia Department of Transportation Standard Specifications and Supplemental Specifications.

Schedule

The need for the project to be completed in a timely manner is very important to Hall County. Therefore, the awarded Contractor will be required to immediately mobilize and proceed with construction layout, ordering materials, and construction of the project, unless allowable delays prohibit contractor to work. Be advised, when the contract is awarded by the Hall County Board of Commissioners **the awarded Contractor will be required to complete all work by June 30, 2026**.

Equal time extension will be given if the anticipated awarding date of the contract is delayed. The required completion date is the date that all work is to be completed. Hall County expects the awarded Contractor to begin work within 10 business days of the issuance of a Notice to Proceed and to maintain adequate progress to ensure the contract is completed by completion date. The awarded Contractor must include any anticipated inclement weather days and Holiday days within the allowed contract time. See Attachment "A" for information on inclement weather days. Hall County may consider any unusual number of inclement weather days for time extension.

Contractor is to notify Blair Reynolds, Hall County Project Engineer, at 770-531-6800 to keep him advised of any weather delay days, delays associated to utility facility relocation delays, or other delays in contract time.

Borrow/Waste Area/Disposal

The awarded Contractor shall dispose of any extra material generated by the work. There will not be a separate pay item for disposal. Disposal shall be defined as removing extra material, hauling, and placing in an approved location. Any borrow material required shall be provided by the contractor and will be paid under the grading complete line item. There will not be a separate pay item for borrow material.

Traffic Control

The awarded Contractor shall provide traffic control to include all items necessary to maintain safe travel for the public. Traffic control shall include, but is not limited to, road closed signs, barricades, detour signs, flagging, work zone signs, low/soft shoulder signs, etc. All traffic control devices and work zones shall comply with the Manual on Uniform Traffic Control Devices (MUTCD), latest edition. All traffic control items shall be maintained by the Contractor at all times throughout the length of the project.

General

Any rock removal is to be included in the overall bid price.

All design, detailing, fabrication, construction, and construction vehicles shall conform to the State of Georgia Department of Transportation, Standard Specifications of Transportation Systems, 2001 edition, and Hall County design standards unless otherwise noted.

Graded Aggregate Base to be installed on an as-needed basis.

Quantities are approximate only. Actual quantities for pay items will be derived by field measurements and weight measurements. Contractor is to field verify the widths of all roads.

The Contractor should refer to the attached typical section and concrete driveway details for additional information regarding the base and paving.

The Contractor will be required to box out the roadway to install three and one quarter inches (3.25") of asphalt. Existing roadway material may need to be removed. There will be no separate payment for this removal.

The Contractor shall install all required striping as quickly as possible but no longer than 24 hours after the road is completed unless directed otherwise by the project engineer.

The Contractor will be required to provide a properly compacted sub-grade.

The Contractor shall provide a loaded tandem truck with a minimum of 18 tons for a roll test on the sub-grade and base prior to paving. There will be no separate payment for this item.

The Contractor is required to saw cut the existing edge of pavement where the gravel road ties into the paved road to provide a clean tie in.

The Contractor is required to call in any/all Utility Locates.

Bidding Information
Hall County reserves the right to delete or add quantities to best serve the interests of the county.

Allied Paving Contractors, Inc
(Full Legal Corporate Name)

By: _____

Title: Vice President

Print Name: Bryan Jones

Sworn to and subscribed before me this

28th Day of August, 2025.

Notary Public: _____

Notary commission expires: 1-26-29

HALL COUNTY, GEORGIA

By: _____
David Gibbs, Chairman
Hall County Board of Commissioners

Date: _____

Attestation: _____
Board of Commissioners Clerk

ATTACHMENT "A"

WEATHER DAYS

Completion time will not be extended for normal bad weather. The time for completion as stated in the Contract Documents includes due allowance for calendar days on which work cannot be performed out-of-doors. For the purpose of this Contract, the Contractor agrees that he may expect to lose calendar days due to weather in accordance with the following table.*

Jan. 22 days	May 4 days	Sept. 4 days
Feb. 16 days	June 6 days	Oct. 5 days
Mar. 11 days	July 8 days	Nov. 9 days
April 7 days	Aug. 6 days	Dec. 15 days

The Contractor agrees an extreme weather day shall be defined as a day that rain exceeds one tenth (.10) of an inch **and** the average temperature fails to exceed 40 degrees F, **and** the maximum temperature does not exceed 50 degrees F. The temperature and rain data should come from appropriate local weather stations. A weather day will also be defined as a day in which less than seventy-five percent (75%) of the normal labor and equipment force can operate for five (5) hours due to weather-related site conditions. Contract time will be extended by the number of days in which actual weather days in a given month exceed the number of weather days given in the table above.

Delays caused by acts of God, (e.g., fire, unusual storms, floods, tidal waves, earthquakes,) strikes, labor disputes, freight embargos and shortages of materials shall be considered as unavoidable delays insofar as they prevent the Contractor from proceeding with at least seventy-five percent (75%) of the normal labor and equipment force for at least five (5) hours per day toward completion of the current controlling item on the accepted work schedule.

Should abnormal conditions prevent the work from beginning at the usual starting time, or prevent the Contractor from proceeding with seventy-five percent (75%) of the normal labor and equipment force for a period of at least five (5) hours per day, and the crew is dismissed as a result thereof, the Contractor will not be charged for a working day whether or not conditions change so that the major portion of the day could be considered to be suitable for work on the controlling item.

For delays which the Contractor considers to be unavoidable he/she shall submit to GaDOT Area Engineer and Hall County Engineer offices complete information demonstrating the effect of the delay on the controlling operation in his construction schedule. The submission shall be made within three (3) calendar days of the occurrence claimed to be responsible for the unavoidable delay.

* Based on a study of NOAA records from Dallas, Texas and Alpharetta, Georgia and Atlanta, Georgia Airport Weather Reporting Stations from 1967 through 1972 by the Cobb County School District. Reporting records were reviewed again in 1977 and 1982. Changes were not significant and no changes have been made in the original schedule, which is now based on a 15 year weather record.

BID SCHEDULE

FY 2026 LOCAL BASE & PAVING PROGRAM

LINE NO.	GDOT ITEM	ITEM	QUANTITY	UNIT	UNIT AMOUNT	AMOUNT
	PAVING AND RESURFACING ITEMS					
0005	318-3800	Aggregate Surface Course	1,000	TN	$27.60	$27,600.00
0015	402-3100	Recycled Asph Conc 9.5 MM Superpave, Type I, Gp 1 or Blend 1, incl bitum matl & H lime	5,074	TN	$115.50	$586,047.00
0030	402-3190	Recycled Asph Conc 19 MM Superpave, GP 1 or 2, incl bitum matl & H lime	8,119	TN	$102.50	$832,197.50
0035	413-1000	Bitum, Tack Coat	7,528	GL	$3.45	$25,971.60
0045	441-0016	Driveway Concrete, 6 in thk	100	SY	$57.50	$5,750.00
0060		Stone Dumped Rip-Rap	150	TN	$40.25	$6,037.50
0065		Set Existing Road Base	76,153	SY	$1.35	$102,806.55
	SIGNING AND MARKING ITEMS					
0075	150-1000	Traffic Control	1.00	LUMP	$60,000.00	$60,000.00
0140	653-1704	Thermoplastic Solid Traffic Stripe, 24 in, White	117.72	LF	$13.80	$1,624.54
0160	653-2501	Thermoplastic Solid Traffic Stripe, 5 in, White	2.20	LM	$3,940.00	$8,668.00
0165	653-2502	Thermoplastic Solid Traffic Stripe, 5 in, Yellow	11.68	LM	$3,940.00	$46,019.20
					TOTAL AMOUNT	$1,702,721.89

FY 2026 LOCAL BASE & PAVING PROGRAM

ROAD NAME	SUPER-PAVE MIX DESIGN	STRIPING				BEGIN POINT	END POINT
		THERMO CENTER	THERMO EDGE	STOP BARS			
				Int. #1 (each)	Int. #2 (each)		
HALL COUNTY							
AZELIA DRIVE	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	N	0	0	PAVEMENT (SEC. 1)	TERMINUS
B. CLARK ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	N	1	0	CLARKS BRIDGE ROAD	PAVEMENT
BAKER ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	N	0	0	SECTION 2	PAVEMENT (SEC. 4)
DEE LANE	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	N	N	1	0	YELLOW CREEK ROAD	TERMINUS (private drive)
E. REED ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	N	1	0	POPLAR SPRINGS ROAD	PAVEMENT

FY 2026 LOCAL BASE & PAVING PROGRAM

ROAD NAME	SUPER-PAVE MIX DESIGN	STRIPING				BEGIN POINT	END POINT
		THERMO CENTER	THERMO EDGE	STOP BARS			
				Int. #1 (each)	Int. #2 (each)		
FULLER ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	Y	0	0	ATHENS HIGHWAY	PAVEMENT
HENSLEY ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	N	1	1	COUNTY LINE ROAD	PAVEMENT
KANADAY ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	N	N	0	0	PAVEMENT (SEC. 1)	PAVEMENT (SEC. 3)
McKINZEY LANE	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	N	N	0	0	STEPHENS ROAD	TERMINUS
RIVERBEND CIRCLE	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	N	N	2	2	BARRETT STREET	RIVERBEND CIRCLE (pavement)
SHULER ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	N	1	0	PINEHAVEN DRIVE	PAVEMENT
SWANSEY ROAD*	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	Y	0	0	FRIENDSHIP ROAD	JUST PAST DRIVEWAY @ 5990

FY 2026 LOCAL BASE & PAVING PROGRAM

ROAD NAME	SUPER-PAVE MIX DESIGN	STRIPING				BEGIN POINT	END POINT
		THERMO CENTER	THERMO EDGE	STOP BARS			
				Int. #1 (each)	Int. #2 (each)		
W.G. ROBINSON ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	N	N	1	0	LAWSON ROBINSON ROAD	TERMINUS (private drive)
WALDEN ROAD	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	Y	N	1	1	YELLOW CREEK ROAD	FITTS ROAD (pavement)
WATSON CIRCLE	9.5mm @ 137.5lb/sy Design Type I, Gp 1 or BI 1 & L	N	N	0	0	PAVEMENT JOINT	PAVEMENT JOINT

HALL COUNTY
GEORGIA
We have it all in Hall

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.535.8270 | f: 770.531.6711

FINANCIAL SERVICES DIRECTOR
Taylor Samples, CPA

ASSISTANT FINANCE DIRECTOR
Elizabeth White

PURCHASING MANAGER
Andy Youngblood

Hall County Government
FINANCIAL SERVICES
PURCHASING DIVISION

ADDENDUM #1
Response to Bidder Questions

August 20, 2025

TO #2026-013 FY26 Base and Paving of 7.18 Miles of Various Hall County Roads

Q1. There is a note to review the "typical section and concrete driveway details", not in the package, can this be sent to us for referencing?

A1. The County does not anticipate any concrete driveway replacement.

Q2. Since this has been released for bidding, there has apparently been rain storms and there are washed arounds, how does the County want to handle this areas and how will this be paid?

A2. The County desires to have the roads set for paving with as much of the original material as possible. Any "wash arounds" that are located within the work area should be handled accordingly.

Q3. The "grade/ box out", there are areas of deep "wash board" and back to RED CLAY material, how much mixing and/or thickness of Aggregate Surface Course is the County wanted to be placed?

A3. GAB will be installed on an as needed basis and will be determined in the field by the Hall County Inspector.

Q4. What type of tie in is required to the existing paved roads, especially State Routes?

A4. Tie-ins will be determined by the Hall County Inspector on-site.

Q5. The widths vary in several of the roads, what width does the County want to obtain?
A5. The County desires the installation of pavement at a maximum width for each road which will also allow for a safe shoulder.

Q6. Several roads have huge rock at the surface, how does the County want to handle, remove, leave in place, cover with rock?
A6. Any rock removal will be the responsibility of the contractor.

Q7. How will parking on the road be handled? Will the County notify to remove?
A7. Removal of parked cars in the work zone will be the responsibility of the Contractor.

Q8. Watson Circle: part is paved and is breaking up, potholed, rutting, will the County consider topping the whole length of roadway to make uniform?
A8. Hall County would consider resurfacing of the entire length of Warson Circle to make it uniform.

Q9. Will the County install Low and Soft shoulder signs especially in places where this ties between pavement section, Example Watson Circle, Baker RD, Riverbend Circle?
A9. Low/Soft shoulder signs are the responsibility of the Contractor.

Q10. The Dirt drives, does the County want to place rock for a smooth transition?
A10. Driveway tie-ins will be determined by the Hall County Inspector on-site.

Please sign and date below and include with your bid packet.

Signature

Bryan Jones

Print Name

Allied Paving Contrators, Inc.

Company Name

8/28/25

Date

HALL COUNTY
GEORGIA We have it all in Hall

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 529/2025

SUBJECT: Approve the acceptance of a $75,165.00 Guaranty Performance/Maintenance Agreement for streets, stormwater management facilities and sidewalks in Sherwood Square Phase 2 Subdivision. Commission District 1.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: JS

Recommendation:
Approve.

Purpose of Request:
Approve the acceptance of a $75,165.00 Guaranty Performance/Maintenance Agreement for streets, stormwater management facilities and sidewalks in Sherwood Square Phase 2 Subdivision. Commission District 1.

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Budget	Finance
WS	JS	JM	TS

Attorney	Administration	Clerk

Attorney	Administration	Clerk
JL	CR	JR

Attachments:

Guaranty Performance/Maintenance Agreement
Final Plat

STATE OF GEORGIA,
COUNTY OF HALL

Bond No. 2368287

GUARANTY PERFORMANCE/MAINTENANCE AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, that we, Century Communities of Georgia, LLC (owner/principal, hereinafter referred to as "Principal"), and Swiss Re Corporate Solutions America Insurance Corporation (surety), a company entitled and licensed to do business as a surety in the State of Georgia and Hall County, (hereinafter referred to as "Surety"), are held and bound unto Hall County, Georgia in the sum of $ 75,165.00 (Seventy Five Thousand One Hundred Sixty Five and 00/100 Dollars)* (hereinafter referred to as "bonded amount") for payment of which we bind ourselves, our heirs, executors, administrators and assigns.

WHEREAS, Century Communities of Georgia, LLC (principal) is owner of the Subdivision known as Sherwood Square Subdivision, which subdivision is shown on a plat prepared by Travis Pruitt & Associates, Inc., Georgia Registered Surveyor Number 2809, and

WHEREAS, Century Communities of Georgia, LLC (principal) wishes to induce the Board of Commissioners of Hall County, Georgia to approve the street system shown on the Final Plat of Sherwood Square Subdivision for recording purposes, and

WHEREAS, Century Communities of Georgia, LLC (principal) wishes to induce the Board of Commissioners of Hall County, Georgia to accept the streets shown on the Final Plat of Sherwood Square Subdivision for public maintenance (not applicable to private developments);

Century Communities of Georgia, LLC (principal) and Swiss Re Corporate Solutions America Insurance Corporation (surety) agree in consideration of the foregoing,

NOW, THEREFORE BE IT RESOLVED, Century Communities of Georgia, LLC (principal) agrees that all construction of the street system of Sherwood Square

Subdivision will be completed and maintained for fifteen (15) months according to the terms and requirements as shown on the recorded Final Plat and of the Subdivision Regulations in force in Hall County, Georgia.

Century Communities of Georgia, LLC (principal), and

Swiss Re Corporate Solutions America Insurance Corporation (surety) agree to the following:

Sidewalks will be completed throughout entire subdivision as shown on recorded final plat within one (1) year of signing of said final plat. One inch of "F" mix asphalt may be placed anytime prior to final platting or up to one (1) year after final plat approval. In addition, Principal and Surety agree that if either the sidewalks, cuts, fills, sub-grades, shoulders, pavement, grassing, storm water management facilities, or traffic signs in Sherwood Square Subdivision are improperly maintained or are found to be defective from faults in design, materials or workmanship as shown on the recorded Final Plat, or as set out in the Subdivision Regulations in force in Hall County, Georgia, then upon demand from Hall County,

Swiss Re Corporate Solutions America Insurance Corporation (surety) shall pay the bond amount to Hall County.

Terms of Guaranty:

Century Communities of Georgia, LLC (principal) and

Swiss Re Corporate Solutions America Insurance Corporation (surety) shall be bound by the provisions of this agreement until a properly authorized letter is received by

Swiss Re Corporate Solutions America Insurance Corporation (surety) from Hall County authorizing release of

Century Communities of Georgia, LLC (principal) and

Swiss Re Corporate Solutions America Insurance Corporation (surety) from this Guaranty Agreement.

NOTWITHSTANDING the above provisions, this Guaranty Performance/Maintenance Agreement is hereby issued on August 14, 2025 (Date) and expires on September 30, 2027 (Date, minimum 24 months from date of issuance), and the Issuer will have no more liability after that date. When

the indicated expiration date falls on Sunday or a legal holiday, or for any reason the Issuer is not open for business, the expiration date shall be extended to the next succeeding business day. Jurisdiction for any civil litigation necessary for collection of bond claims hereunder shall be in the Superior Court of Hall County, Georgia.

IN WITNESS WHEREOF, the undersigned have hereunto signed their names and affixed their seals, this 14th day of August, 2025.

- Century Communities of Georgia, LLC
  PRINCIPAL
  By: _____
  (Corporate Officer or other authorized representative)

  Principal's Address:
  2325 Lakeview Parkway, Suite 700
  Alpharetta, GA 30009

- Swiss Re Corporate Solutions America Insurance Corporation
  SURETY
  By: _____
  (Authorized Representative) Richard H. Mitchell
  Attorney-in-Fact

  Surety's Address:
  1200 Main St., Suite 800
  Kansas City, MO 64105 - 2478

- Approved:
  Hall County
  By: _____
  (Chairman)

* The amount of the bond equals 30 percent of all completed infrastructure including base, paving, grassing, stormwater management facilities, and sidewalks plus 100 percent of the cost of all incomplete infrastructure such as remaining sidewalks and asphalt topping. The unit cost data used in the calculations will be based upon the latest Georgia Department of Transportation (GADOT) Item Mean Summary, or the latest Hall County contract data, whichever is higher.

SWISS RE CORPORATE SOLUTIONS

SWISS RE CORPORATE SOLUTIONS AMERICA INSURANCE CORPORATION ("SRCSAIC")
SWISS RE CORPORATE SOLUTIONS PREMIER INSURANCE CORPORATION ("SRCSPIC")
WESTPORT INSURANCE CORPORATION ("WIC")

GENERALPOWEROF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, THAT SRCSAIC, a corporation duly organized and existing under laws of the State of Missouri, and having its principal office in the City of Kansas City, Missouri, and SRCSPIC, a corporation organized and existing under the laws of the State of Missouri and having its principal office in the City of Kansas City, Missouri, and WIC, organized under the laws of the State of Missouri, and having its principal office in the City of Kansas City, Missouri, each does hereby make, constitute and appoint:

MARK W. EDWARDS II, JEFFREY M. WILSON, WILLIAM M. SMITH, ROBERT R. FREEL, ALISA B. FERRIS,
RICHARD H. MITCHELL and SAMUEL F. AUDIA III
JOINTLY or SEVERALLY

Its true and lawful Attorney(s)-in-Fact, to make, execute, seal and deliver, for and on its behalf and as its act and deed, bonds or other writings obligatory in the nature of a bond on behalf of each of said Companies, as surety, on contracts of suretyship as are or may be required or permitted by law, regulation, contract or otherwise, provided that no bond or undertaking or contract or suretyship executed under this authority shall exceed the amount of:

TWO HUNDRED MILLION ($200,000,000.00) DOLLARS

This Power of Attorney is granted and is signed by facsimile under and by the authority of the following Resolutions adopted by the Boards of Directors of both SRCSAIC and SRCSPIC at meetings duly called and held on the 18th of November 2021 and WIC by written consent of its Executive Committee dated July 18, 2011.

"RESOLVED, that any two of the President, any Managing Director, any Senior Vice President, any Vice President, the Secretary or any Assistant Secretary be, and each or any of them hereby is, authorized to execute a Power of Attorney qualifying the attorney named in the given Power of Attorney to execute on behalf of the Corporation bonds, undertakings and all contracts of surety, and that each or any of them hereby is authorized to attest to the execution of any such Power of Attorney and to attach therein the seal of the Corporation; and it is

FURTHER RESOLVED, that the signature of such officers and the seal of the Corporation may be affixed to any such Power of Attorney or to any certificate relating thereto by facsimile, and any such Power of Attorney or certificate bearing such facsimile signatures or facsimile seal shall be binding upon the Corporation when so affixed and in the future with regard to any bond, undertaking or contract of surety to which it is attached."

SWISS RE CORPORATE SOLUTIONS AMERICA INSURANCE CORPORATION CORPORATE SEAL 1973 MISSOURI

SWISS RE CORPORATE SOLUTIONS PREMIER INSURANCE CORPORATION CORPORATE SEAL MISSOURI

By _____
David Satory, Senior Vice President of SRCSAIC & Senior Vice President of SRCSPIC & Senior Vice President of WIC

By _____
Gabriel Jacquez, Senior Vice President of SRCSAIC & Senior Vice President of SRCSPIC & Senior Vice President of WIC

WESTPORT INSURANCE CORPORATION CORPORATE SEAL MISSOURI

IN WITNESS WHEREOF, SRCSAIC, SRCSPIC, and WIC have caused their official seals to be hereunto affixed, and these presents to be signed by their authorized officers

this 13TH day of MARCH, 20 25

Swiss Re Corporate Solutions America Insurance Corporation
Swiss Re Corporate Solutions Premier Insurance Corporation
Westport Insurance Corporation

State of Illinois
County of Cook ss

On this 13TH day of MARCH, 20 25, before me, a Notary Public personally appeared David Satory, Senior Vice President of SRCSAIC and Senior Vice President of SRCSPIC and Senior Vice President of WIC and Gabriel Jacquez, Senior Vice President of SRCSAIC and Senior Vice President of SPCSPIC and Senior Vice President of WIC, personally known to me, who being by me duly sworn, acknowledged that they signed the above Power of Attorney as officers of and acknowledged said instrument to be the voluntary act and deed of their respective companies.

Karen M. Szweda, Notary

I, Jeffrey Goldberg, the duly elected Senior Vice President and Assistant Secretary of SRCSAIC and SRCSPIC and WIC, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney given by said SRCSAIC and SRCSPIC and WIC, which is still in full force and effect.
IN WITNESS WHEREOF, I have set my hand and affixed the seals of the Companies this 14th day of August, 20 25.

OFFICIAL SEAL
KAREN M SZWEDA
Notary Public, State of Illinois
Commission No 978628
My Commission Expires September 26, 2027

Jeffrey Goldberg, Senior Vice President & Assistant Secretary of SRCSAIC and SRCSPIC and WIC

Final Plat Information

Consider acceptance of $75,165.00 Guaranty Performance/Maintenance Agreement for Streets, Stormwater Management Facilities and Sidewalks in Sherwood Square Phase 2.

Subject Subdivision is located off Spout Springs Road

NAME OF SUBDIVISION:	Sherwood Square Phase 2
NAME OF OWNER/DEVELOPER:	Century Communities of Georgia, LLC.
ADDRESS:	2325 Lakeview Parkway, Suite 700 Alpharetta, GA 30009
TYPE OF MAINTENANCE BOND:	Guaranty Performance/Maintenance
DATE OF BOND:	August 14th, 2025
AMOUNT OF BOND:	$75,165.00
FINANCIAL INSTITUTION:	Swiss Re Corporate American Insurance Corporation
AND ADDRESS:	1200 Main St., Suite 800 Kansas City, MO 64105 - 2478
Account No.:	2368287

COMM. DIST.	STREET NAME	R/W IN FEET	LENGTH IN FEET	WIDTH IN FEET	TYPE OF SURFACE	STATE REF. NO.
1	Sherwood Square Dr.	50	531	20	P.M.	----
1	Sherwood Creek Dr.	50	1,872	20	P.M.	----

NOTES:

NUMBER OF LOTS:	100
CURB & GUTTER:	24" Rolled Back
TOTAL ACRES OF S/D:	16.12 AC

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 543/2025

SUBJECT: Approval and authorization for the Chairman and Board of Commissioners to execute a resolution authorizing the exercise of the power of eminent domain, for public road purposes, with regard to the White Sulphur Road Phase II Realignment Project, Parcels 1 and 3, Hall County Tax Parcel Numbers 15020A000009 and 15020A000008, also known as 3330 White Sulphur Road and 3346 White Sulphur Road, presently owned by Carol Ann Brown and Scott Gaines Puckett as Trustees and William and Patricia Puckett Irrevocable Trust, and further authorization for the Chairman to execute any and all additional documents necessary to effectuate the exercise of the power of eminent domain with regard to such parcels, subject to review and approval by the County Attorney. Commission District 3.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: JS

Recommendation:
Approve

Purpose of Request:

History:

Approval and authorization for the Chairman and Board of Commissioners to execute a resolution authorizing the exercise of the power of eminent domain, for public road purposes, with regard to the White Sulphur Road Phase II Realignment Project, Parcels 1 and 3, Hall County Tax Parcel Numbers 15020A000009 and 15020A000008, also known as 3330 White Sulphur Road and 3346 White Sulphur Road, presently owned by Carol Ann Brown and Scott Gaines Puckett as Trustees and William and Patricia Puckett Irrevocable Trust, and further authorization for the Chairman to execute any and all additional documents necessary to effectuate the exercise of the power of eminent domain with regard to such parcels, subject to review and approval by the County Attorney.

Hall County previously authorized resolutions for condemnation regarding White Sulphur Rd. – Phase I. The County's land acquisition agent has engaged in negotiations with the property owner to arrive at just and adequate compensation for the portion of the property to be acquired. Negotiations have been unsuccessful to date. Condemnation is necessary in order to comply with the timeline for construction of the project.

Facts and Issues:

The White Sulphur Phase II project consists of intersection improvements at SR 365 and White Sulphur Rd. along with increasing travel lanes from SR 365 to the Inland Port from 1 to 3. This brings to a total of 3 travel lanes along this section.

Options:

Funding Requested	$ 32,400.00
Are funds within current budget?	No
Source of Funds	SPLOST VIII
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Budget	Finance
JW	JS	DA	EW

Attorney	Administration	Clerk
JL	CR	JR

Attachments:

Financial Supplement
Resolution

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 543/2025

Funds Requested: $ 32,400.00

Request Budgeted: No

Proposed Source of Funding:

SPLOST VIII

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2026	324-SPLOST VIII	4971-ENGINEERING	541100-LAND	$32,400.00

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions:

Phone:

RESOLUTION
(Parcel Nos. 01 and 03)

A RESOLUTION TO AUTHORIZE BECK, ZWALD & ASSOCIATES, LLC, AS SPECIAL COUNSEL TO HALL COUNTY, TO PROCEED WITH THE ACQUISITION BY DEED OR BY CONDEMNATION OF THAT CERTAIN PROPERTY OWNED BY CAROL ANN BROWN AND SCOTT GAINES PUCKETT AS TRUSTEES AND WILLIAM AND PATRICIA PUCKETT IRREVOCABLE TRUST, FOR PUBLIC ROAD PURPOSES; TO AUTHORIZE THE CHAIRMAN OF THE BOARD OF COMMISSIONERS TO EXECUTE ANY DOCUMENTS NECESSARY AND PROPER FOR THE ACQUISITION OF SAID PROPERTY, SUBJECT TO THE REVIEW OF THE COUNTY ATTORNEY; AND FOR SUCH OTHER PURPOSES.

WHEREAS, Article IX, Section II, Paragraph V of the Georgia Constitution of 1983 authorizes counties to exercise the right of eminent domain; and

WHEREAS, O.C.G.A. § 32-3-1, *et seq.* provides for acquisition of property for public road purposes; and

WHEREAS, a map showing the location and design of said Project ("Project Plans") is on file with Hall County Public Works and Hall County Board of Commissioners Office; and

WHEREAS, said White Sulphur Road – Phase II Realignment Project (the "Project") is located in Gainesville District, G.M.D. 411 of Hall County, Georgia, and consists of the realignment of White Sulphur Road from the Blue Ridge Connector (Inland Port) to State Route 365 in order to improve traffic flow in the vicinity as a result of the Blue Ridge Connector (Inland Port); and

WHEREAS, the Hall County Board of Commissioners (the "Board of Commissioners") has determined that the Project is a public road purpose permitted by law; and

WHEREAS, the Board of Commissioners has further determined that in order to construct the Project it must acquire, by deed or by condemnation proceedings, certain rights of way and easements along certain properties along the proposed White Sulphur Road – Phase II Realignment Project; and

WHEREAS, portions of the properties necessary to be acquired for the Project are owned by Carol Ann Brown and Scott Gaines Puckett as Trustees and William and Patricia Puckett Irrevocable Trust, (hereinafter referred to as "Owner"); and

WHEREAS, Owner is the owner of property upon which a certain right of way shall be acquired for the Project, to wit: 3330 White Sulphur Road, Gainesville, GA 30501 (Parcel ID 15020A000009) and 3346 White Sulphur Road Gainesville, GA 30501 (Parcel ID 15020A000008); and

WHEREAS, a description of the entirety of the properties affected, owned by Owner, is attached hereto as **Attachment 1**, and by reference made a part hereof (said property being hereinafter sometimes referred to according to the Project Plans for the Project as Parcels 1 and 3; and

WHEREAS, Board of Commissioners has further determined that portions of Parcels 1 and

3 are necessary to be acquired in connection with the construction of the Project is attached hereto as **Attachment 2**, and by reference made a part hereof; and

WHEREAS, attached hereto as **Attachment 3**, and by reference made a part hereof, is a copy of the section of the Project Plans showing the right of way and easements proposed to be acquired by deed or by condemnation proceedings through, over, and across said Parcels 1 and 3 (the "Parcels 1 and 3 Property Rights").

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners, in regular session, that authority is hereby delegated to the Chairman of the Board of Commissioners, through his duly constituted nominees, and the law firm of Beck, Zwald & Associates, LLC, to proceed with the acquisition of Parcels 1 and 3 Property Rights in such manner as in the discretion of said Chairman of the Board may be necessary or proper for the construction of the Project, including by purchase, contract, or condemnation, and said Chairman of the Board is hereby authorized and directed to initiate such proceedings, perform such acts, and execute such papers as they may deem reasonably proper and necessary to carry out the intent of this Resolution.

RESOLVED FURTHER that the Board has obtained an appraisal from a qualified independent real estate appraiser which concludes that the estimated just and adequate compensation for the above described acquisition for Parcel 1 is **$10,000.00** and for Parcel 3 is **$22,400.00**, and that those amounts shall be paid into the registry of Hall County Superior Court for the benefit of the owner at the filing of any condemnation.

RESOLVED FURTHER that the Board hereby ratifies and approves the acquisition of any interests in property necessary and proper for the construction of the Project which may have been acquired prior to the effective date of this resolution.

RESOLVED FURTHER that if any paragraph, subparagraph, sentence, clause, phrase, or any portion of this Resolution shall be declared invalid or unconstitutional by any court of competent jurisdiction or if the provisions of any part of this Resolution as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Resolution not so held to be invalid. It is hereby declared to be the intent of the Board of Commissioners to provide for separable and divisible parts, and it does hereby adopt any and all parts hereof as may not be held invalid for any reason.

This Resolution is adopted in regular session of the Board of Commissioners, this 11th day of September, 2025, to become effective immediately upon its execution, the public health, safety, and general welfare demanding it.

HALL COUNTY BOARD OF COMMISSIONERS

_____
David Gibbs, Chairman

_____
Commissioner, District 1
Kathy Cooper

_____
Commissioner, District 2
Billy Powell

_____
Commissioner, District 3
Gregg Poole

_____
Commissioner, District 4
Jeff Stowe

_____
ATTEST:
Jennifer Rivera, County Clerk

(COUNTY SEAL)

Approved as to form:

_____
Interim County Attorney
Justin R. Lawhon

Attachment 1

(Legal Description of the Entirety of Owner's Property)

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15020A000009
PLAN PARCEL ID: PARCEL 1

OWNER: CAROL ANN BROWN AND SCOTT GAINES PUCKETT AS TRUSTEES AND WILLIAM AND PATRICIA PUCKETT IRREVOCABLE TRUST

3330 White Sulphur Rd

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15020A000008
PLAN PARCEL ID: PARCEL 3

OWNER: CAROL ANN BROWN AND SCOTT GAINES PUCKETT AS TRUSTEES AND WILLIAM AND PATRICIA PUCKETT IRREVOCABLE TRUST

3346 White Sulphur Rd

Attachment 2

(Legal Description of Right of Way)

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15020A000009
PLAN PARCEL ID: PARCEL 1

OWNER: CAROL ANN BROWN AND SCOTT GAINES PUCKETT AS TRUSTEES AND WILLIAM AND PATRICIA PUCKETT IRREVOCABLE TRUST

3330 White Sulphur Rd

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15020A000008
PLAN PARCEL ID: PARCEL 3

OWNER: CAROL ANN BROWN AND SCOTT GAINES PUCKETT AS TRUSTEES AND WILLIAM AND PATRICIA PUCKETT IRREVOCABLE TRUST

3346 White Sulphur Rd

Attachment 3

(Section of Project Plans Depicting Parcels 1 & 3 and Call Sheets for Parcels 1 & 3)

PI 140+66.89

BEGIN R/W ACQUISITION
STA 140+00.00
N 1584783.726
E 2418045.458

138+00
139+00
140+00
141+00
142+00
143+00

EXIST. R/W

WHITE SULPHUR ROAD

CURVE #01

90°00'00.0"

02
N/F
THE WILEY HEYWARD COLEY TRUST
SEE SHEET 60-0004

STA 143+50.00
N 1584749.933
E 2418388.858

DE10011
DE10080
DE10010
DE10007
DE15003
DE15007
DE10001
DE15001
DE15002
DE10002
DE15008
DE10003
DE10006
DE10005
DE10004
DE10022

REQ'D R/W

10' SHARED USE PATH

A-1

EXIST. R/W

MATCH LINE STA. 143+50.00 DRAWING No. 60-0005

CURVE# 01
PI 140+66.89
N 1,584,903.6594
E 2,418,048.2863
Δ 66°32'18.1" (RT)
D 09°32'57.47"
T 393.66'
L 696.79'
R 600.00'
E 117.62'
ed 0.0%
D.S. 35 mph

01
N/F
CAROL ANN BROWN TRUSTEE
SEE SHEET 60-0004

03
N/F
PATRICIA C PUCKETT
SEE SHEET 60-0004 &
60-0006

SCALE IN FEET
0 20 40 80

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS

HALL COUNTY
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP

PROJECT NO. 18095.001
COUNTY: 139
LAND LOT NO: N/A
LAND DISTRICT: N/A
GMD 403 & 411
DATE 04/18/2025 SH 03 OF 17

DRAWING No.
60-0003

GRWPLN-CE
11/05/2020

****
PARCEL 01 N/F CAROL ANN BROWN TRUSTEE
DE10001 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10001	28.270 R	14166.297	N 1584764.666 E 2418208.612	WHITE SULPHUR RD
ARC LENGTH = 109.93				
CHORD BEAR = S78.468°E				
LNTH CHORD = 109.86				
RADIUS = 916.80				
DEGREE = 6.250°				
DE15001	30.618 R	14281.982	N 1584742.703 E 2418316.258	WHITE SULPHUR RD
	23.301	S73.370°E		
DE15002	30.465 R	14306.535	N 1584736.034 E 2418338.584	WHITE SULPHUR RD
	1.588	S32.993°W		
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
ARC LENGTH = 132.31				
CHORD BEAR = N78.534°W				
LNTH CHORD = 132.01				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10003	32.000 R	14166.338	N 1584760.946 E 2418208.340	WHITE SULPHUR RD
	3.730	N4.188°E		
DE10001	28.270 R	14166.297	N 1584764.666 E 2418208.612	WHITE SULPHUR RD
REQD R/W = 238.697 SF				
REQD R/W = 0.005 ACRES				
REMAINDER = +/- 3.3 ACRES				

****
PARCEL 01 N/F CAROL ANN BROWN TRUSTEE
DE10001 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10003	32.000 R	14166.338	N 1584760.946 E 2418208.340	WHITE SULPHUR RD
ARC LENGTH = 132.31				
CHORD BEAR = S78.534°E				
LNTH CHORD = 132.01				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
	84.296	S32.993°W		
DE10004	113.000 R	14279.474	N 1584664.000 E 2418291.817	WHITE SULPHUR RD
ARC LENGTH = 40.16				
CHORD BEAR = N76.765°W				
LNTH CHORD = 40.15				
RADIUS = 487.00				
DEGREE = 11.765°				
DE10005	113.000 R	14230.000	N 1584673.190 E 2418252.738	WHITE SULPHUR RD
	92.419	N29.073°W		
DE10006	39.000 R	14166.417	N 1584753.964 E 2418207.829	WHITE SULPHUR RD
	7.000	N4.188°E		
DE10003	32.000 R	14166.338	N 1584760.946 E 2418208.340	WHITE SULPHUR RD
REQD EASMT = 7191.973 SF				
REQD EASMT = 0.165 ACRES				

****
PARCEL 02 N/F WILEY HEYWARD
DE10002 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10007	39.000 L	14175.931	N 1584830.762 E 2418224.446	WHITE SULPHUR RD
ARC LENGTH = 206.69				
CHORD BEAR = S75.024°E				
LNTH CHORD = 205.79				
RADIUS = 639.00				
DEGREE = 8.966°				
DE10008	39.000 L	14370.009	N 1584777.584 E 2418423.250	WHITE SULPHUR RD
	75.428	S65.758°E		
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
	0.236	S40.639°W		
DE15004	38.774 L	14445.371	N 1584746.434 E 2418491.873	WHITE SULPHUR RD
ARC LENGTH = 17.49				
CHORD BEAR = N65.479°W				
LNTH CHORD = 17.49				
RADIUS = 2144.26				
DEGREE = 2.672°				
DE15005	38.859 L	14427.878	N 1584753.694 E 2418475.957	WHITE SULPHUR RD
	23.227	N66.536°W		
DE15006	38.543 L	14404.653	N 1584762.943 E 2418454.651	WHITE SULPHUR RD
	85.459	N68.845°W		
DE15007	35.965 L	14322.134	N 1584793.785 E 2418374.951	WHITE SULPHUR RD
ARC LENGTH = 153.09				
CHORD BEAR = N76.164°W				
LNTH CHORD = 152.81				
RADIUS = 735.56				
DEGREE = 7.789°				
DE15003	38.783 L	14177.958	N 1584830.328 E 2418226.571	WHITE SULPHUR RD
ARC LENGTH = 2.17				
CHORD BEAR = N78.442°W				
LNTH CHORD = 2.17				
RADIUS = 735.59				
DEGREE = 7.789°				
DE10007	39.000 L	14175.931	N 1584830.762 E 2418224.446	WHITE SULPHUR RD
REQD R/W = 524.281 SF				
REQD R/W = 0.012 ACRES				
REMAINDER = +/- 2.9 ACRES				

****
PARCEL 02 N/F WILEY HEYWARD
DE10002 PESMT
EASM'T. FOR CONST. AND MAINT. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10010	47.859 L	14100.000	N 1584842.556 E 2418143.449	WHITE SULPHUR RD
	6.163	N68.382°E		
DE10080	50.000 L	14105.344	N 1584844.827 E 2418149.178	WHITE SULPHUR RD
ARC LENGTH = 286.72				
CHORD BEAR = S78.395°E				
LNTH CHORD = 284.40				
RADIUS = 650.00				
DEGREE = 8.815°				
DE10014	50.000 L	14370.009	N 1584787.614 E 2418427.766	WHITE SULPHUR RD
	78.665	S65.758°E		
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
	11.466	S40.639°W		
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
	75.428	N65.758°W		
DE10008	39.000 L	14370.009	N 1584777.584 E 2418423.250	WHITE SULPHUR RD
ARC LENGTH = 206.69				
CHORD BEAR = N75.024°W				
LNTH CHORD = 205.79				
RADIUS = 639.00				
DEGREE = 8.966°				
DE10007	39.000 L	14175.931	N 1584830.762 E 2418224.446	WHITE SULPHUR RD
ARC LENGTH = 81.89				
CHORD BEAR = N81.716°W				
LNTH CHORD = 81.85				
RADIUS = 735.59				
DEGREE = 7.789°				
DE10010	47.859 L	14100.000	N 1584842.556 E 2418143.449	WHITE SULPHUR RD
REQD EASMT = 3681.173 SF				
REQD EASMT = 0.085 ACRES				

****
PARCEL 02 N/F WILEY HEYWARD
DE10002 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10080	50.000 L	14105.344	N 1584844.827 E 2418149.178	WHITE SULPHUR RD
	117.477	N68.382°E		
DE10011	100.000 L	14200.000	N 1584888.107 E 2418258.392	WHITE SULPHUR RD
ARC LENGTH = 175.04				
CHORD BEAR = S74.829°E				
LNTH CHORD = 174.58				
RADIUS = 700.00				
DEGREE = 8.185°				
DE10012	100.000 L	14350.034	N 1584842.418 E 2418426.891	WHITE SULPHUR RD
	112.515	S55.719°E		
DE10013	80.000 L	14457.502	N 1584779.044 E 2418519.861	WHITE SULPHUR RD
	31.272	S40.639°W		
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
	78.665	N65.758°W		
DE10014	50.000 L	14370.009	N 1584787.614 E 2418427.766	WHITE SULPHUR RD
ARC LENGTH = 286.68				
CHORD BEAR = N78.395°W				
LNTH CHORD = 284.40				
RADIUS = 655.72				
DEGREE = 8.738°				
DE10080	50.000 L	14105.344	N 1584844.827 E 2418149.178	WHITE SULPHUR RD
REQD EASMT = 15120.637 SF				
REQD EASMT = 0.347 ACRES				

****
PARCEL 03 N/F PATRICIA C PUCKETT
DE10003 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE15002	30.465 R	14306.535	N 1584736.034 E 2418338.584	WHITE SULPHUR RD
ARC LENGTH = 33.43				
CHORD BEAR = S70.394°E				
LNTH CHORD = 33.42				
RADIUS = 575.64				
DEGREE = 9.953°				
DE15008	30.315 R	14341.746	N 1584724.819 E 2418370.070	WHITE SULPHUR RD
ARC LENGTH = 178.32				
CHORD BEAR = S65.376°E				
LNTH CHORD = 178.26				
RADIUS = 1980.56				
DEGREE = 2.893°				
DE15009	31.333 R	14523.115	N 1584650.546 E 2418532.116	WHITE SULPHUR RD
	0.673	S34.799°W		
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
ARC LENGTH = 30.08				
CHORD BEAR = N64.240°W				
LNTH CHORD = 30.08				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10017	32.000 R	14491.243	N 1584663.067 E 2418504.641	WHITE SULPHUR RD
	121.234	N65.758°W		
DE10016	32.000 R	14370.009	N 1584712.845 E 2418394.098	WHITE SULPHUR RD
ARC LENGTH = 60.50				
CHORD BEAR = N68.809°W				
LNTH CHORD = 60.47				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
	1.588	N32.993°E		
DE15002	30.465 R	14306.535	N 1584736.034 E 2418338.584	WHITE SULPHUR RD
REQD R/W = 387.920 SF				
REQD R/W = 0.009 ACRES				
REMAINDER = +/- 1.8 ACRES				

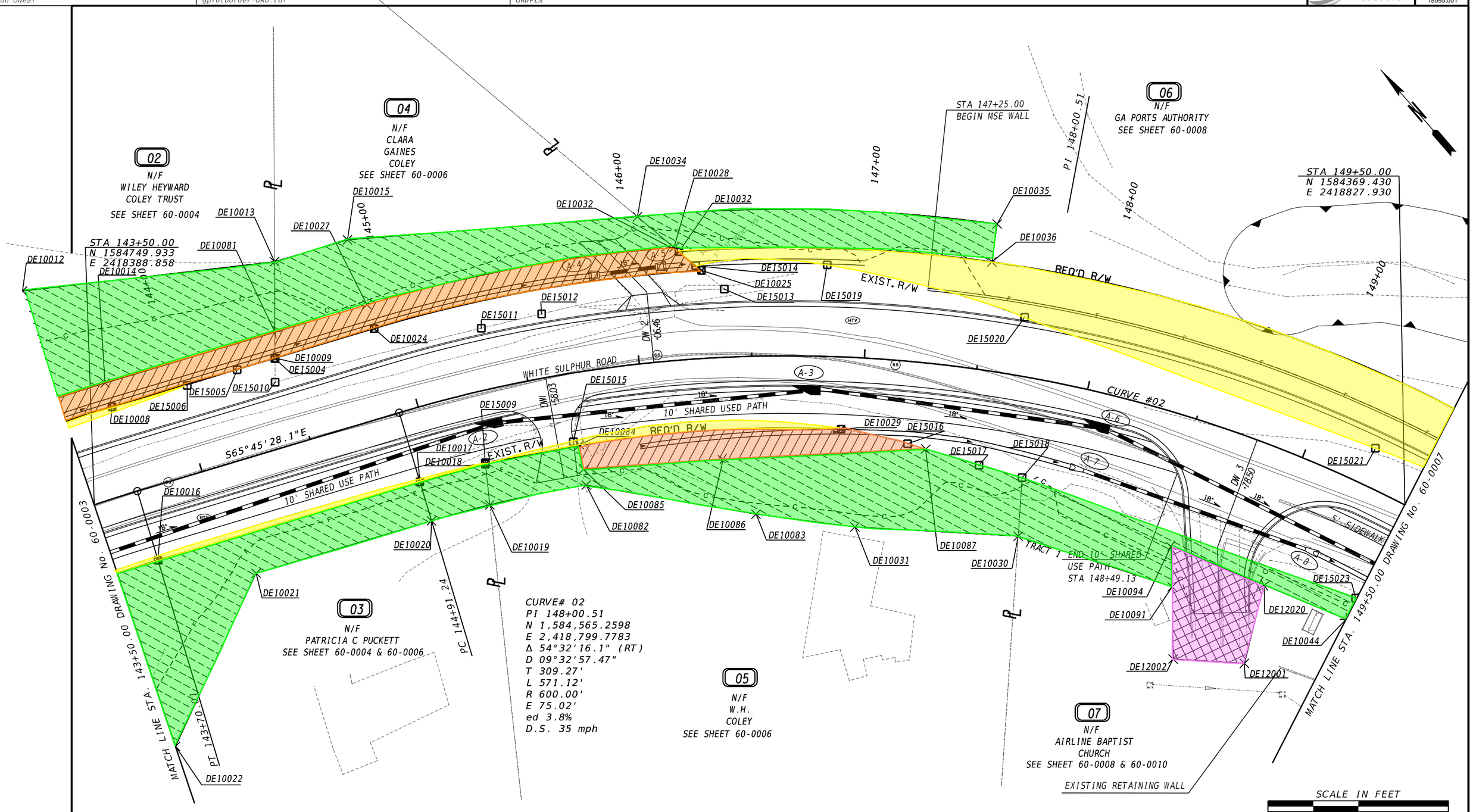
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS

HALL COUNTY
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP
PROJECT NO. 18095.001
COUNTY: 139
LAND LOT NO: N/A
LAND DISTRICT: N/A
GMD 403 & 411
DATE 04/18/2025 SH 04 OF 17
DRAWING No. 60-0004

GRWPLN-CE
11/05/2020



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS

HALL COUNTY
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP

PROJECT NO. 18095.001
COUNTY: 139
LAND LOT NO: N/A
LAND DISTRICT:N/A
GMD 403 & 411
DATE 04/18/2025 SH 05 OF 17

DRAWING No.
60-0005

GRWPLN-CE
11/05/2020

****
PARCEL 03 N/F PATRICIA C PUCKETT
DE10003 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
ARC LENGTH = 60.50				
CHORD BEAR = S68.809°E				
LNTH CHORD = 60.47				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10016	32.000 R	14370.009	N 1584712.845 E 2418394.098	WHITE SULPHUR RD
	121.234	S65.758°E		
DE10017	32.000 R	14491.243	N 1584663.067 E 2418504.641	WHITE SULPHUR RD
ARC LENGTH = 30.08				
CHORD BEAR = S64.240°E				
LNTH CHORD = 30.08				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
	18.161	S34.799°W		
DE10019	50.000 R	14520.428	N 1584635.080 E 2418521.367	WHITE SULPHUR RD
ARC LENGTH = 26.75				
CHORD BEAR = N64.364°W				
LNTH CHORD = 26.75				
RADIUS = 550.00				
DEGREE = 10.417°				
DE10020	50.000 R	14491.243	N 1584646.654 E 2418497.250	WHITE SULPHUR RD
	81.243	N65.761°W		
DE10021	50.005 R	14410.000	N 1584680.008 E 2418423.169	WHITE SULPHUR RD
	84.642	S65.872°W		
DE10022	113.000 R	14350.000	N 1584645.408 E 2418345.922	WHITE SULPHUR RD
	57.210	N71.036°W		
DE10004	113.000 R	14279.474	N 1584664.000 E 2418291.817	WHITE SULPHUR RD
	84.296	N32.993°E		
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
REQD EASMT = 8904.672 SF				
REQD EASMT = 0.204 ACRES				

****
PARCEL 04 N/F CLARA GAINES COLEY
DE10004 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE15010	28.744 L	14442.419	N 1584738.501 E 2418485.064	WHITE SULPHUR RD
	10.691	N40.639°E		
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
	45.806	S65.758°E		
DE10024	39.000 L	14491.243	N 1584727.806 E 2418533.793	WHITE SULPHUR RD
ARC LENGTH = 147.80				
CHORD BEAR = S59.132°E				
LNTH CHORD = 147.47				
RADIUS = 639.00				
DEGREE = 8.966°				
DE10025	39.000 L	14630.018	N 1584652.146 E 2418660.370	WHITE SULPHUR RD
	13.033	S9.762°E		
DE15013	30.227 L	14639.130	N 1584639.302 E 2418662.580	WHITE SULPHUR RD
ARC LENGTH = 81.92				
CHORD BEAR = N56.832°W				
LNTH CHORD = 81.72				
RADIUS = 343.84				
DEGREE = 16.664°				
DE15012	28.120 L	14561.167	N 1584684.012 E 2418594.171	WHITE SULPHUR RD
	27.487	N62.386°W		
DE15011	27.136 L	14534.904	N 1584696.753 E 2418569.815	WHITE SULPHUR RD
ARC LENGTH = 94.48				
CHORD BEAR = N63.775°W				
LNTH CHORD = 94.48				
RADIUS = 2038.93				
DEGREE = 2.810°				
DE15010	28.744 L	14442.419	N 1584738.501 E 2418485.064	WHITE SULPHUR RD
REQD R/W = 2077.597 SF				
REQD R/W = 0.048 ACRES				
REMAINDER = +/- 0.41 ACRES				

****
PARCEL 04 N/F CLARA GAINES COLEY
DE10004 PESMT
EASM'T. FOR CONST. AND MAINT. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
	11.466	N40.639°E		
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
	42.569	S65.758°E		
DE10027	50.000 L	14491.243	N 1584737.836 E 2418538.309	WHITE SULPHUR RD
ARC LENGTH = 138.77				
CHORD BEAR = S59.642°E				
LNTH CHORD = 138.51				
RADIUS = 650.00				
DEGREE = 8.815°				
DE10028	50.000 L	14619.341	N 1584667.832 E 2418657.826	WHITE SULPHUR RD
	12.527	S9.064°E		
DE15014	41.288 L	14627.706	N 1584655.462 E 2418659.800	WHITE SULPHUR RD
	3.365	S9.762°E		
DE10025	39.000 L	14630.018	N 1584652.146 E 2418660.370	WHITE SULPHUR RD
ARC LENGTH = 147.80				
CHORD BEAR = N59.132°W				
LNTH CHORD = 147.47				
RADIUS = 639.00				
DEGREE = 8.966°				
DE10024	39.000 L	14491.243	N 1584727.806 E 2418533.793	WHITE SULPHUR RD
	45.806	N65.758°W		
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
REQD EASMT = 2061.728 SF				
REQD EASMT = 0.047 ACRES				

****
PARCEL 04 N/F CLARA GAINES COLEY
DE10004 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
	31.272	N40.639°E		
DE10013	80.000 L	14457.502	N 1584779.044 E 2418519.861	WHITE SULPHUR RD
	33.741	S65.758°E		
DE10015	80.000 L	14491.243	N 1584765.190 E 2418550.627	WHITE SULPHUR RD
	128.974	S53.644°E		
DE10034	65.000 L	14605.713	N 1584688.734 E 2418654.497	WHITE SULPHUR RD
	21.166	S9.051°E		
DE10028	50.000 L	14619.341	N 1584667.832 E 2418657.826	WHITE SULPHUR RD
ARC LENGTH = 138.77				
CHORD BEAR = N59.642°W				
LNTH CHORD = 138.51				
RADIUS = 650.00				
DEGREE = 8.815°				
DE10027	50.000 L	14491.243	N 1584737.836 E 2418538.309	WHITE SULPHUR RD
	42.569	N65.758°W		
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
REQD EASMT = 3826.878 SF				
REQD EASMT = 0.088 ACRES				

****
PARCEL 05 N/F W.H.COLEY
DE10005 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE15009	31.333 R	14523.115	N 1584650.546 E 2418532.116	WHITE SULPHUR RD
	40.153	S62.457°E		
DE15015	30.097 R	14565.423	N 1584631.979 E 2418567.718	WHITE SULPHUR RD
ARC LENGTH = 119.71				
CHORD BEAR = S51.768°E				
LNTH CHORD = 118.84				
RADIUS = 285.47				
DEGREE = 20.071°				
DE10029	32.000 R	14690.958	N 1584558.437 E 2418661.066	WHITE SULPHUR RD
ARC LENGTH = 158.98				
CHORD BEAR = N54.705°W				
LNTH CHORD = 158.46				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
	0.673	N34.799°E		
DE15009	31.333 R	14523.115	N 1584650.546 E 2418532.116	WHITE SULPHUR RD
REQD R/W = 405.034 SF				
REQD R/W = 0.009 ACRES				
REMAINDER = +/- 3.1 ACRES				

****
PARCEL 5 N/F W.H.COLEY
DE10005 PESMT
EASM'T. FOR DRAINAGE & CONST. AND MAINT. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10084	32.000 R	14568.000	N 1584629.081 E 2418568.810	WHITE SULPHUR RD
ARC LENGTH = 116.40				
CHORD BEAR = S52.557°E				
LNTH CHORD = 116.20				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10029	32.000 R	14690.958	N 1584558.437 E 2418661.066	WHITE SULPHUR RD
ARC LENGTH = 30.19				
CHORD BEAR = S36.725°E				
LNTH CHORD = 30.17				
RADIUS = 285.47				
DEGREE = 20.071°				
DE15016	36.435 R	14722.613	N 1584534.252 E 2418679.109	WHITE SULPHUR RD
	8.319	S32.408°E		
DE10087	38.000 R	14731.324	N 1584527.229 E 2418683.567	WHITE SULPHUR RD
	89.836	N51.885°W		
DE10086	45.000 R	14635.000	N 1584582.679 E 2418612.886	WHITE SULPHUR RD
	62.087	N53.386°W		
DE10085	43.000 R	14568.000	N 1584619.709 E 2418563.051	WHITE SULPHUR RD
	11.000	N31.572°E		
DE10084	32.000 R	14568.000	N 1584629.081 E 2418568.810	WHITE SULPHUR RD
REQD EASMT = 1651.138 SF				
REQD EASMT = 0.038 ACRES				

****
PARCEL 5 N/F W.H.COLEY
DE10005 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
ARC LENGTH = 42.58				
CHORD BEAR = S60.576°E				
LNTH CHORD = 42.57				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10084	32.000 R	14568.000	N 1584629.081 E 2418568.810	WHITE SULPHUR RD
	11.000	S31.572°W		
DE10085	43.000 R	14568.000	N 1584619.709 E 2418563.051	WHITE SULPHUR RD
	62.087	S53.386°E		
DE10086	45.000 R	14635.000	N 1584582.679 E 2418612.886	WHITE SULPHUR RD
	89.836	S51.885°E		
DE10087	38.000 R	14731.324	N 1584527.229 E 2418683.567	WHITE SULPHUR RD
	24.760	S32.408°E		
DE15017	41.948 R	14757.514	N 1584506.325 E 2418696.837	WHITE SULPHUR RD
	19.868	S32.840°E		
DE15018	44.189 R	14778.783	N 1584489.632 E 2418707.612	WHITE SULPHUR RD
	26.011	S44.754°W		
DE10030	70.000 R	14782.344	N 1584471.161 E 2418689.298	WHITE SULPHUR RD
	72.509	N45.836°W		
DE10031	75.000 R	14700.000	N 1584521.679 E 2418637.284	WHITE SULPHUR RD
	44.229	N41.725°W		
DE10083	70.000 R	14650.000	N 1584554.689 E 2418607.847	WHITE SULPHUR RD
	76.394	N39.372°W		
DE10082	50.000 R	14568.000	N 1584613.745 E 2418559.386	WHITE SULPHUR RD
ARC LENGTH = 43.61				
CHORD BEAR = N60.699°W				
LNTH CHORD = 43.60				
RADIUS = 550.00				
DEGREE = 10.417°				
DE10019	50.000 R	14520.428	N 1584635.080 E 2418521.367	WHITE SULPHUR RD
	18.161	N34.799°E		
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
REQD EASMT = 5671.517 SF				
REQD EASMT = 0.130 ACRES				

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS

HALL COUNTY
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP
PROJECT NO. 18095.001
COUNTY: 139
LAND LOT NO: N/A
LAND DISTRICT: N/A
GMD 403 & 411
DATE 04/18/2025 SH 06 OF 17
DRAWING No. 60-0006

GRWPLN-CE
11/05/2020

GEORGIA, HALL COUNTY.

I, JENNIFER RIVERA, do hereby certify that I am the Clerk of the Board of Commissioners of Hall County, Georgia.

I further certify that the foregoing pages constitute a true, correct, and exact copy of a Resolution passed by the Board of Commissioners on September 11, 2025, and that the original of said Resolution is on file in the Hall County Commission Office, Hall County Government Center, 2875 Browns Bridge Road, Gainesville, Georgia 30504.

Given under my hand and seal of Hall County, Georgia this _____ day of _____,
2025.

JENNIFER RIVERA
Clerk of the Board of Commissioners of
Hall County, Georgia.

(SEAL OF HALL COUNTY)

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 544/2025

SUBJECT: Approval and authorization for the Chairman and Board of Commissioners to execute a resolution authorizing the exercise of the power of eminent domain, for public road purposes, with regard to the White Sulphur Road Phase II Realignment Project, Parcels 2, 4, and 5, Hall County Tax Parcel Numbers 150019000109, 15019A002105A, and15020A000008B, and also known as White Sulphur Road, 3355 White Sulphur Road, and 3354 White Sulphur Road, presently owned by Neva C. Latty and Kevin Ward Coley as Trustees of the Wiley Heyward Coley Irrevocable Trust, and further authorization for the Chairman to execute any and all additional documents necessary to effectuate the exercise of the power of eminent domain with regard to such parcels, subject to review and approval by the County Attorney. Commission District 3.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: JS

Recommendation:
Approve

Purpose of Request:

History:

Approval and authorization for the Chairman and Board of Commissioners to execute a resolution authorizing the exercise of the power of eminent domain, for public road purposes, with regard to the White Sulphur Road Phase II Realignment Project, Parcels 2, 4, and 5, Hall County Tax Parcel Numbers 150019000109, 15019A002105A, and15020A000008B, and also known as White Sulphur Road, 3355 White Sulphur Road, and 3354 White Sulphur Road, presently owned by Neva C. Latty and Kevin Ward Coley as Trustees of the Wiley Heyward Coley Irrevocable Trust, and further authorization for the Chairman to execute any and all additional documents necessary to effectuate the exercise of the power of eminent domain with regard to such parcels, subject to review and approval by the County Attorney.

Hall County previously authorized resolutions for condemnation regarding White Sulphur Rd. – Phase I. The County's land acquisition agent has engaged in negotiations with the property owner to arrive at just and adequate compensation for the portion of the property to be acquired. Negotiations have been unsuccessful to date. Condemnation is necessary in order to comply with the timeline for construction of the project.

Facts and Issues:

The White Sulphur Phase II project consists of intersection improvements at SR 365 and White Sulphur Rd. along with increasing travel lanes from SR 365 to the Inland Port from 1 to 3. This brings to a total of 3 travel lanes along this section.

Options:

Funding Requested	$ 83,600.00
Are funds within current budget?	No
Source of Funds	SPLOST VIII
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Budget	Finance
JW	JS	DA	EW

Attorney	Administration	Clerk
JL	CR	JR

Attachments:

Financial Supplement
Resolution

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 544/2025

Funds Requested: $ 83,600.00

Request Budgeted: No

Proposed Source of Funding:

SPLOST VIII

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
2023	324-SPLOST VIII	4971-ENGINEERING	541100-LAND	$83,600.00

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions:

Phone:

RESOLUTION
(Parcel Nos. 02, 04, and 05)

A RESOLUTION TO AUTHORIZE BECK, ZWALD & ASSOCIATES, LLC, AS SPECIAL COUNSEL TO HALL COUNTY, TO PROCEED WITH THE ACQUISITION BY DEED OR BY CONDEMNATION OF THAT CERTAIN PROPERTY OWNED BY NEVA C. LATTY AND KEVIN WARD COLEY AS TRUSTEES OF THE WILEY HEYWARD COLEY IRREVOCABLE TRUST, FOR PUBLIC ROAD PURPOSES; TO AUTHORIZE THE CHAIRMAN OF THE BOARD OF COMMISSIONERS TO EXECUTE ANY DOCUMENTS NECESSARY AND PROPER FOR THE ACQUISITION OF SAID PROPERTY, SUBJECT TO THE REVIEW OF THE COUNTY ATTORNEY; AND FOR SUCH OTHER PURPOSES.

WHEREAS, Article IX, Section II, Paragraph V of the Georgia Constitution of 1983 authorizes counties to exercise the right of eminent domain; and

WHEREAS, O.C.G.A. § 32-3-1, *et seq.* provides for acquisition of property for public road purposes; and

WHEREAS, a map showing the location and design of said Project ("Project Plans") is on file with Hall County Public Works and Hall County Board of Commissioners Office; and

WHEREAS, said White Sulphur Road – Phase II Realignment Project (the "Project") is located in Gainesville District, G.M.D. 403 and 411 of Hall County, Georgia, and consists of the realignment of White Sulphur Road from the Blue Ridge Connector (Inland Port) to State Route 365 in order to improve traffic flow in the vicinity as a result of the Blue Ridge Connector (Inland Port); and

WHEREAS, the Hall County Board of Commissioners (the "Board of Commissioners") has determined that the Project is a public road purpose permitted by law; and

WHEREAS, the Board of Commissioners has further determined that in order to construct the Project it must acquire, by deed or by condemnation proceedings, certain rights of way and easements along certain properties along the proposed White Sulphur Road – Phase II Realignment Project; and

WHEREAS, portions properties necessary to be acquired for the Project are owned by Neva C. Latty and Kevin Ward Coley as Trustees of the Wiley Heyward Coley Irrevocable Trust, (hereinafter referred to as "Owner"); and

WHEREAS, Owner is the owner of property upon which a certain right of way shall be acquired for the Project, to wit: 0 White Sulphur Road, Gainesville, GA 30501 (Parcel ID 15019000109), 3355 White Sulphur Road Gainesville, GA 30501 (Parcel ID 15019A002105A), and 3354 White Sulphur Road Gainesville, GA 30501 (Parcel ID 15020A000008B) and;

WHEREAS, a description of the entirety of the properties affected, which is owned by Owner, is attached hereto as **Attachment 1**, and by reference made a part hereof (said property being hereinafter sometimes referred to according to the Project Plans for the Project as Parcels 2, 4 and 5; and

WHEREAS, Board of Commissioners has further determined that portions of Parcels 2, 4 and 5 necessary to be acquired in connection with the construction of the Project is attached hereto as **Attachment 2**, and by reference made a part hereof; and

WHEREAS, attached hereto as **Attachment 3**, and by reference made a part hereof, is a copy of the section of the Project Plans showing the right of way and easements proposed to be acquired by deed or by condemnation proceedings through, over, and across said Parcels 2, 4 and 5 (the "Parcel 2, 4, and 5 Property Rights").

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners, in regular session, that authority is hereby delegated to the Chairman of the Board of Commissioners, through his duly constituted nominees, and the law firm of Beck, Zwald & Associates, LLC, to proceed with the acquisition of Parcels 2, 4, and 5 Property Rights in such manner as in the discretion of said Chairman of the Board may be necessary or proper for the construction of the Project, including by purchase, contract, or condemnation, and said Chairman of the Board is hereby authorized and directed to initiate such proceedings, perform such acts, and execute such papers as they may deem reasonably proper and necessary to carry out the intent of this Resolution.

RESOLVED FURTHER that the Board has obtained an appraisal from a qualified independent real estate appraiser which concludes that the estimated just and adequate compensation for the above described acquisition for Parcel 2 is **$42,100.00**, for Parcel 4 is **$24,100.00**, and for Parcel 5 is **$17,400.00**, and that those amounts shall be paid into the registry of Hall County Superior Court for the benefit of the owner at the filing of any condemnation.

RESOLVED FURTHER that the Board hereby ratifies and approves the acquisition of any interests in property necessary and proper for the construction of the Project which may have been acquired prior to the effective date of this resolution.

RESOLVED FURTHER that if any paragraph, subparagraph, sentence, clause, phrase, or any portion of this Resolution shall be declared invalid or unconstitutional by any court of competent jurisdiction or if the provisions of any part of this Resolution as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Resolution not so held to be invalid. It is hereby declared to be the intent of the Board of Commissioners to provide for separable and divisible parts, and it does hereby adopt any and all parts hereof as may not be held invalid for any reason.

This Resolution is adopted in regular session of the Board of Commissioners, this 11th day of September, 2025, to become effective immediately upon its execution, the public health, safety, and general welfare demanding it.

HALL COUNTY BOARD OF COMMISSIONERS

_____
David Gibbs, Chairman

_____
Commissioner, District 1
Kathy Cooper

_____
Commissioner, District 2
Billy Powell

_____
Commissioner, District 3
Gregg Poole

_____
Commissioner, District 4
Jeff Stowe

_____
ATTEST:
Jennifer Rivera, County Clerk

(COUNTY SEAL)

Approved as to form:

_____
Interim County Attorney
Justin R. Lawhon

Attachment 1

(Legal Description of the Entirety of Owner's Property)

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15019000109
PLAN PARCEL ID: PARCEL 2

OWNER: NEVA C. LATTY AND KEVIN WARD COLEY AS TRUSTEES OF THE WILEY HEYWARD COLEY IRREVOCABLE TRUST

0 White Sulphur Rd

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15019A002105A
PLAN PARCEL ID: PARCEL 4

OWNER: NEVA C. LATTY AND KEVIN WARD COLEY AS TRUSTEES OF THE WILEY HEYWARD COLEY IRREVOCABLE TRUST

3355 White Sulphur Rd

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15020A000008B
PLAN PARCEL ID: PARCEL 5

OWNER: NEVA C. LATTY AND KEVIN WARD COLEY AS TRUSTEES OF THE WILEY HEYWARD COLEY IRREVOCABLE TRUST

3354 White Sulphur Rd

Attachment 2

(Legal Description of Right of Way)

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15019000109
PLAN PARCEL ID: PARCEL 2

OWNER: NEVA C. LATTY AND KEVIN WARD COLEY AS TRUSTEES OF THE WILEY HEYWARD COLEY IRREVOCABLE TRUST

0 White Sulphur Rd

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15019A002105A
PLAN PARCEL ID: PARCEL 4

OWNER: NEVA C. LATTY AND KEVIN WARD COLEY AS TRUSTEES OF THE WILEY HEYWARD COLEY IRREVOCABLE TRUST

3355 White Sulphur Rd

STATE OF GEORGIA
COUNTY OF HALL

PROJECT: WHITE SULPHUR ROAD PHASE II
TAX PARCEL ID: 15020A000008B
PLAN PARCEL ID: PARCEL 5

OWNER: NEVA C. LATTY AND KEVIN WARD COLEY AS TRUSTEES OF THE WILEY HEYWARD COLEY IRREVOCABLE TRUST

3354 White Sulphur Rd

Attachment 3

(Section of Project Plans Depicting Parcels 2, 4, & 5 and Call Sheets for Parcels 2, 4, & 5)

PI 140+66.89

BEGIN R/W ACQUISITION
STA 140+00.00
N 1584783.726
E 2418045.458

138+00
139+00
140+00
141+00
142+00
143+00

EXIST. R/W

WHITE SULPHUR ROAD

CURVE #01

90°00'00.0"

02
N/F
THE WILEY HEYWARD COLEY TRUST
SEE SHEET 60-0004

STA 143+50.00
N 1584749.933
E 2418388.858

DE10011
DE10080
DE10010
DE10007
DE15003
DE15007
DE10001
DE15001
DE15002
DE10002
DE15008
DE10003
DE10006
DE10005
DE10004
DE10022

REQ'D R/W

10' SHARED USE PATH

A-1

EXIST. R/W

MATCH LINE STA. 143+50.00 DRAWING No. 60-0005

CURVE# 01
PI 140+66.89
N 1,584,903.6594
E 2,418,048.2863
Δ 66°32'18.1" (RT)
D 09°32'57.47"
T 393.66'
L 696.79'
R 600.00'
E 117.62'
ed 0.0%
D.S. 35 mph

01
N/F
CAROL ANN BROWN TRUSTEE
SEE SHEET 60-0004

03
N/F
PATRICIA C PUCKETT
SEE SHEET 60-0004 &
60-0006

SCALE IN FEET
0 20 40 80

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS

HALL COUNTY
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP

PROJECT NO. 18095.001
COUNTY: 139
LAND LOT NO: N/A
LAND DISTRICT: N/A
GMD 403 & 411
DATE 04/18/2025 SH 03 OF 17

DRAWING No.
60-0003

GRWPLN-CE
11/05/2020

****
PARCEL 01 N/F CAROL ANN BROWN TRUSTEE
DE10001 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10001	28.270 R	14166.297	N 1584764.666 E 2418208.612	WHITE SULPHUR RD
ARC LENGTH = 109.93				
CHORD BEAR = S78.468°E				
LNTH CHORD = 109.86				
RADIUS = 916.80				
DEGREE = 6.250°				
DE15001	30.618 R	14281.982	N 1584742.703 E 2418316.258	WHITE SULPHUR RD
	23.301	S73.370°E		
DE15002	30.465 R	14306.535	N 1584736.034 E 2418338.584	WHITE SULPHUR RD
	1.588	S32.993°W		
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
ARC LENGTH = 132.31				
CHORD BEAR = N78.534°W				
LNTH CHORD = 132.01				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10003	32.000 R	14166.338	N 1584760.946 E 2418208.340	WHITE SULPHUR RD
	3.730	N4.188°E		
DE10001	28.270 R	14166.297	N 1584764.666 E 2418208.612	WHITE SULPHUR RD
REQD R/W = 238.697 SF				
REQD R/W = 0.005 ACRES				
REMAINDER = +/- 3.3 ACRES				

****
PARCEL 01 N/F CAROL ANN BROWN TRUSTEE
DE10001 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10003	32.000 R	14166.338	N 1584760.946 E 2418208.340	WHITE SULPHUR RD
ARC LENGTH = 132.31				
CHORD BEAR = S78.534°E				
LNTH CHORD = 132.01				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
	84.296	S32.993°W		
DE10004	113.000 R	14279.474	N 1584664.000 E 2418291.817	WHITE SULPHUR RD
ARC LENGTH = 40.16				
CHORD BEAR = N76.765°W				
LNTH CHORD = 40.15				
RADIUS = 487.00				
DEGREE = 11.765°				
DE10005	113.000 R	14230.000	N 1584673.190 E 2418252.738	WHITE SULPHUR RD
	92.419	N29.073°W		
DE10006	39.000 R	14166.417	N 1584753.964 E 2418207.829	WHITE SULPHUR RD
	7.000	N4.188°E		
DE10003	32.000 R	14166.338	N 1584760.946 E 2418208.340	WHITE SULPHUR RD
REQD EASMT = 7191.973 SF				
REQD EASMT = 0.165 ACRES				

****
PARCEL 02 N/F WILEY HEYWARD
DE10002 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10007	39.000 L	14175.931	N 1584830.762 E 2418224.446	WHITE SULPHUR RD
ARC LENGTH = 206.69				
CHORD BEAR = S75.024°E				
LNTH CHORD = 205.79				
RADIUS = 639.00				
DEGREE = 8.966°				
DE10008	39.000 L	14370.009	N 1584777.584 E 2418423.250	WHITE SULPHUR RD
	75.428	S65.758°E		
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
	0.236	S40.639°W		
DE15004	38.774 L	14445.371	N 1584746.434 E 2418491.873	WHITE SULPHUR RD
ARC LENGTH = 17.49				
CHORD BEAR = N65.479°W				
LNTH CHORD = 17.49				
RADIUS = 2144.26				
DEGREE = 2.672°				
DE15005	38.859 L	14427.878	N 1584753.694 E 2418475.957	WHITE SULPHUR RD
	23.227	N66.536°W		
DE15006	38.543 L	14404.653	N 1584762.943 E 2418454.651	WHITE SULPHUR RD
	85.459	N68.845°W		
DE15007	35.965 L	14322.134	N 1584793.785 E 2418374.951	WHITE SULPHUR RD
ARC LENGTH = 153.09				
CHORD BEAR = N76.164°W				
LNTH CHORD = 152.81				
RADIUS = 735.56				
DEGREE = 7.789°				
DE15003	38.783 L	14177.958	N 1584830.328 E 2418226.571	WHITE SULPHUR RD
ARC LENGTH = 2.17				
CHORD BEAR = N78.442°W				
LNTH CHORD = 2.17				
RADIUS = 735.59				
DEGREE = 7.789°				
DE10007	39.000 L	14175.931	N 1584830.762 E 2418224.446	WHITE SULPHUR RD
REQD R/W = 524.281 SF				
REQD R/W = 0.012 ACRES				
REMAINDER = +/- 2.9 ACRES				

****
PARCEL 02 N/F WILEY HEYWARD
DE10002 PESMT
EASM'T. FOR CONST. AND MAINT. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10010	47.859 L	14100.000	N 1584842.556 E 2418143.449	WHITE SULPHUR RD
	6.163	N68.382°E		
DE10080	50.000 L	14105.344	N 1584844.827 E 2418149.178	WHITE SULPHUR RD
ARC LENGTH = 286.72				
CHORD BEAR = S78.395°E				
LNTH CHORD = 284.40				
RADIUS = 650.00				
DEGREE = 8.815°				
DE10014	50.000 L	14370.009	N 1584787.614 E 2418427.766	WHITE SULPHUR RD
	78.665	S65.758°E		
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
	11.466	S40.639°W		
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
	75.428	N65.758°W		
DE10008	39.000 L	14370.009	N 1584777.584 E 2418423.250	WHITE SULPHUR RD
ARC LENGTH = 206.69				
CHORD BEAR = N75.024°W				
LNTH CHORD = 205.79				
RADIUS = 639.00				
DEGREE = 8.966°				
DE10007	39.000 L	14175.931	N 1584830.762 E 2418224.446	WHITE SULPHUR RD
ARC LENGTH = 81.89				
CHORD BEAR = N81.716°W				
LNTH CHORD = 81.85				
RADIUS = 735.59				
DEGREE = 7.789°				
DE10010	47.859 L	14100.000	N 1584842.556 E 2418143.449	WHITE SULPHUR RD
REQD EASMT = 3681.173 SF				
REQD EASMT = 0.085 ACRES				

****
PARCEL 02 N/F WILEY HEYWARD
DE10002 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10080	50.000 L	14105.344	N 1584844.827 E 2418149.178	WHITE SULPHUR RD
	117.477	N68.382°E		
DE10011	100.000 L	14200.000	N 1584888.107 E 2418258.392	WHITE SULPHUR RD
ARC LENGTH = 175.04				
CHORD BEAR = S74.829°E				
LNTH CHORD = 174.58				
RADIUS = 700.00				
DEGREE = 8.185°				
DE10012	100.000 L	14350.034	N 1584842.418 E 2418426.891	WHITE SULPHUR RD
	112.515	S55.719°E		
DE10013	80.000 L	14457.502	N 1584779.044 E 2418519.861	WHITE SULPHUR RD
	31.272	S40.639°W		
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
	78.665	N65.758°W		
DE10014	50.000 L	14370.009	N 1584787.614 E 2418427.766	WHITE SULPHUR RD
ARC LENGTH = 286.68				
CHORD BEAR = N78.395°W				
LNTH CHORD = 284.40				
RADIUS = 655.72				
DEGREE = 8.738°				
DE10080	50.000 L	14105.344	N 1584844.827 E 2418149.178	WHITE SULPHUR RD
REQD EASMT = 15120.637 SF				
REQD EASMT = 0.347 ACRES				

****
PARCEL 03 N/F PATRICIA C PUCKETT
DE10003 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE15002	30.465 R	14306.535	N 1584736.034 E 2418338.584	WHITE SULPHUR RD
ARC LENGTH = 33.43				
CHORD BEAR = S70.394°E				
LNTH CHORD = 33.42				
RADIUS = 575.64				
DEGREE = 9.953°				
DE15008	30.315 R	14341.746	N 1584724.819 E 2418370.070	WHITE SULPHUR RD
ARC LENGTH = 178.32				
CHORD BEAR = S65.376°E				
LNTH CHORD = 178.26				
RADIUS = 1980.56				
DEGREE = 2.893°				
DE15009	31.333 R	14523.115	N 1584650.546 E 2418532.116	WHITE SULPHUR RD
	0.673	S34.799°W		
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
ARC LENGTH = 30.08				
CHORD BEAR = N64.240°W				
LNTH CHORD = 30.08				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10017	32.000 R	14491.243	N 1584663.067 E 2418504.641	WHITE SULPHUR RD
	121.234	N65.758°W		
DE10016	32.000 R	14370.009	N 1584712.845 E 2418394.098	WHITE SULPHUR RD
ARC LENGTH = 60.50				
CHORD BEAR = N68.809°W				
LNTH CHORD = 60.47				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
	1.588	N32.993°E		
DE15002	30.465 R	14306.535	N 1584736.034 E 2418338.584	WHITE SULPHUR RD
REQD R/W = 387.920 SF				
REQD R/W = 0.009 ACRES				
REMAINDER = +/- 1.8 ACRES				

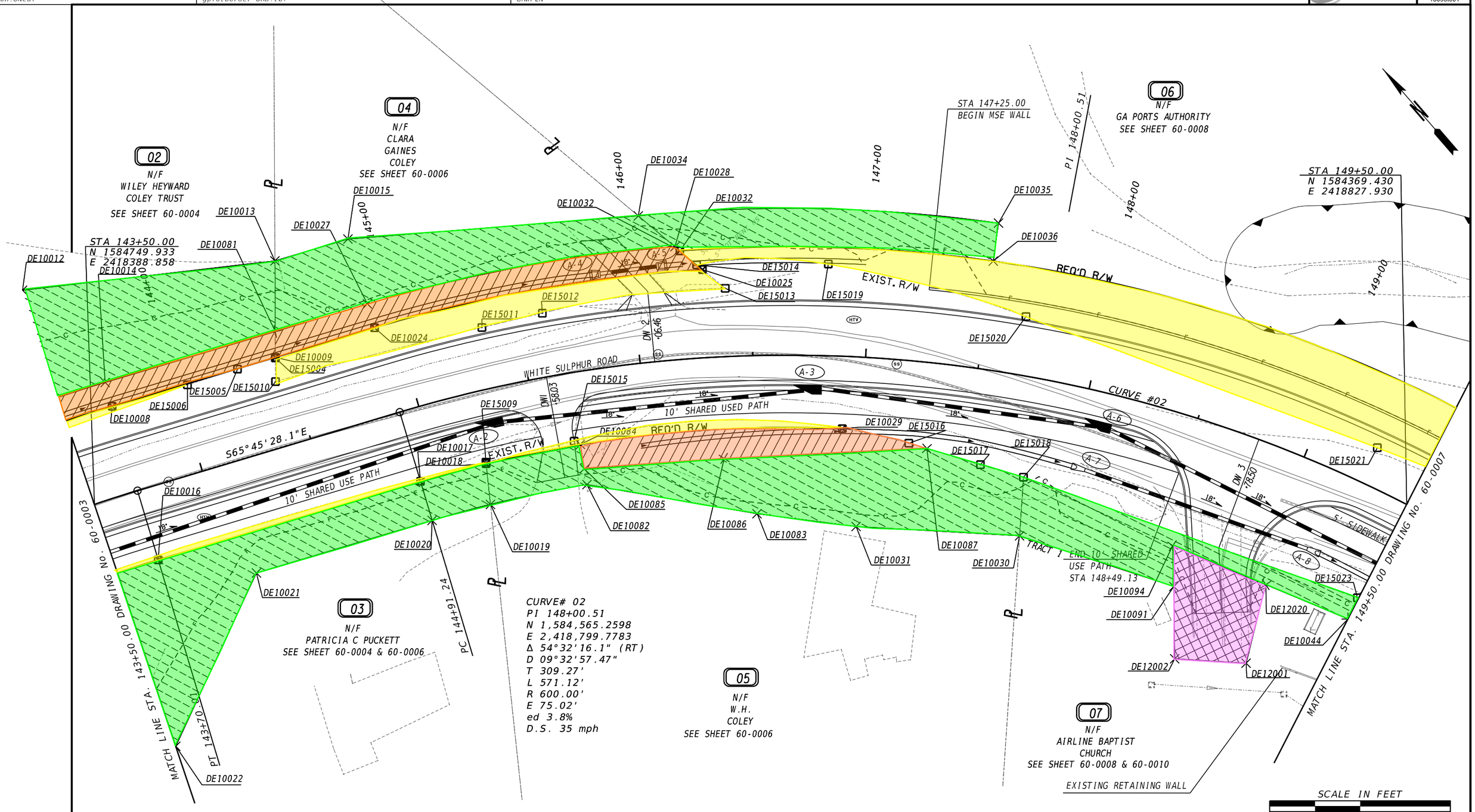
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS

HALL COUNTY
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP
PROJECT NO. 18095.001
COUNTY: 139
LAND LOT NO: N/A
LAND DISTRICT: N/A
GMD 403 & 411
DATE 04/18/2025 SH 04 OF 17
DRAWING No. 60-0004

GRWPLN-CE
11/05/2020



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS

HALL COUNTY
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP

PROJECT NO. 18095.001
COUNTY: 139
LAND LOT NO: N/A
LAND DISTRICT:N/A
GMD 403 & 411
DATE 04/18/2025 SH 05 OF 17

DRAWING No.
60-0005

GRWPLN-CE
11/05/2020

****
PARCEL 03 N/F PATRICIA C PUCKETT
DE10003 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
ARC LENGTH = 60.50				
CHORD BEAR = S68.809°E				
LNTH CHORD = 60.47				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10016	32.000 R	14370.009	N 1584712.845 E 2418394.098	WHITE SULPHUR RD
	121.234	S65.758°E		
DE10017	32.000 R	14491.243	N 1584663.067 E 2418504.641	WHITE SULPHUR RD
ARC LENGTH = 30.08				
CHORD BEAR = S64.240°E				
LNTH CHORD = 30.08				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
	18.161	S34.799°W		
DE10019	50.000 R	14520.428	N 1584635.080 E 2418521.367	WHITE SULPHUR RD
ARC LENGTH = 26.75				
CHORD BEAR = N64.364°W				
LNTH CHORD = 26.75				
RADIUS = 550.00				
DEGREE = 10.417°				
DE10020	50.000 R	14491.243	N 1584646.654 E 2418497.250	WHITE SULPHUR RD
	81.243	N65.761°W		
DE10021	50.005 R	14410.000	N 1584680.008 E 2418423.169	WHITE SULPHUR RD
	84.642	S65.872°W		
DE10022	113.000 R	14350.000	N 1584645.408 E 2418345.922	WHITE SULPHUR RD
	57.210	N71.036°W		
DE10004	113.000 R	14279.474	N 1584664.000 E 2418291.817	WHITE SULPHUR RD
	84.296	N32.993°E		
DE10002	32.000 R	14306.106	N 1584734.702 E 2418337.719	WHITE SULPHUR RD
REQD EASMT = 8904.672 SF				
REQD EASMT = 0.204 ACRES				

****
PARCEL 04 N/F CLARA GAINES COLEY
DE10004 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE15010	28.744 L	14442.419	N 1584738.501 E 2418485.064	WHITE SULPHUR RD
	10.691	N40.639°E		
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
	45.806	S65.758°E		
DE10024	39.000 L	14491.243	N 1584727.806 E 2418533.793	WHITE SULPHUR RD
ARC LENGTH = 147.80				
CHORD BEAR = S59.132°E				
LNTH CHORD = 147.47				
RADIUS = 639.00				
DEGREE = 8.966°				
DE10025	39.000 L	14630.018	N 1584652.146 E 2418660.370	WHITE SULPHUR RD
	13.033	S9.762°E		
DE15013	30.227 L	14639.130	N 1584639.302 E 2418662.580	WHITE SULPHUR RD
ARC LENGTH = 81.92				
CHORD BEAR = N56.832°W				
LNTH CHORD = 81.72				
RADIUS = 343.84				
DEGREE = 16.664°				
DE15012	28.120 L	14561.167	N 1584684.012 E 2418594.171	WHITE SULPHUR RD
	27.487	N62.386°W		
DE15011	27.136 L	14534.904	N 1584696.753 E 2418569.815	WHITE SULPHUR RD
ARC LENGTH = 94.48				
CHORD BEAR = N63.775°W				
LNTH CHORD = 94.48				
RADIUS = 2038.93				
DEGREE = 2.810°				
DE15010	28.744 L	14442.419	N 1584738.501 E 2418485.064	WHITE SULPHUR RD
REQD R/W = 2077.597 SF				
REQD R/W = 0.048 ACRES				
REMAINDER = +/- 0.41 ACRES				

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PARCEL 04 N/F CLARA GAINES COLEY
DE10004 PESMT
EASM'T. FOR CONST. AND MAINT. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
	11.466	N40.639°E		
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
	42.569	S65.758°E		
DE10027	50.000 L	14491.243	N 1584737.836 E 2418538.309	WHITE SULPHUR RD
ARC LENGTH = 138.77				
CHORD BEAR = S59.642°E				
LNTH CHORD = 138.51				
RADIUS = 650.00				
DEGREE = 8.815°				
DE10028	50.000 L	14619.341	N 1584667.832 E 2418657.826	WHITE SULPHUR RD
	12.527	S9.064°E		
DE15014	41.288 L	14627.706	N 1584655.462 E 2418659.800	WHITE SULPHUR RD
	3.365	S9.762°E		
DE10025	39.000 L	14630.018	N 1584652.146 E 2418660.370	WHITE SULPHUR RD
ARC LENGTH = 147.80				
CHORD BEAR = N59.132°W				
LNTH CHORD = 147.47				
RADIUS = 639.00				
DEGREE = 8.966°				
DE10024	39.000 L	14491.243	N 1584727.806 E 2418533.793	WHITE SULPHUR RD
	45.806	N65.758°W		
DE10009	39.000 L	14445.437	N 1584746.613 E 2418492.026	WHITE SULPHUR RD
REQD EASMT = 2061.728 SF				
REQD EASMT = 0.047 ACRES				

****
PARCEL 04 N/F CLARA GAINES COLEY
DE10004 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
	31.272	N40.639°E		
DE10013	80.000 L	14457.502	N 1584779.044 E 2418519.861	WHITE SULPHUR RD
	33.741	S65.758°E		
DE10015	80.000 L	14491.243	N 1584765.190 E 2418550.627	WHITE SULPHUR RD
	128.974	S53.644°E		
DE10034	65.000 L	14605.713	N 1584688.734 E 2418654.497	WHITE SULPHUR RD
	21.166	S9.051°E		
DE10028	50.000 L	14619.341	N 1584667.832 E 2418657.826	WHITE SULPHUR RD
ARC LENGTH = 138.77				
CHORD BEAR = N59.642°W				
LNTH CHORD = 138.51				
RADIUS = 650.00				
DEGREE = 8.815°				
DE10027	50.000 L	14491.243	N 1584737.836 E 2418538.309	WHITE SULPHUR RD
	42.569	N65.758°W		
DE10081	50.000 L	14448.674	N 1584755.314 E 2418499.494	WHITE SULPHUR RD
REQD EASMT = 3826.878 SF				
REQD EASMT = 0.088 ACRES				

****
PARCEL 05 N/F W.H.COLEY
DE10005 REQD
REQ'D R/W
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE15009	31.333 R	14523.115	N 1584650.546 E 2418532.116	WHITE SULPHUR RD
	40.153	S62.457°E		
DE15015	30.097 R	14565.423	N 1584631.979 E 2418567.718	WHITE SULPHUR RD
ARC LENGTH = 119.71				
CHORD BEAR = S51.768°E				
LNTH CHORD = 118.84				
RADIUS = 285.47				
DEGREE = 20.071°				
DE10029	32.000 R	14690.958	N 1584558.437 E 2418661.066	WHITE SULPHUR RD
ARC LENGTH = 158.98				
CHORD BEAR = N54.705°W				
LNTH CHORD = 158.46				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
	0.673	N34.799°E		
DE15009	31.333 R	14523.115	N 1584650.546 E 2418532.116	WHITE SULPHUR RD
REQD R/W = 405.034 SF				
REQD R/W = 0.009 ACRES				
REMAINDER = +/- 3.1 ACRES				

****
PARCEL 5 N/F W.H.COLEY
DE10005 PESMT
EASM'T. FOR DRAINAGE & CONST. AND MAINT. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10084	32.000 R	14568.000	N 1584629.081 E 2418568.810	WHITE SULPHUR RD
ARC LENGTH = 116.40				
CHORD BEAR = S52.557°E				
LNTH CHORD = 116.20				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10029	32.000 R	14690.958	N 1584558.437 E 2418661.066	WHITE SULPHUR RD
ARC LENGTH = 30.19				
CHORD BEAR = S36.725°E				
LNTH CHORD = 30.17				
RADIUS = 285.47				
DEGREE = 20.071°				
DE15016	36.435 R	14722.613	N 1584534.252 E 2418679.109	WHITE SULPHUR RD
	8.319	S32.408°E		
DE10087	38.000 R	14731.324	N 1584527.229 E 2418683.567	WHITE SULPHUR RD
	89.836	N51.885°W		
DE10086	45.000 R	14635.000	N 1584582.679 E 2418612.886	WHITE SULPHUR RD
	62.087	N53.386°W		
DE10085	43.000 R	14568.000	N 1584619.709 E 2418563.051	WHITE SULPHUR RD
	11.000	N31.572°E		
DE10084	32.000 R	14568.000	N 1584629.081 E 2418568.810	WHITE SULPHUR RD
REQD EASMT = 1651.138 SF				
REQD EASMT = 0.038 ACRES				

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PARCEL 5 N/F W.H.COLEY
DE10005 TESMT
EASM'T. FOR CONST. OF SLOPES
****

PNT	OFFSET/ DIST	STATION/ BEARING	NORTHING/EASTING COORDINATES	ALIGNMENT
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
ARC LENGTH = 42.58				
CHORD BEAR = S60.576°E				
LNTH CHORD = 42.57				
RADIUS = 568.00				
DEGREE = 10.087°				
DE10084	32.000 R	14568.000	N 1584629.081 E 2418568.810	WHITE SULPHUR RD
	11.000	S31.572°W		
DE10085	43.000 R	14568.000	N 1584619.709 E 2418563.051	WHITE SULPHUR RD
	62.087	S53.386°E		
DE10086	45.000 R	14635.000	N 1584582.679 E 2418612.886	WHITE SULPHUR RD
	89.836	S51.885°E		
DE10087	38.000 R	14731.324	N 1584527.229 E 2418683.567	WHITE SULPHUR RD
	24.760	S32.408°E		
DE15017	41.948 R	14757.514	N 1584506.325 E 2418696.837	WHITE SULPHUR RD
	19.868	S32.840°E		
DE15018	44.189 R	14778.783	N 1584489.632 E 2418707.612	WHITE SULPHUR RD
	26.011	S44.754°W		
DE10030	70.000 R	14782.344	N 1584471.161 E 2418689.298	WHITE SULPHUR RD
	72.509	N45.836°W		
DE10031	75.000 R	14700.000	N 1584521.679 E 2418637.284	WHITE SULPHUR RD
	44.229	N41.725°W		
DE10083	70.000 R	14650.000	N 1584554.689 E 2418607.847	WHITE SULPHUR RD
	76.394	N39.372°W		
DE10082	50.000 R	14568.000	N 1584613.745 E 2418559.386	WHITE SULPHUR RD
ARC LENGTH = 43.61				
CHORD BEAR = N60.699°W				
LNTH CHORD = 43.60				
RADIUS = 550.00				
DEGREE = 10.417°				
DE10019	50.000 R	14520.428	N 1584635.080 E 2418521.367	WHITE SULPHUR RD
	18.161	N34.799°E		
DE10018	32.000 R	14523.022	N 1584649.994 E 2418531.732	WHITE SULPHUR RD
REQD EASMT = 5671.517 SF				
REQD EASMT = 0.130 ACRES				

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
EXISTING LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS
EXISTING LIMIT OF ACCESS & R/W
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

DATE	REVISIONS	DATE	REVISIONS

HALL COUNTY
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP
PROJECT NO. 18095.001
COUNTY: 139
LAND LOT NO: N/A
LAND DISTRICT: N/A
GMD 403 & 411
DATE 04/18/2025 SH 06 OF 17
DRAWING No. 60-0006

GRWPLN-CE
11/05/2020

GEORGIA, HALL COUNTY.

I, JENNIFER RIVERA, do hereby certify that I am the Clerk of the Board of Commissioners of Hall County, Georgia.

I further certify that the foregoing pages constitute a true, correct, and exact copy of a Resolution passed by the Board of Commissioners on September 11, 2025, and that the original of said Resolution is on file in the Hall County Commission Office, Hall County Government Center, 2875 Browns Bridge Road, Gainesville, Georgia 30504.

Given under my hand and seal of Hall County, Georgia this _____ day of _____,
2025.

JENNIFER RIVERA
Clerk of the Board of Commissioners of
Hall County, Georgia.

(SEAL OF HALL COUNTY)

AGENDA ITEM

Consent Agenda

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 521/2025

SUBJECT: Approve the purchase of one (1) new 2025 Ford Transit High Roof 350 Passenger Van to Billy Howell Ford of Cumming, GA, in the amount of $66,496.00.

Meetings:

Work Session Date: 09/08/25

Voting Meeting Date: 09/11/25

Executive Summary:

Presenter: LJM

Recommendation:
Approve.

Purpose of Request:
Approve the purchase of one (1) new 2025 Ford Transit High Roof 350 Passenger Van to Billy Howell Ford of Cumming, GA, in the amount of $66,496.00.

History:
Billy Howell Ford of Cumming, GA is a vendor in good standing with the County.

Facts and Issues:
Billy Howell Ford, the lowest and responsible bidder for this vehicle, has the 2025 Ford Transit High Roof 350 Passenger Van on their lot as indicated by the VIN # on their quote for $66,496.00.

The specifications needed are not available on state contract.

Options:

Funding Requested	$ 66,496.00
Are funds within current budget?	Yes
Source of Funds	Inmate Restricted Funds
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	2025-08-25

Approvals:

Submit	Approve	Purchasing	Budget
MM	SC	AY	JM
Finance	**Attorney**	**Administration**	**Clerk**
TS	JL	CR	JR

Attachments:

Financial Supplement
Bid Tab Summary
Car Gurus Quote
Akins Ford Quote
Billy Howell Quote

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 521/2025

Funds Requested: $ 66,496.00

Request Budgeted: Yes

Proposed Source of Funding:

Inmate Restricted Funds

Budget Transfer Requested:

No

Funding Source Items:

Fiscal Year	Fund	Division	Account	Amount
FY26	203-RESTRICTED PROGRAMS FUND	3326-SHERIFFâ€JAIL	542200-MOTOR VEHICLES	$66,496.00

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions: JM

Phone: 678-618-1235

BID TAB SUMMARY	Jail Inmate Passenger Van		
Bidders	**Car Gurus**	**Akins Ford**	**Billy Howell**
Location	Greenville, SC	Winder, GA	Cumming, GA
Totals	$68,400.00	$67,349.00	$66,496.00



2025 Ford Transit Passenger 350 HD XLT High Roof Extended LB DRW RWD

$68,400 | **25 miles**

VIN: 1FBVU4XG9SKA27911

NO PRICE ANALYSIS

Greenville, SC

Contact the dealer to check availability and more.

Check availability | Call | Text

View full listing details

Similar cars to consider



2024 Ford Transit Passenger 350 XLT Low Roof LB RWD

$39,974 | **38,342 miles**

GREAT DEAL

Duluth, GA

2019 Ford Transit Passenger 350 XL Low Roof LWB RWD with Sliding Passenger-Side Door

$30,406 | **36,329 miles**

GOOD DEAL

Temple Hills, MD



2019 Ford Transit Passenger 350 XLT Low Roof LWB RWD with Sliding Passenger-Side Door

$29,489 | **73,519 miles**

GOOD DEAL

Eastanollee, GA



2019 Ford Transit Passenger 350 XLT Low Roof LWB RWD with 60/40 Passenger-Side Doors

$24,443 | **95,887 miles**

GOOD DEAL

Doral, FL

2019 Ford Transit Passenger 350 XLT Medium Roof LWB RWD with Sliding Passenger-Side Door

$26,490 | **91,425 miles**

GOOD DEAL

Piedmont, SC

2018 Ford Transit Passenger

$25,580 | **62,254 miles**

GOOD DEAL

Meridian, MS

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ENG

2025 Ford Transit Passenger Wagon XLT

Twin Turbo Regular Unleaded V-6 3.5 L/213, XLT, Automatic, # SKB00162, 1 mi.

VIN: 1FBVU4XG9SKB00162



Automatic	Full-size Passenger Van	RWD
6 Cyl	Avalanche Gray	

Retail Price*	$69,550
Savings	- $3,000
Service Fee	+ $799
Our Price	**$67,349**

VEHICLE INFORMATION

Stock	SKB00162
VIN	1FBVU4XG9SKB00162
Type	New
Year	2025

Make	Ford
Model	Transit Passenger Wagon
Mileage	1
Trim	XLT
Model Number	U4X
Body Style	Full-size Passenger Van
Style	T-350 HD 148" EL High Roof XLT DRW RWD
Transmission	Automatic
Transmission Speed	10
Doors	3
Cylinders	6
Displacement	3.5 L
Block Type	V
Aspiration Type	Gasoline Direct Injection
Description	Twin Turbo Regular Unleaded V-6 3.5 L/213
Drivetrain	RWD
Fuel Type	Gasoline Fuel
Wheelbase Code	148
Exterior Color	Avalanche Gray
Interior Color	Gray

Portions of the data provided are © 2025 Autodata, Inc. dba ChromeData

EQUIPMENT DETAIL

Installed Packages & Accessories — Total $6,455

- **Engine: 3.5L Ecoboost V6** — **$2,700**
  3.73 Axle Ratio
- **Transmission: 10-Spd Automatic W/Od & Selectshift**
  auxiliary transmission oil cooler
- **3.73 Limited-Slip Axle Ratio** — **$325**
- **Avalanche Gray** — **$200**
- **Privacy Glass** — **$500**
  Provides protection of vehicle occupant(s) and occupant personal belongings, The glass also provides occupant comfort by helping to reduce vehicle cool-down time, Rear-Window Defroster
- **Heavy-Duty Trailer Tow Package** — **$485**

Deletes rear tow hook, 4/7 pin connector assembly and rear jumper and relay system for backup/B+/running lights, This package does not include a Trailer Brake Controller (67D), If a TBC is required, it must be added to initial order, Neither a Ford nor aftermarket TBC can be added later, Frame Mounted Hitch Receiver, Tow/Haul Mode w/Trailer Wiring Prov

- **Midship Extended Range Fuel Tank (31 Gallons)** **$285**
  capless fuel fill
- **Front License Plate Bracket**
- **Radio: Am/Fm Stereo W/Sync 4/Siriusxm W/360L/Nav/Iacc** **$1,120**
- **Keyless Entry Keypad** **$95**
- **2 Additional Keys (4 Total)** **$75**
  key fobs
- **Digital Rearview Mirror** **$595**
  Placed in the traditional rearview mirror mount location, this always on, auto-dimming enhanced mirror provides full digital rearview images when obstructions such as a bulkhead, cargo or no rear windows are present, Returns to mirror mode when the camera is turned off, This is not a reverse back-up camera
- **Front & Rear Vinyl Floor Covering**
  wheel well liners
- **Front Overhead Shelf** **$75**

Standard Equipment

Exterior

- Black Bodyside Cladding and Black Wheel Well Trim
- Black Door Handles
- Black Power Heated Side Mirrors w/Power Folding and Turn Signal Indicator

Show more

Installed

- 2 ADDITIONAL KEYS (4 TOTAL) -inc: key fobs
- 3.73 LIMITED-SLIP AXLE RATIO
- AVALANCHE GRAY

Show more

Interior

- 1 LCD Monitor In The Front
- 2 12V DC Power Outlets
- 4-Way Driver Seat

Show more

Mechanical

- 25.1 Gal. Fuel Tank
- 3494# Maximum Payload
- 4-Wheel Disc Brakes w/4-Wheel ABS, Front Vented Discs, Brake Assist and Hill Hold Control

Show more

Safety

- 911 Assist Emergency Sos Capability
- ABS And Driveline Traction Control
- Airbag Occupancy Sensor

Show more

SPECIAL OFFERS

No offer found

SIMILAR VEHICLES

Interested in This Vehicle?

This vehicle has many great features, but we understand that you still may have questions. Please use the form below to request additional information and we will respond with all the answers you need.

All pricing and details are believed to be accurate, but we do not warrant or guarantee such accuracy. The prices shown above, may vary from region to region, as will incentives, and are subject to change. Vehicle information is based off standard equipment and may vary from vehicle to vehicle. Inventory is subject to prior sale. All prices are plus tax, title, and registration. New(not previously titled) are also plus Georgia Lemon Law fee. Any discounted prices may include factory dealer retained rebates. Must print ad to receive internet price. Call dealer for complete pricing details. Not all customers qualify for all discounts and or Akins Incentives, contact Dealer for complete details. Discounts may include Akins Assistance Program.
*Retail price may include factory discount packages and any dealer installed accessory or add-on.
***We do not sell to consumers in the states of California and New York.**

Billy Howell Ford
1805 Atlanta Highway • CUMMING, GA 30040
Phone: (770) 887-2311 • FAX:
www.howellford.com

BUYERS ORDER

SPC # _____
STOCK NO. TH25928
ETCH THEFT PROTECTION _____
DATE 08/07/2025
SALESPERSON _____

PURCHASER HALL COUNTY BOC
ADDRESS _____ CITY _____ STATE _____
ZIP _____ COUNTY _____ EMAIL _____
HOME PHONE _____ WORK _____ CELL _____
CAR ☐ TRUCK ☐ VAN ☐ OTHER ☐ E-MAIL _____

NEW ☑ DEMO ☐ USED ☐	YEAR	MAKE	MODEL	BODY TYPE
	2025	Ford	Transit-350 Passenger	XLT Rear-Wheel
	SERIAL NUMBER		ODOMETER READING	COLOR
	1FBVU4XG7SKA27938		81	BLACK

SOCIAL SECURITY NUMBER _____
DATE OF BIRTH _____

Purchaser hereby sells and transfers unto Dealer the used car described herein and warrants that ho has absolute title thereto and that same is free from any hens or encumbrances except as disclosed herein, provided however, if there is any difference between the actual pay-oft on the vehicle traded In and the balance as stated, herein. then and In the event that even If Purchaser fails to pay said difference within 24 hours after demand, Dealer may, at its election, declare this agreement null and void with no title demand, Dealer may, at its election, declare this agreement null and void with no title passing to Purchaser and Purchaser agrees to return to Dealer Immediately the vehide sold to Purchaser.

Purchaser certifies that Purchaser is 18 years of age or older.

Purchaser accepts delivery of the vehicle sold by the Dealer as described herein and acknowledges that this vehicle has a FEDERAL PRICE I Alta on the vehicle Pursuant to Public Law 85-506.

_____ Exp. Date
Customer Signature

TRADE-IN DESCRIPTION

Year _____ Make _____
Model _____ Type _____ Mileage _____
Cyl. _____ Color _____
License No. _____ Decal _____
Serial No. _____
Lien Holder _____
Street Address _____
City _____
State _____ Zip _____
Verif. By _____ Good Until _____
Account # _____ Phone # _____

TITLE INFORMATION

Lien To _____
Address _____
_____
Lien Code # _____

DEALER SUGGESTED RETAIL PRICE	66,493 00
Total Cash Price	66,493 00
Trade-In Allowance	
Trade Difference	66,493 00
Electronic Filing Fee	
Doc Fee	
Sales Tax ___ %	
Title	
Emissions Inspected (Used Only)	
GWRA Fee (New Only)	3 00
Other Fees	
Subtotal	66,496 00
Net Pay Off on Trade-In	
Balance	66,496 00
Deposit / Rebate	
Cash on Delivery	
Balance	66,496 00
Total Back Ends	
Balance Due Finance or Cash	66,496 00

Deposit _____ Rec. # _____

I accept delivery of this vehicle and i have read, understand and accept all provisions of this buyers' order covering this Ford Motor Company vehicle that I am purchasing.
THIS ORDER NOT BINDING UNTIL SIGNED BY MANAGER

PURCHASER'S SIGNATURE _____

For the purpose of securing credit, I/we authorize BILLY HOWELL FORD to check my/our credit and to answer questions about credit experience with me/us and I/we authorize BILLY HOWELL FORD to check any and all credit sources.

Buyer's Signature X _____ Date 08/07/2025

Accepted by BILLY HOWELL FORD
Sales Manager _____ Date 08/07/2025

AGENDA ITEM

Other Business - Financial Services

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 535/2025

SUBJECT: Approve the Tax Levy Resolution setting the millage rates for 2025.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: TS

Recommendation:
Approve.

Purpose of Request:

Approve the Tax Levy Resolution setting the millage rates for 2025.

History:
A tax levy resolution must be approved by the Board of Commissioners each year to levy and collect property taxes within Hall County.

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	Yes
Has it been reviewed by the County Attorney?	No
Is there a deadline for this item?	2025-09-11

Approvals:

Submit	Budget	Finance	Attorney
TS	JM	TS	JL
Administration		**Clerk**	
CR		JR	

Attachments:

General Fund Millage Rate Rollback Form
2025 Tax Levy Resolutions - Hall County Districts
Presentation

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 535/2025

Funds Requested: $ 0.00

Request Budgeted: No

Proposed Source of Funding:

Budget Transfer Requested: No

Funding Source Items:

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions: TS

Phone: 770-531-3900

PT-32.1 - Computation of MILLAGE RATE ROLLBACK AND PERCENTAGE INCREASE IN PROPERTY TAXES - 2025

COUNTY:	HALL	TAXING JURISDICTION:	HALL COUNTYWIDE

ENTER VALUES AND MILLAGE RATES FOR THE APPLICABLE TAX YEARS IN YELLOW HIGHLIGHTED BOXES BELOW

DESCRIPTION	2024	REASSESSMENT OF EXISTING REAL PROP	OTHER CHANGES TO TAXABLE DIGEST	2025
REAL	15,177,015,176	1,047,849,931	568,224,884	16,793,089,991
PERSONAL	2,055,673,440		79,789,350	2,135,462,790
MOTOR VEHICLES	88,818,650		(7,294,560)	81,524,090
MOBILE HOMES	27,050,470		622,198	27,672,668
TIMBER -100%	46,516		87,450	133,966
HEAVY DUTY EQUIP	607,213		486,504	1,093,717
GROSS DIGEST	17,349,211,465	1,047,849,931	641,915,826	19,038,977,222
EXEMPTIONS	1,063,624,444	1,009,630,251	92,615,145	2,165,869,840
NET DIGEST	16,285,587,021	38,219,680	549,300,681	16,873,107,382
	(PYD)	(RVA)	(NAG)	(CYD)

2024 MILLAGE RATE:	3.234	2025 MILLAGE RATE:	3.227

CALCULATION OF ROLLBACK RATE

DESCRIPTION	ABBREVIATION	AMOUNT	FORMULA
2024 Net Digest	PYD	16,285,587,021	
Net Value Added-Reassessment of Existing Real Property	RVA	38,219,680	
Other Net Changes to Taxable Digest	NAG	549,300,681	
2025 Net Digest	CYD	16,873,107,382	(PYD+RVA+NAG)
2024 Millage Rate	PYM	3.234	PYM
Millage Equivalent of Reassessed Value Added	ME	0.007	(RVA/CYD) * PYM
Rollback Millage Rate for 2025	**RR - ROLLBACK RATE**	**3.227**	PYM - ME

CALCULATION OF PERCENTAGE INCREASE IN PROPERTY TAXES

If the 2025 Proposed Millage Rate for this Taxing Jurisdiction exceeds Rollback Millage Rate computed above, this section will automatically calculate the amount of increase in property taxes that is part of the notice required in O.C.G.A. § 48-5-32.1(c) (2)

Rollback Millage Rate	3.227
2025 Millage Rate	3.227
Percentage Tax Increase	**0.00%**

CERTIFICATIONS

I hereby certify that the amount indicated above is an accurate accounting of the total net assessed value added by the reassessment of existing real property for the tax year for which this rollback millage rate is being computed.

Chairman, Board of Tax Assessors — Date

I hereby certify that the values shown above are an accurate representation of the digest values and exemption amounts for the applicable tax years.

Tax Collector or Tax Commissioner — Date

I hereby certify that the above is a true and correct computation of the rollback millage rate in accordance with O.C.G.A. § 48-5-32.1 for the taxing jurisdiction for tax year 2025 and that the final millage rate set by the authority of this taxing jurisdiction for tax year 2025 is __3.227_____

CHECK THE APPROPRIATE PARAGRAPH BELOW THAT APPLIES TO THIS TAXING JURISDICTION

[ ] If the final millage rate set by the authority of the taxing jurisdiction for tax year 2025 exceeds the rollback rate, I certify that the required advertisements, notices, and public hearings have been conducted in accordance with O.C.G.A. §§ 48-5-32 and 48-5-32.1 as evidenced by the attached copies of the published "five year history and current digest" advertisement and the "Notice of Intent to Increase Taxes" showing the times and places when and where the required public hearings were held, and a copy of the press release provided to the local media.

[X] If the final millage rate set by the authority of the taxing jurisdiction for tax year 2025 does not exceed the rollback rate, I certify that the required "five year history and current digest" advertisement has been published in accordance with O.C.G.A. § 48-5-32 as evidenced by the attached copy of such advertised report.

Responsible Party — Title — Date

TAX RESOLUTION
PART I OF VI PARTS
TAX LEVY FOR
COUNTY UNINCORPORATED and INCORPORATED AREAS OF
BRASELTON, BUFORD, CLERMONT, FLOWERY BRANCH, GAINESVILLE,
GILLSVILLE, LULA AND OAKWOOD
COUNTY MAINTENANCE AND OPERATION
2025

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF HALL COUNTY, GEORGIA, and it is hereby ordered by same that there is hereby levied on all property in Hall County, for General County Maintenance and Operation subject to taxation, an ad valorem tax for the year 2025 for the following purposes and in the specified amounts, the same being levied as provided by law:

		NET MILLAGE	
ITEM	PER $1,000	PER $100	TO YIELD
To pay expenses of administration, maintenance and operation of Hall County General Government, as provided by law, based on County Unincorporated and Incorporated Areas of Braselton, Buford, Clermont, Flowery Branch, Gainesville, Gillsville, Lula and Oakwood tax valuation of 16,873,107,382	3.227	0.3227	$54,449,518

This _____ day of _____ , 2025.

HALL COUNTY BOARD OF COMMISSIONERS

By _____
Chairman

_____
Commissioner – District 1

_____
Commissioner – District 2

_____
Commissioner - District 3

_____
Commissioner – District 4

_____
Commission Clerk

TAX RESOLUTION
PART II OF VI PARTS
TAX LEVY FOR
UNINCORPORATED HALL COUNTY FIRE DISTRICT
2025

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF HALL COUNTY, GEORGIA, and it is hereby ordered by same that there is hereby levied on all property in the Unincorporated area of Hall County Fire District subject to taxation, an ad valorem tax for the year 2025 for the following purposes and in the specified amounts, the same being levied as provided by law:

		NET MILLAGE	
ITEM	PER $1,000	PER $100	TO YIELD
To pay expenses of administration, maintenance and operation of Hall County Fire District, as provided by law, based on Unincorporated Area of Fire District tax valuation of 9,356,063,874	2.40	0.240	$22,454,553

This _____ day of _____ , 2025.

HALL COUNTY BOARD OF COMMISSIONERS

By _____
Chairman

_____
Commissioner – District 1

_____
Commissioner – District 2

_____
Commissioner - District 3

_____
Commissioner – District 4

_____
Commission Clerk

TAX RESOLUTION
PART III OF VI PARTS
TAX LEVY FOR
INCORPORATED HALL COUNTY FIRE DISTRICT
2025

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF HALL COUNTY, GEORGIA, and it is hereby ordered by same that there is hereby levied on all property in the Incorporated area of Hall County Fire District subject to taxation, an ad valorem tax for the year 2025 for the following purposes and in the specified amounts, the same being levied as provided by law:

		NET MILLAGE	
ITEM	PER $1,000	PER $100	TO YIELD
To pay expenses of administration, maintenance and operation of Hall County Fire District, as provided by law, based on Incorporated Area of Fire District tax valuation of 3,648,033,663	3.88	0.388	$14,154,371

This _____ day of _____ , 2025.

HALL COUNTY BOARD OF COMMISSIONERS

By _____
Chairman

_____
Commissioner – District 1

_____
Commissioner – District 2

_____
Commissioner - District 3

_____
Commissioner – District 4

_____
Commission Clerk

TAX RESOLUTION
PART IV OF VI PARTS
TAX LEVY FOR
COUNTY UNINCORPORATED and INCORPORATED AREAS OF BRASELTON, BUFORD, CLERMONT, FLOWERY BRANCH, GAINESVILLE, GILLSVILLE, LULA AND OAKWOOD EMERGENCY SERVICES DISTRICT
2025

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF HALL COUNTY, GEORGIA, and it is hereby ordered by same that there is hereby levied on all property in Hall County Emergency Services District subject to taxation, an ad valorem tax for the year 2025 for the following purposes and in the specified amounts, the same being levied as provided by law:

		NET MILLAGE	
ITEM	PER $1,000	PER $100	TO YIELD
To pay expenses of administration, maintenance and operation of Hall County Emergency Services, as provided by law, based on County Unincorporated and Incorporated Areas of Braselton, Buford, Clermont, Flowery Branch, Gainesville, Gillsville, Lula and Oakwood tax valuation of 16,873,107,382	0.571	0.0571	$9,634,544

This _____ day of _____ , 2025.

HALL COUNTY BOARD OF COMMISSIONERS

By _____
Chairman

_____
Commissioner – District 1

_____
Commissioner – District 2

_____
Commissioner - District 3

_____
Commissioner – District 4

_____
Commission Clerk

TAX RESOLUTION
PART V OF VI PARTS
TAX LEVY FOR
UNINCORPORATED HALL COUNTY DEVELOPMENT SERVICES DISTRICT
2025

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF HALL COUNTY, GEORGIA, and it is hereby ordered by same that there is hereby levied on all property in the Unincorporated area of Hall County Development Services District subject to taxation, an ad valorem tax for the year 2025 for the following purposes and in the specified amounts, the same being levied as provided by law:

		NET MILLAGE	
ITEM	PER $1,000	PER $100	TO YIELD
To pay expenses of administration, maintenance and operation of Hall County Development Services, as provided by law, based on Unincorporated Area of Development Services tax valuation of 9,356,063,874	1.180	0.1180	$11,040,155

This _____ day of _____ , 2025.

HALL COUNTY BOARD OF COMMISSIONERS

By _____
Chairman

_____
Commissioner – District 1

_____
Commissioner – District 2

_____
Commissioner - District 3

_____
Commissioner – District 4

_____
Commission Clerk

TAX RESOLUTION
PART VI OF VI PARTS
TAX LEVY FOR
COUNTY UNINCORPORATED and INCORPORATED AREAS OF BRASELTON, BUFORD, CLERMONT, FLOWERY BRANCH, GILLSVILLE, LULA AND OAKWOOD PARKS AND LEISURE SERVICES DISTRICT
2025

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF HALL COUNTY, GEORGIA, and it is hereby ordered by same that there is hereby levied on all property in the Unincorporated area of Hall County and the Incorporated areas of Braselton, Buford, Clermont, Flowery Branch, Gillsville, Lula and Oakwood Parks & Leisure Services District subject to taxation, an ad valorem tax for the year 2025 for the following purposes and in the specified amounts, the same being levied as provided by law:

		NET MILLAGE	
ITEM	PER $1,000	PER $100	TO YIELD
To pay expenses of administration, maintenance and operation of Hall County Parks and Leisure Services, as provided by law, based on County Unincorporated and Incorporated Areas of Braselton, Buford, Clermont, Flowery Branch, Gillsville, Lula and Oakwood tax valuation of 13,004,097,537	0.437	0.0437	$5,682,791

This _____ day of _____ , 2025.

HALL COUNTY BOARD OF COMMISSIONERS

By _____
Chairman

_____
Commissioner – District 1

_____
Commissioner – District 2

_____
Commissioner - District 3

_____
Commissioner – District 4

_____
Commission Clerk

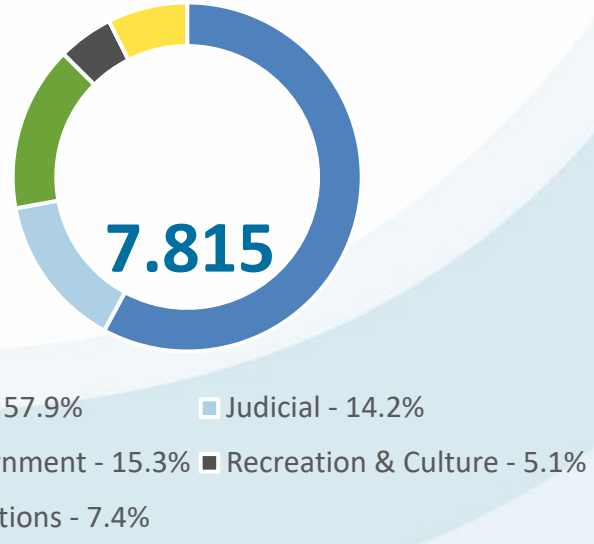
HALL COUNTY

2025 Proposed Millage Rates

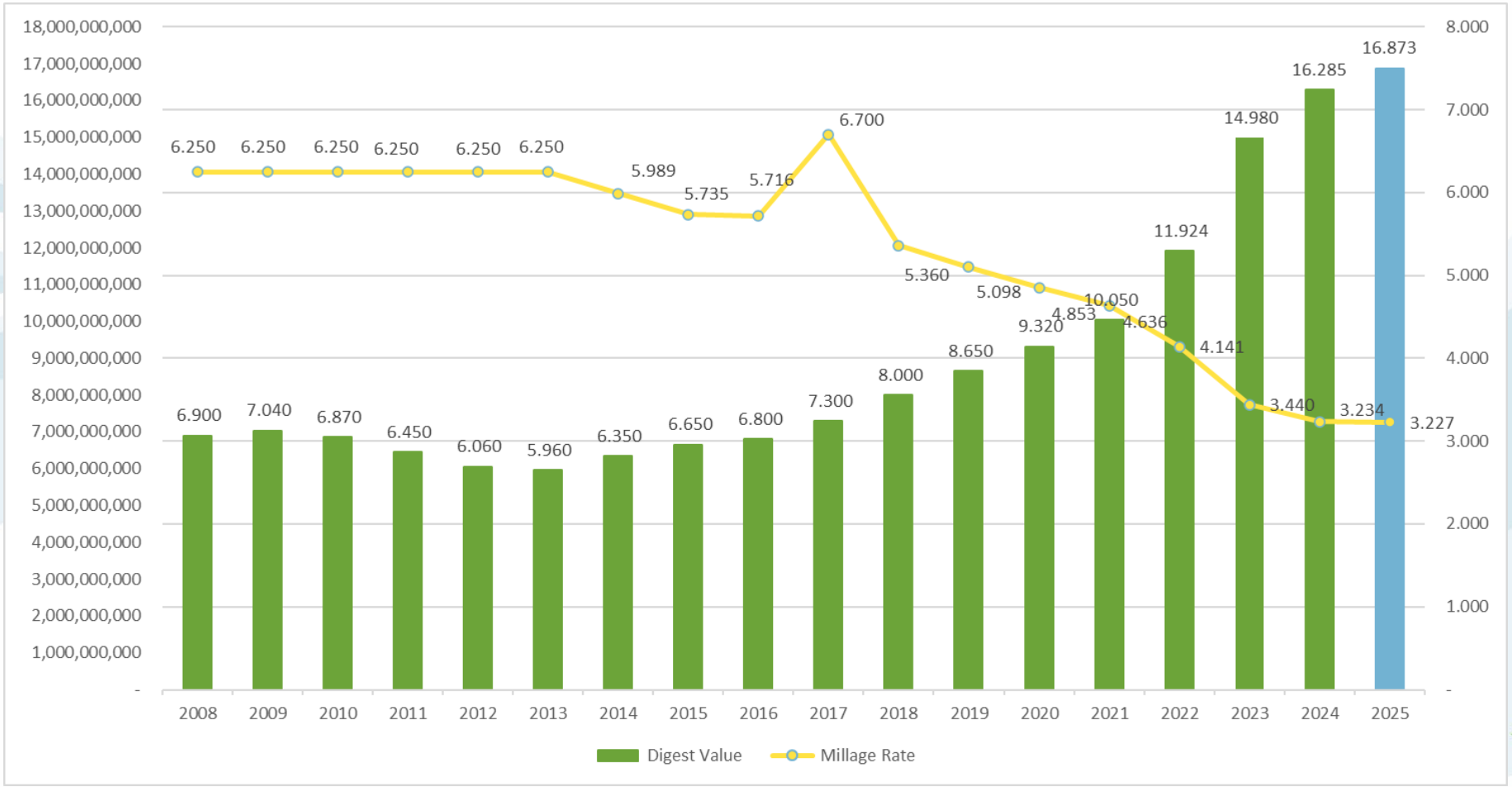
Taylor F. Samples, CPA, MBA
Director of Financial Services
September 11, 2025

2025 Proposed Millage Rates

DISTRICT	Millage Rate
General M&O	3.227
Fire Services Fund	
- Unincorporated	2.400
- Incorporated	3.880
Emergency Services Fund	0.571
Development Services Fund	1.180
Parks & Leisure Services Fund	0.437



General Fund Millage Rate and Tax Digest History



Hall County Board of Education Proposed Millage Rates

- Hall County Schools M&O Rate – 14.990
- Hall County Schools Debt Service – 1.000

Conclusion

Presented by:

Taylor F. Samples, CPA, MBA

Director of Financial Services

HALL COUNTY

QUESTIONS/FURTHER DISCUSSION

AGENDA ITEM

Other Business - Financial Services

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 555/2025

SUBJECT: Approve the adoption of the Tax Levy Resolution for the Hall County School District for 2025.

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: TS

Recommendation:
Approve.

Purpose of Request:
Approve the adoption of the Tax Levy Resolution for the Hall County School District for 2025.

History:
A tax levy resolution must be approved by the Board of Commissioners each year to levy and collect property taxes within Hall County.

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	Yes
Has it been reviewed by the County Attorney?	No
Is there a deadline for this item?	2025-09-11

Approvals:

Submit	Budget	Finance	Attorney
EW	EW	TS	JL
Administration		**Clerk**	
CR		JR	

Attachments:

2025 PT 35 Millage Rate Certification
2025 Tax Levy Resolution - BOE
2025 Tax Levy Resolution from Hall County Board of Education

HALL COUNTY BOARD OF COMMISSIONERS
FINANCIAL SUPPLEMENT REPORT

AGENDA ITEM 555/2025

Funds Requested: $ 0.00

Request Budgeted: No

Proposed Source of Funding:

Budget Transfer Requested: No

Funding Source Items:

Budget Transfer Items:

Additional Information/Comments:

Contact for Questions: TS

Phone: 770-531-3900

PT-35 (Rev 03/25)

COUNTY MILLAGE RATE CERTIFICATION FOR TAX YEAR 2025

Please provide a copy of this form to your county's Clerk of Superior Court.

http://www.dor.ga.gov

COUNTY: ____HALL_____

Submit original signed copy with digest submission

COLUMN 1	COLUMN 2	COLUMN 3		COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7	COLUMN 8	COLUMN 9	COLUMN 10
District Number Must be Shown	District Name (Inc, Uninc, School, Special Districts, Etc.)	Mark X if District Falls In Unincorporated Area	Mark X if District Falls In Incorporated Area	Enter Gross Millage Rate Before Rollbacks	Sales Tax Rollback O.C.G.A § 48-8-91	Insurance Premium Rollback O.C.G.A § 33-8-8.3		Net M&O Millage Rate Column 4 less Columns 5, 6 & 7	Enter Bond Millage Rate	Total Millage Rate Column 8 plus Column 9
All	**County M&O**	X	X	5.547	2.320			3.227	0.000	3.227
1,2,3,5,6,7,15, 16,21,22	**School**	X	X	14.990				14.990	1.000	15.990
	List Special Service Districts:									
1	Fire Unincorporated	X		3.677		1.277		2.400	0.000	2.400
								0.000	0.000	0.000
2,3,5,6,7,8,15, 16,21,22	Fire Incorporated		X	3.880				3.880	0.000	3.880
								0.000	0.000	0.000
All	Emergency Services	X	X	0.571				0.571	0.000	0.571
								0.000	0.000	0.000
1	Development Services	X		1.180				1.180	0.000	1.180
								0.000	0.000	0.000
1,2,3,5,6,7,8,1 5,16,21,22	Parks and Leisure Services	X	X	0.437				0.437	0.000	0.437
								0.000	0.000	0.000
								0.000	0.000	0.000
	CID/BID:									
								0.000		0.000
								0.000		0.000
								0.000		0.000
								0.000		0.000

I hereby certify that the rates listed above are the official rates for the Districts indicated for Tax Year 2025

_____ _____

Date **Chairman, Board of County Commissioners**

TAX RESOLUTION
TAX LEVY FOR
HALL COUNTY SCHOOL DISTRICT
2025

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF HALL COUNTY, GEORGIA, and it is hereby ordered by same that, upon the recommendation of the Hall County Board of Education, for educational purposes for 2025, there is hereby levied on taxable property located in said Hall County, outside of independent school districts, as provided on Article VIII of the Constitution of Georgia as amended:

		NET MILLAGE	
ITEM	PER $1,000	PER $100	TO YIELD
To pay expenses of administration, maintenance, and operation of Hall County School System, as provided by law, based on a valuation of 10,384,128,878	14.990	1.499	$155,658,092
To pay interest and principal on outstanding school bonded indebtedness of Hall County School System, as provided by law, based on a valuation of 11,006,386,514	1.000	.1000	$ 11,006,387

This _____ day of _____ , 2025.

HALL COUNTY BOARD OF COMMISSIONERS

By _____
Chairman

_____
Commissioner – District 1

_____
Commissioner – District 2

_____
Commissioner - District 3

_____
Commissioner – District 4

_____
Commission Clerk

RESOLUTION

GEORGIA, HALL COUNTY

WHEREAS, The Hall County Board of Education after careful consideration of the educational needs of Hall County and after preparing a budget for submission to the State Department of Education in compliance with said budget,

IT IS RESOLVED that the Hall County Board of Education does hereby establish and submit to the Hall County Commissioners of Roads and Revenues for Calendar Year 2025 a tax levy for the operation of the public schools to be 14.990 mills and a tax levy for the payment of interest and principal on outstanding school bonded indebtedness to be 1.000 mills. Bond interest and principal will be paid from Special Purpose Local Option Sales Tax receipts. Said tax levies are based on the tax digest prepared by the Hall County Tax Commissioner for submission to the Georgia Department of Revenue.

This 8th day of September, 2025.

HALL COUNTY BOARD OF EDUCATION

Superintendent

Witness

SEAL

AGENDA ITEM

Public Hearing to amend Hall County's Zoning Map as follows:

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 514/2025

SUBJECT: **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: Industrial park** | Commission District 1 | **K2P Land Partners, LLC, applicant**

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: BG

Recommendation:
Denial

Purpose of Request:
5401 Old Winder Highway | Rezone | from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: Industrial park** | Commission District 1 | **K2P Land Partners, LLC, applicant**

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Attorney	Administration
KE	BG	JL	CR
Clerk			
JR			

Attachments:

Board Memo
Recommendation Report
Application
Narrative
Site Plan
Plat
Map
Survey
Renderings
Deed
Legal Description
DRI
Traffic Impact Study
Previous Narrative
Water Availability
Sewer Availability
Environmental Health Comment
GDOT Comment
GHMPO Comment
Public Works Comment
Supplemental Traffic Information — Hall County, County Engineer
Fire Comment
Letter to Community
Public Comment
Notice Sign
Request to Table

Hall County Government
PLANNING AND ZONING

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | f: 770.531.3902

PLANNING AND ZONING
DIRECTOR
Beth Garmon

To: David Gibbs, Chairman
Kathy Cooper, District 1 Commissioner
Billy Powell, District 2 Commissioner
Gregg Poole, District 3 Commissioner
Jeff Stowe, District 4 Commissioner

From: Beth Garmon, Director of Planning & Zoning

Date: August 25, 2025

Subject: **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract| Zoned AR-1; Tax Parcel 15039A000007(pt) **| Proposed use: Industrial park| K2P Land Partners, LLC, applicant**

The request before you is from K2P Land Partners, LLC to rezone from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) for an industrial park. This item is located within Commission District 1.

At their August 4, 2025 meeting, the Hall County Planning Commission voted to recommend **denial (5-0).**

Staff recommendation: **Denial,** as the proposed development is not consistent with the "Regional Activity Nodes and Corridors" future land use designation in the Comprehensive Plan.

Public Comments

- August 4, 2025 HCPC: There were **three (3) comments submitted** in advance of the Planning Commission meeting, one in favor and two in opposition, and **five (5) people spoke in opposition during the public hearing.**
- June 16, 2025 HCPC: **Two (2) comments were submitted**, one in favor and one in opposition, in advance of the meeting. No public hearing was held.

HALL COUNTY PLANNING COMMISSION
RECOMMENDATION REPORT

Applicant ..... K2P Land Partners, LLC

Request ..... **Rezone** | from Agricultural Residential 1 (AR-1) to Light Industrial (I-1)

Proposed Use ..... Industrial park

Size ..... 194.10± acres

Zoning ..... **Current:** Agricultural Residential 1 (AR-1) | **Proposed:** Light Industrial (I-1)

Location ..... **5401 Old Winder Highway |** Tax Parcel 15039A 000007 (pt)

Commission District ..... One

Planning Commission Date ..... August 4, 2025
June 16, 2025

Staff Recommendation ..... **Denial,** as the proposed development is not consistent with the "Regional Activity Nodes and Corridors" future land use designation in the Comprehensive Plan.

Record Number..... HZON25-0022

Planning Commission Recommendation ..... Denial

Vote: 5-0

Excerpts from the minutes of the August 4, 2025 meeting

Motion:* A motion to remove from the table was made by Frank Sosebee and seconded by Stan Hunt. *Vote: 5-0

Applicant's Presentation:

Katie Greenway, Planning and Zoning Administrator, presented a summary of the request.

Steve Gilliam, 340 Jesse Jewel Parkway, Gainesville, presented the request. The applicant is requesting to rezone a 194.10± acre portion of a tract from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) to allow for an industrial park consisting of 1,719,640 square feet of light industrial warehouse space with trailer parking and employee parking spaces. The subject parcel is bordered by State Route 211/Old

Winder Highway to the west. The site is currently undeveloped and wooded with streams and tributaries, as well as areas throughout the property which have been designated to be within the County Studied and FEMA flood zones. A concurrent request has been submitted to rezone the remainder of the subject parcel, 84.30± acres, to Residential Multi-Family (R-MF) to allow a proposed 700 unit residential development consisting of apartments and townhomes with various amenity features (HZON25-0021).

Public Forum:

Elizabeth Stephens, 5540 Ridgemoor Drive, Braselton, spoke in opposition and distributed a handout to the Board. Ms. Stephens stated she wants "smart growth" for the county. Concerns raised were that warehouses do not reflect the current residential character of the area, an increase in traffic, reduction of surrounding property values, an increase in pollution and waste in County landfills, and the distance of the warehouses to the interstate.

Phil Davis, 5429 Pleasant Hill Lane, Braselton, spoke in opposition. He states that there are currently many vacant warehouses around the county not being utilized, so there is no need for more. Additionally, he states that the proposed development is not in alignment with the character of the area and encourages the Planning Commission not to consider approval of the project until the 211 widening is complete.

Korey Anderson, 5179 Stately Oaks Drive, Flowery Branch, spoke in opposition. Mr. Anderson stated many Hall County residents do not want any more warehouses in the County. Mr. Anderson stated the traffic study done by the applicant shows the negative impact to the area.

Jill Cooper, 5125 Old Winder Highway, Braselton, spoke in opposition. Concerns raised were that the road widening project will not have enough of an impact to reduce the traffic this development will bring and roads will become less safe due to the amount of semi-trucks on the roadway.

Helen Palmer Davis, spoke in opposition. Concerns raised were that the proposed warehouses would be located in an area that is primarily residential and this conflicts with the community's character. She also stated that the proposed development would increase traffic.

Rebuttal

The applicant explained that the road-widening project would begin after the roundabout is completed for the proposed development and does not believe traffic will be impacted as much as discussed.

Motion: A motion to deny was made by Frank Sosebee and seconded by Shannon Davidson and Stan Hunt. Vote: 5-0

Excerpts from the minutes of the June 16, 2025 meeting

Applicant's Presentation:

Vamsee Polamarasetty, Planner, stated the applicant has requested to table to the August 4, 2025 meeting.

***Motion:** A motion to table to August 4, 2025 was made by Frank Sosebee and seconded by Stan Hunt and Shannon Davidson. Vote: 4-0 (Varner absent)*

Staff recommends DENIAL of the applicant's request.

The following are variances requested by the applicant, and shall warrant determination by the Board should it choose to approve the submitted narrative and site plan:

1. 8.6.5 – Temporary signs:
    a. A total of one additional sign per street frontage, which may be either of the following, is allowed for the duration of a temporary event:
        - One non-illuminated temporary sign, flag or banner, not exceeding 6 square feet in area nor 4 feet in height in a single-family residential zoning district and not exceeding 32 square feet in area nor 12 feet in height in a multifamily or nonresidential zoning district;
        - Signage is limited to a total of 60 days a calendar year for the same business or organization. The duration of the temporary event may not last longer than 15 consecutive days and must not take place more frequently than four times in any calendar year for the same business or organization. Any four such events must be separated by at least 30 consecutive days.
            i. The applicant proposes off-site temporary sales and marketing signs not exceeding 32 square feet per sign face and 8 feet in height along the frontage of Old Winder Highway. The number of signs nor length of time are specified.

Summary Analysis

The applicant is requesting to rezone a 194.10± acre portion of a tract from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) to allow for an industrial park consisting of 1,719,640 square feet of light industrial warehouse space with trailer parking and employee parking spaces.

The subject parcel is bordered by State Route 211/Old Winder Highway to the west. The site is currently undeveloped and wooded with streams and tributaries, as well as areas throughout the property which have been designated to be within the County Studied and FEMA flood zones. A concurrent request has been submitted to rezone the remainder of the subject parcel, 84.30± acres, to Residential Multi-Family (R-MF) to allow a proposed 700 unit residential development consisting of apartments and townhomes with various amenity features (HZON25-0021).

The surrounding properties are zoned and developed as outlined below:

North: Agricultural Residential 1 (AR-1) – Developed with single-family residences and undeveloped parcels.
East: Planned Commercial Development (PCD) – Road Atlanta Raceway

South: Planned Residential Development (PRD) – Reveille master-planned development, currently undeveloped.
West: Agricultural Residential 1 (AR-1) – Developed with single-family residences and undeveloped parcels.

The proposed development includes four to five buildings: Building 1 measures 1,001,000 square feet with an option to split into two buildings each consisting of 500,000 square feet each, Buildings 2 and 3 measure 301,000 square feet each, and Building 4 measures 116,640 square feet. Each building is surrounded by employee and truck parking. The applicant proposes 120 acres – or 60% of the site – to be set aside for open space, and a transitional buffer of 50 feet is included along the north and east boundaries of the subject area where adjacent to residential uses.

Per the narrative, the proposed use is to be limited to a light-industrial warehouse development. End users of the development are not specified in the application. Entry monument signage and internal directional signage will comply with the Hall County Unified Development Code (UDC); however, sales and marketing signage is proposed along Old Winder Highway which is not allowed within the UDC and is identified as an exception above.

Water service will be provided by the City of Gainesville Department of Water Resources as confirmed by an availability letter dated April 24, 2025. Sanitary sewer services will be provided by Hall County as confirmed by an availability letter dated May 6, 2025.

Per the submitted site plan and narrative, the development will be accessed by a new road constructed off Old Winder Highway, which will simultaneously serve the proposed industrial development as well as an adjacent proposed residential development to the west (HZON25-0021) as well as the future mixed-use development to the south. The access is located approximately midway between Pleasant Hill Lane and Ridgemoor Drive with a proposed right turn lane out of the development. The traffic impact study (excerpt below) references the future widening of SR 211 and a multi-lane roundabout at the intersection of the new development; the roundabout is not shown on the site plan; however, an existing and future conditions concept plan was provided depicting how the entrance will be designed prior to and after the future multi-lane roundabout.

Per the submitted traffic impact study conducted by NV5 and updated on June 3, 2025, the following improvements are recommended:

> "While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed."

Based on the future land use plan, staff finds the requested rezoning *is not consistent* with the Hall County Comprehensive Plan and the future land use designation of Regional Activity Nodes and Corridors. These are areas that either bring visitors from the region or can support future development with a regional draw. New development in these areas should include a combination of retail, office,

civic, and residential uses that can contribute to a live-work-play environment. This range of development types may not always be at the same intensity across the county: new development needs to be scaled in the context of the area's infrastructure capacity. New development should also emphasize high-quality building and site design, including dedicated open/civic space, walkability, and a sense of place. Where there is residential development, a maximum density of up to 16 dwellings per acre may be permitted at the discretion of the Board of Commissioners.

On June 2, 2025, Hall County staff received Development of Regional Impact (DRI) review findings from Adam Hazell, Planning Director with Georgia Regional Commission (GRMC). These findings determined that the project does not present any potential adverse interjurisdictional impacts. One comment was provided by Carol Flaute, Senior Community Planner with The Northeast Georgia Regional Commission, which states: "The stream that flows through the project site is a tributary of the Mulberry River, upstream of a municipal water intake for the Town of Braselton. Additionally, the reach of the Mulberry River into which the tributary flows is listed by the Georgia EPD as "not supporting" due to fecal coliform bacteria and impacts on the macroinvertebrate community (EPD 2024 Integrated 305(b)/303(d) List). Please ensure that the project is designed to minimize disruption to the existing streams, including minimizing erosion and controlling stormwater runoff to avoid degradation of downstream water quality. Low impact design measures like bioswales, rain gardens, and/or other green infrastructure are encouraged."

Zoning Analysis

When considering a zoning amendment to the zoning maps, the Planning Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning is not suitable in view of the use and development of adjacent and nearby property. The surrounding area consists of a variety of land uses which include residential, agricultural and commercial uses.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed rezoning to Light Industrial may adversely affect nearby residential properties including the proposed multi-family residential development to the west of the subject development and the future mixed-use development to the south.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property has reasonable economic use as currently zoned, however, the applicant cannot develop the property as proposed without approval by the Board of Commissioners.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **If approved, the use is not anticipated to cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service. Per the submitted traffic study, the addition of traffic from the proposed mixed-use site is expected to increase delay only marginally at the two studies intersection, allowing them to continue operating similarly to no-build conditions; however, the proposed**

use in not consistent with the County's vision for this area as reflected in the Comprehensive Plan.

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed use is not consistent with the intent of the Regional Activity Nodes and Corridors future land use designation in the Comprehensive Plan.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property values including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property. **The property is currently undeveloped and forested.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property**.

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed zoning is Light Industrial (I-1). The property is surrounded by residentially-zoned property to the north, west, south, and Road Atlanta race track to the east. The change would create an isolated district unrelated to the surrounding developments and districts.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The request may be considered out of scale with the needs of the immediate neighborhood as the surrounding area is zoned for commercial and residential uses, and the proposed use is not supported by the Hall County Comprehensive Plan.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are other properties within the County that support light industrial uses based on the Future Land Use Map and existing zoning map.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

11.2.6.E - Submission requirements

1. Any person or persons requesting a change in the official zoning map or use subject to approval of the County Commission must file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in this Sec 11.2. to cover administrative and advertising costs, in the Planning and Zoning Department office. Such person or persons or their authorized agent must appear in person at the public hearing held to consider the district change. **The proposal meets the requirement. The applicant has paid the appropriate fees and understands that someone must be present at both the Hall County Planning Commission meeting and the voting meeting of the Hall County Board of Commissioners.**

2. All applications for a change of zoning classification or use subject to approval of the County Commission must include:

    a. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in this Sec. 11.2. **The proposal provides a narrative outlining the intent of the development; however, the applicant has not prepared a response to each of the criteria listed in 11.2.6.E.2.**

    b. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the Planning Commission and County Commission may evaluate the application based on the most intense possible land use permitted in the proposed district. **The proposal meets the requirement.**

    c. For any application for a slow rate land treatment system as defined in 7.6.9.D.1, additional requirements apply. **This standard is not applicable to the applicant's request.**

    d. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study must be submitted prior to consideration of the application by the County

Commission. At the applicant's expense, the traffic impact study must be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The Engineering Department must review the traffic impact study and forward any comments to the County Commission. **The applicant submitted a traffic study conducted by NV5 update on June 3, 2025, which includes the following recommendations:**

"While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed. Other than improvements at the proposed access to SR 211, no changes to the surrounding intersections are necessary to mitigate the impact of the proposed development."

Development Support and Constraints

Hall County Environmental Health
In an email dated May 13, 2025, Emily McGahee stated, "No comment. Public sewer."

Georgia Department of Transportation
In an email dated May 28, 2025, Nakia Nembhard, GDOT Civil Engineer 3, stated that GDOT coordination is required.

Gainesville-Hall Metropolitan Planning Organization
In an email dated May 15, 2025, Joseph Boyd, MPO Director, provided the following comment:

"This parcel is along State route 211/Old Winder Hwy, which is scheduled to be widened (GH-025/PI 0007233) beginning in FY2029. Right-of-way authorization begins on 7/28/2026. Applicant should coordinate with GDOT District 1 on those impacts."

Hall County Public Works and Utilities
In a memo dated May 16, 2025, Bill Nash, Director of Public Works and Utilities, provided the following comments:

Engineering:
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage. Show stream buffer and impervious setback from wrested vegetation no centerline of stream.

Traffic:
GDOT comments required. GDOT approval and permit required for proposed Old Winder Hwy (SR 211) access.

We have a questions regarding proposed parkway. This should be discussed with County Engineering. Additional comments may be necessary.

Utilities

Hall County sanitary sewer runs through the site.

Hall County Fire Marshal

In an email dated May 14, 2025, John Hornick, NPQ Fire Service Plans Examiner 1, stated, "Hall County Fire Marshal's Office will require the following code requirements below to be applied to the proposed industrial development.

International Fire Code D104.2 Buildings exceeding 62,000 square feet in area.

Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and *approved* fire apparatus access roads.

International Fire Code D104.3 Remoteness.

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

Each building shall be required to have its own fire pump to provide support to the fire protection system that will be installed.

International Fire Code 510.1 Emergency responder radio coverage in new buildings.

New buildings shall have *approved* radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building.

The requirements mentioned above are not all inclusive, additional requirements/modifications may be required during the development review process."

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 | f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

ZONING APPLICATION

Applicant (Name & Mailing Address)

K2P Land Partners, LLC
390 Brogdon Road
Suwanee, GA 30024
Phone [redacted]
Email Address mphelps@bfhcompany.com

Property Owner (Name & Mailing Address)

Kook-Ja Lee, Been Chuan Lee, and Main Di Chang
4979 Young Arthur Terrace
Peachtree Corners, GA 30097
Phone
Email Address

Proposed Use Approximately 1,718,640 SF of light-industrial warehouse space

Contact Person (Name & Mailing Address)

Steven P. Gilliam, Attorney
P.O. Box 1098
Gainesville, Ga 30501
Phone 770-536-3381
Email Address sgilliam@sgwmfirm.com

Status of Applicant

☐ Owner
☒ Option to Purchase
☐ Area Resident
☐ Other

Requested Action

Existing Zoning: AR-1
Rezone to: I-I
Fee:$ 3,000.00
Receipt #:
Check #:

Tax Parcel Number 15039A000007
Acreage 200.00 +/- acres
Location Address 5401 Old Winder Highway, Braselton GA 30517

I hereby certify that the above information and all attached information are true and correct.

Sign _____ Date: 3/21/2025

Applicant must complete all information above. Failure to complete this section will result in the refusal of the application. The Planning Department has 15 days to review all applications and will set the dates for each application. If the application is found insufficient, an agenda date will not be set until the required information is submitted. Please note that the Planning Commission and County Commission dates are tentative.

Application Withdrawal: I hereby withdraw the application.

Sign _____ Date: _____

Staff Use Only

Application Date: _____ Taken by: _____

Tentative Planning Commission Date: _____ Tentative County Commission Date: _____

County Commission District: _____

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
t: 770-531-6809 | f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Been Chuan Lee

Address 4979 Young Arthur Terrace

Peachtree Corners, GA 30097

Phone Number

Name of applicant(s) K2P Land Partners, LLC

Address 390 Brogdon Road

Suwanee, GA 30024

Phone Number [redacted]

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

Personally appeared before me

Been Chuan Lee

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public Ginger Adams

March 21, 2025
Date

NOTARY PUBLIC
GWINNETT COUNTY, GEORGIA
My Commission Expires 05/07/2028

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
t: 770-531-6809 | f: 770-531-3902

HALL COUNTY
GEORGIA
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Kook-Ja Lee (50%)

Address 4979 Young Arthur Terrace

Peachtree Corners, GA 30097

Phone Number [redacted]

Name of applicant(s) K2P Land Partners, LLC

Address 390 Brogdon Road

Suwanee, GA 30024

Phone Number [redacted]

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

(50%)

Personally appeared before me

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

MI YEON KIM
NOTARY PUBLIC
HALL COUNTY, GEORGIA
MY COMMISSION EXPIRES OCTOBER 18, 2027

Notary Public

03/21/2025
Date

Revised December 2019

PLANNING AND DEVELOPMENT DEPARTMENT
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HALL COUNTY
GEORGIA
We have it all in Hall

AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Main Di Chang

Address 4979 Young Arthur Terrace

Peachtree Corners, GA 30097

Phone Number

Name of applicant(s) K2P Land Partners, LLC

Address 390 Brogdon Road

Suwanee, GA 30024

Phone Number [redacted]

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

Personally appeared before me

Gregory D. Jay, attorney for Main D Chang

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public

Ginger Adams
NOTARY PUBLIC
GWINNETT COUNTY, GEORGIA
My Commission Expires 05/07/2028

March 21, 2025
Date

Revised December 2019

OPERATING AGREEMENT OF
K2P LAND PARTNERS, LLC

THESE SECURITIES HAVE NOT BEEN REGISTERED UNDER THE GEORGIA SECURITIES ACT OF 1973, AS AMENDED, IN RELIANCE UPON THE EXEMPTION FROM REGISTRATION SET FORTH IN SECTION 10-5-9 (13) OF SUCH ACT. IN ADDITION, THESE SECURITIES HAVE NOT BEEN REGISTERED WITH THE UNITED STATES SECURITIES AND EXCHANGE COMMISSION IN RELIANCE UPON AN EXEMPTION FROM SUCH REGISTRATION SET FORTH IN THE SECURITIES ACT OF 1933 PROVIDED BY SECTION 4(2) THEREOF, NOR HAVE THEY BEEN REGISTERED WITH THE SECURITIES COMMISSION OF CERTAIN STATES IN RELIANCE UPON CERTAIN EXEMPTIONS FROM REGISTRATION. THESE SECURITIES HAVE BEEN ACQUIRED FOR INVESTMENT PURPOSES ONLY AND MAY NOT BE OFFERED FOR SALE, PLEDGED, HYPOTHECATED, SOLD OR TRANSFERRED EXCEPT IN COMPLIANCE WITH THE TERMS AND CONDITIONS OF THIS AGREEMENT AND IN A TRANSACTION WHICH IS EITHER EXEMPT FROM REGISTRATION UNDER SUCH ACTS OR PURSUANT TO AN EFFECTIVE REGISTRATION STATEMENT UNDER SUCH ACTS.

This operating agreement (this "Agreement") of **K2P LAND PARTNERS, LLC,** a Georgia limited liability company (the "Company"), is entered into as of **March 1, 2022**, by and among **THOMAS M. PHELPS, JR.**, an individual in the State of Georgia**,** and **CLIFFORD KENNEDY**, an individual in the State of Georgia.

Statement of Background

The parties to this Agreement have caused to be formed the Company as a limited liability company under the Georgia Limited Liability Company Act and desire to make this agreement which shall be the "operating agreement" as that term is used in the Georgia Limited Liability Company Act. The parties to this Agreement are to be "members" of the limited liability company as that term is used in the Georgia Limited Liability Company Act and are hereinafter collectively referred to as the "Members".

Statement of Agreement

NOW, THEREFORE, for good and valuable consideration, the parties, intending legally to be bound, agree as follows:

Article I
Defined Terms

The following capitalized terms shall have the meanings specified in this Article I. Other terms are defined in the text of this Agreement; and, throughout this Agreement, those terms shall have the meanings respectively ascribed to them.

"Act" means the Georgia Limited Liability Company Act (O.C.G.A. Section 14-11-100 et seq.), as amended from time to time.

Holder in the current and future periods shall be equal to the net amount of items that would have been allocated to each such Interest Holder if the allocations in Sections 4.3.1, 4.3.2, and 4.3.6 had not occurred.

4.4. *Liquidation and Dissolution.*

4.4.1. If the Company is liquidated, the assets of the Company shall be distributed to the Interest Holders pursuant to the provisions of Section 4.2.3 above.

4.4.2. No Interest Holder shall be obligated to restore a Negative Capital Account.

4.5. *General.*

4.5.1. Except as otherwise provided in this Agreement, the timing and amount of all distributions shall be determined by the Manager.

4.5.2. If any assets of the Company are distributed in kind to the Interest Holders, those assets shall be valued on the basis of their fair market value, and any Interest Holder entitled to any interest in those assets shall receive that interest as a tenant-in-common with all other Interest Holders so entitled. Unless the Members otherwise agree, the fair market value of the assets shall be determined by an independent appraiser who shall be selected by the Manager. The Profit or Loss for each unsold asset shall be determined as if the asset had been sold at its fair market value, and the Profit or Loss shall be allocated as provided in Section 4.2 and shall be properly credited or charged to the Capital Accounts of the Interest Holders prior to the distribution of the assets in liquidation pursuant to Section 4.4.

4.5.3. All Profit and Loss shall be allocated, and all distributions shall be made to the Persons shown on the records of the Company to have been Interest Holders at the time the allocation or distribution is to be made. Notwithstanding the foregoing, unless the Company's taxable year is separated into segments, if there is a Transfer or an Involuntary Withdrawal during the taxable year, the Profit and Loss shall be allocated between the original Interest Holder and the successor on the basis of the number of days each was an Interest Holder during the taxable year; provided, however, the Company's taxable year shall be segregated into two or more segments in order to account for Profit, Loss, or proceeds attributable to a Capital Transaction or to any other extraordinary non-recurring items of the Company.

4.5.4. The Manager is hereby authorized, upon the advice of the Company's tax counsel, to amend this Article IV to comply with the Code and the Regulations promulgated under Code Section 704(b); provided, however, that no amendment shall materially affect the economic interest of the Interest Holder without the Interest Holder's prior written consent.

Article V
Management: Rights, Powers, and Duties

5.1. *Management.*

5.1.1. *Managers.* In accordance with O.C.G.A. Section 14-11-304, the Company shall be managed by one or more managers, referred to herein as the Manager, each of whom may,

but need not, be a Member. The Manager shall be elected by the Members in accordance with their respective Percentages. All decisions not specifically reserved to the Members under the Act or this Agreement shall be delegated to the Manager. Upon execution of this Agreement, and without further action, Thomas M. Phelps, Jr., Clifford Kennedy, and Reiner Rietig shall be elected as the Managers of the Company, to serve until succeeded in accordance with the terms of this Agreement.

5.1.2. *General Powers.* The Managers (and any one of them acting alone) shall have full, exclusive, and complete discretion, power, and authority, subject in all cases to the other provisions of this Agreement and the requirements of applicable law, to manage, control, administer, and operate the business and affairs of the Company for the purposes herein stated, and to make all decisions affecting such business and affairs, including without limitation, for Company purposes, the power to:

5.1.2.1. acquire by purchase, lease, or otherwise, any real or personal property, tangible or intangible;

5.1.2.2. construct, operate, maintain, and improve, and to own, sell, convey, assign, mortgage, or lease any real estate and any personal property;

5.1.2.3. sell, dispose, trade, or exchange Company assets in the ordinary course of the Company's business;

5.1.2.4. enter into agreements and contracts, execute any instrument, checks, drafts, notes and other negotiable instruments, and to give receipts, releases, and discharges;

5.1.2.5. purchase liability and other insurance to protect the Company's properties and business;

5.1.2.6. execute or modify leases with respect to any part or all of the assets of the Company;

5.1.2.7. prepay, in whole or in part, refinance, amend, modify, or extend any mortgages or deeds of trust that may affect any asset of the Company and in connection therewith to execute for and on behalf of the Company any extensions, renewals, or modifications of such mortgages or deeds of trust;

5.1.2.8. execute any and all other instruments and documents that may be necessary or in the opinion of the Managers desirable to carry out the intent and purpose of this Agreement, including, but not limited to, documents whose operation and effect extend beyond the term of the Company;

5.1.2.9. make any and all expenditures that the Managers, in their sole discretion, deem necessary or appropriate in connection with the management of the affairs of the Company and the carrying out of their obligations and responsibilities under this Agreement, including, without limitation, all legal, accounting and other related expenses incurred in connection with the organization and financing and operation of the Company;

5.1.2.10. enter into any kind of activity necessary to, in connection with, or incidental to, the accomplishment of the purposes of the Company;

5.1.2.11. invest and reinvest Company reserves in short-term instruments or money market funds; and

5.1.2.12 undertake any expenditure or become bound by any obligation which has been expressly approved in annual operating budget adopted and approved pursuant to the provisions of Section 5.1.3 below.

5.1.3. *Extraordinary Transactions.*

5.1.3.1. Notwithstanding anything to the contrary in this Agreement, the Manager shall not undertake any of the following without the approval of the Members:

5.1.3.1.1. any Capital Transaction;

5.1.3.1.2. the Company's lending or borrowing more than $25,000.00 on any one occasion or in the aggregate more than $50,000.00 in any one calendar year;

5.1.3.1.3. the admission of additional Members to the Company;

5.1.3.1.4. the Company's engaging in business in any jurisdiction that does not provide for the registration of limited liability companies;

5.1.3.1.5 mortgage, pledge, hypothecate, create a lien or security interest against, or further encumber (or contract for, commit to or suffer or permit any of the foregoing) assets of the Company;

5.1.3.1.6 transfer, sell, convey or assign all or substantially all of the assets of the Company, or any interest therein or any title thereto (or contract for or suffer or permit any of the foregoing), including, without limitation, options to purchase and so called "installment sales contracts," "land contracts," or "contracts for deed");

(j) selling, exchanging, or otherwise transferring or disposing of the Property, to third parties, including without limitation the granting of title encumbrances or leases, except (i) lot sales in the ordinary course of business and in accordance with the Development Budget or any Annual Operating Budget and (ii) grants of utility, roadway and other easements that the Manager reasonably deems necessary or appropriate and in the ordinary course of business;

5.1.3.1.8 do any action in contravention of or in excess of the scope of this Agreement;

5.1.3.1.9 possess property of the Company, or assign rights in specific property of the Company, for other than Company purposes;

5.1.3.1.10 file a voluntary petition or otherwise initiate proceedings (i) to have the Company adjudicated insolvent or, (ii) seeking an order for relief of the Company as debtor under the United States Bankruptcy Code (11 U.S.C. §§ 101 *et seq.*); file any petition seeking any composition, reorganization, readjustment, liquidation, dissolution or similar relief under the present or any future federal bankruptcy laws or any other present or future applicable federal, state or other statute or law relative to bankruptcy, insolvency, or other relief for debtors with respect to the Company; or seek the appointment of any trustee, receiver, conservator, assignee, sequestrator, custodian, liquidator (or other similar official) of the Company or of all or any substantial part of the Property, or make any general assignment for the benefit of creditors of the Company, or admit in writing the inability of the Company to pay its debts generally as they become due, or declare or effect a moratorium on the Company's debt or take any action in furtherance of any proscribed action;

5.1.3.1.11 amend this Agreement except as otherwise specifically authorized herein;

5.1.3.1.12 adopt and approve the annual operating budget of the Company;

5.1.3.1.13 enter into any transaction, the value of which exceeds $50,000.00; or

5.1.3.1.14 make any distribution of Cash Flow or Capital Proceeds.

(c) any merger or consolidation of the Company pursuant to Section 14-11-903 of the Act;

(d) the dissolution of the Company;

(e) the execution of any agreement or other arrangement for the furnishing to or by the Company of goods or services or entering into any contract for sale of lots or otherwise with RCP or any Person who is an Affiliate of RCP;

(f) the execution of any leasing, commission, brokerage, listing or other similar contracts which are for more than six (6) months and not terminable on thirty (30) days notice thereafter;

(h) the decision to adjust, settle, compromise or pay any claim, obligation, debt, demand, suit, litigation or judgment against the Company unless (i) the same is fully covered by insurance or (ii) such action does not involve an amount in excess of $2,000 in any particular instance;

(n) Expend funds other than in accordance with the Development Budget or alter or

IN WITNESS WHEREOF, the parties have executed, or caused this Agreement to be executed, under seal, as of the date set forth hereinabove.

THE COMPANY:

K2P LAND PARTNERS, LLC a Georgia limited liability company

By: Thomas M. Phelps, Jr (SEAL)
Thomas M. Phelps, Jr., Manager

By: Clifford Kennedy (SEAL)
Clifford Kennedy, Manager

This is a signature page to, and may be attached to a master counterpart of, that certain Operating Agreement of K2P LAND PARTNERS, LLC dated as of March, 1, 2022

THE MEMBERS:

Thomas M. PHelps, Jr
_____(SEAL)
THOMAS M. PHELPS, JR.

Clifford Kennedy
_____(SEAL)
CLIFFORD KENNEDY

This is a signature page to, and may be attached to a master counterpart of, that certain Operating Agreement of K2P LAND PARTNERS, LLC dated as of March 1, 2022

EXHIBIT A
List of Members, Capital and Percentages

Name Address, and Taxpayer I.D. Number	Initial Cash Capital Contribution	Percentages
Thomas M. Phelps, Jr. 390 Brogdon Road Suwanee, Georgia 30024 [redacted]	$100.00	50.00%
Clifford Kennedy 390 Brogdon Road Suwanee, Georgia 30024	$100.00	50.00%

PLANNING AND DEVELOPMENT DEPARTMENT
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HALL COUNTY
GEORGIA
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CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

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

(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

I hereby certify that I have read the above and that:

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

KP **If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): NA Office: NA

Dollar Amount: 0 Date of Contribution: NA

Applicant's/Owner's Signature: Kook-Ja Lee Date: 3/28/25

Applicant's/Owner's Name (Printed): Kook-Ja Lee

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I have**____ I have not X

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**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 3-21-2025

Applicant's/Owner's Name (Printed): Been Chuan Lee

PLANNING AND DEVELOPMENT DEPARTMENT
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**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 3-21-25

Applicant's/Owner's Name (Printed): Main Di Chang

Gregory D. Jay, attorney for Main Di Chang.

PLANNING AND DEVELOPMENT DEPARTMENT
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**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 5/8/25

Mike Phelps, K2PLand Partners, LLC

Applicant's/Owner's Name (Printed): K2P Land Partners, LLC

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

Project Narrative for

5401 Old Winder Highway – 194.108 +/- Acres

Amended 07-16-2025

LOCATION – 5401 Old Winder Highway (Hwy 211)
Braselton, GA 30517

ACERAGE – 194.108 +/- Acres

APPLICANT – K2P Land Partners, LLC

CURRENT ZONING – AR-1

PROPOSED ZONING – I-I (Light-Industrial)

Summary

The accompanying application seeks a rezoning on the existing AR-1 zoned parcel 15039A000007, on 194.108+/- acres located on 5401 Old Winder Highway in Braselton, Hall County, Georgia. The intent is to develop approximately 1,719,640 SF of light industrial warehouse space. The industrial space shall not exceed 80% of the site coverage in accordance with the I-I standard set forth in the 2025 Hall County, Georgia Unified Development Code. Applicant proposes 120 acres of open space (60%).

Site Description

The tract is located along Georgia State Route 211 (Old Winder Highway). The overall tract is mostly rectangular in shape. Domestic water is provided by the City of Gainesville. Hall County will serve the site for sewer services. There are no known impediments to its successful development for the purposes intended. All roads shall be designed and constructed to Hall County standards and dedicated to Hall County at the expense of the Applicant. Thereafter, all roadways within this development may be designated as public, but the determination as to whether it shall be maintained by Hall County or a property ownership association will be made at a later date. The entrance to the development will be located approximately midway between Pleasant Hill Lane and Ridgemoor Drive, as shown on the Stie Plan document entitled C-2.B GDOT Concept (future) for K2P, LLC Mixed-Use Development, 5401 Old Winder Highway, Job Number 25101, dated June 20, 2025. The entrance to the development will comply with all state DOT requirements. Submitted along with this Amended Project Narrative is a letter from GDOT,

dated July 11, 2025, granting commercial driveway access by the Department of Transportation at the Subject Property location.

Adjacencies

The property abuts AR-1 and PCD to the North, PCD and PRD to the South, PCD to the East, and State Route 211 is located to the West, along with AR-1 and PCFD zonings.

Architectural Materials & Site Improvements

The builder intends to build:

- Approximately 1,719,640 SF of Light-Industrial warehouse space
    - Building 1: 1,001,000 SF, Cross Dock
        - Two 185' Truck Courts
    - Building 2: 301,000 SF, Rear Load
        - One 185' Truck Court
    - Building 3: 301,000 SF, Rear Load
        - One 135'-185' Truck Court
    - Building 4: 116,640 SF, Rear Load
        - One 135' Truck Court
- Buildings shall not exceed 55ft in height.
- The proposed building designs include tilt-wall concrete, cross docks, rear load docks, and truck courts.
- While the proposed site plan, renderings, elevations, and building designs may be updated and are subject to change, the final design will comply with applicable Unified Development Code Requirements.
- Speed tables in coordination with Hall County Engineering

Parking

Applicant is proposing 344 trailer parking spaces and 890 employee parking spaces around the light-industrial warehouses, as that is the industrial industry standard number of parking spaces for the use and size of the proposed warehouse and is consistent with other modern warehouse products that are being developed today in the northeast Georgia submarket. The site plan is subject to change, but shall comply with the standards set forth in the 2025 Hall County, Georgia Unified Development Code as follows:

Light Industrial	1.5 spaces per 5,000 square feet

Internal Signage

The Developer and/or Builder shall be allowed to post permanent directional signs and monuments within the light-industrial warehouse development to direct traffic to sales and leasing centers and to identify differing areas. All permanent internal signage must be outside of any Right of Way or Utility Easement with a Landscape and Signage easement recorded on the Final Plat. Temporary Sales and Marketing signs not exceeding 32 square feet per sign face and 8 feet in height may be used along the property frontage of Old Winder Highway. No internal signage shall conflict with the 2025 Hall County UDC.

Entry Monument Signage

Applicant is requesting permission for an entry monument type of sign with a natural stone base with a sign size (monument base and signage) totaling approximately 42 SF. The entrance may include the following structural items:

- Masonry walls
- Wood or PVC fencing
- Illuminated Signage in accordance with the Hall County Sign Ordinance
- Ornamental Sculpture
- Landscaping and Irrigation

No entry monument signage shall conflict with the 2025 Hall County UDC.

Traffic Study

A Traffic Study was conducted by NV5 Engineers and Consultants, Inc. 10745 Westside Way, Suite 300, Alpharetta, GA 30009. The following recommendations were made:

- Construction of a multilane roundabout at the proposed site access driveway, initially being developed as a single-lane roundabout until the GDOT project is completed
    - The initial single-lane roundabout will be constructed by the developer.
    - Submitted along with this Amended Project Narrative is a letter from GDOT, dated July 11, 2025, granting commercial driveway access by the Department of Transportation at the Subject Property location.

Conceptual Master Plan

The development of the light-industrial warehouse development shall be controlled by the Conceptual Master Plan (the "Plan") attached as exhibit "A". The plan is considered conceptual in nature, and as such may require modifications during the engineering and development process. Modifications to the locations and arrangement of lots, roads, and other improvements that do not conflict with specific standards and requirements of these conditions may be made by the Developer so long as such modifications do not change the land use, increase the overall density of the project or reduce any established exterior buffers or setbacks.

REQUIRED CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of Hall County requires the Applicant to raise Federal and State constitutional objections during the I-I master plan application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the Hall County Development Code, facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Hall County Development Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use 7 of its land while not substantially advancing legitimate state interests.

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the Hall County Board of Commissioners to approve the zoning conditions as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Hall County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the M-U zoning request would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the Hall County Board of Commissioners to approve this Application for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the

Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth 8 hereinabove.

Applicant reserves all due process rights granted to them under O.C.G.A. 36-66-5.1. et. seq, to petition the courts for review of a local government's exercise of zoning, administrative, or quasi-judicial powers, as set forth in those code sections and statutes.

Conclusion

For the foregoing reasons, the Applicant respectfully requests that this rezoning to I-I of an existing AR-1 zoning be granted as requested by the Applicant. If there are any questions about this request, you may contact:

K2P Land Partners, LLC

ATTN: Mike Phelps

390 Brogdon Road

Suwanee, GA 30024

404-863-8195

mphelps@bfhcompany.com

Steven P. Gilliam

Smith, Gilliam, Williams and Miles

340 Jesse Jewell Parkway, Suite 300

Gainesville, GA 30501

770-536-3381

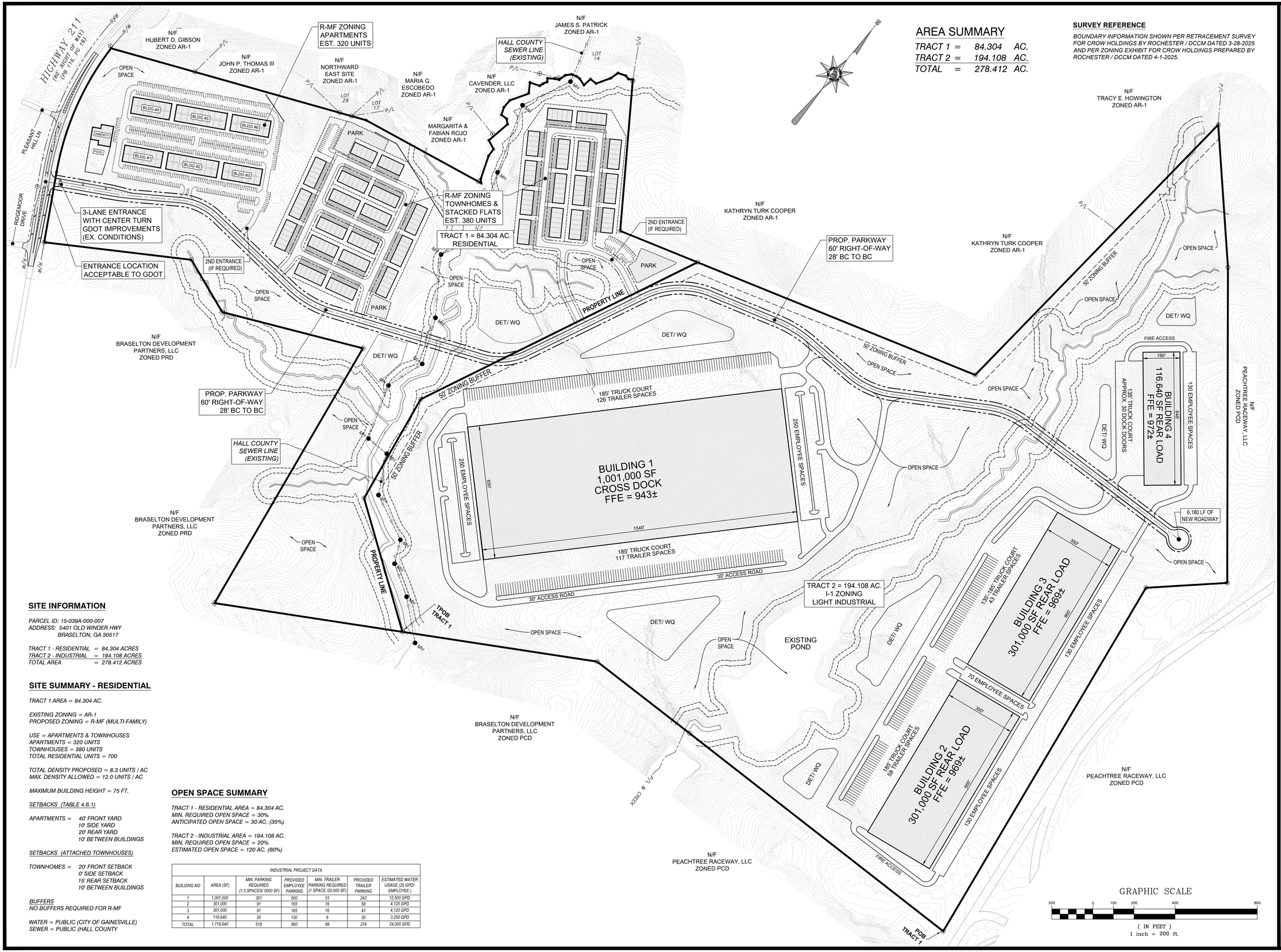
sgilliam@sgwmfirm.com

K2P Land Partners, LLC

ATTN: Cameron Henderson

678-978-6782

cameron@atlaslanddev.com



AREA SUMMARY

TRACT 1	=	84.304	AC.
TRACT 2	=	194.108	AC.
TOTAL	=	278.412	AC.

SURVEY REFERENCE

BOUNDARY INFORMATION SHOWN PER RETRACEMENT SURVEY FOR CROW HOLDINGS BY ROCHESTER / DCCM DATED 3-28-2025 AND PER ZONING EXHIBIT FOR CROW HOLDINGS PREPARED BY ROCHESTER / DCCM DATED 4-1-2025.

SITE INFORMATION

PARCEL ID: 15-039A-000-007
ADDRESS: 5401 OLD WINDER HWY
BRASELTON, GA 30517

TRACT 1 - RESIDENTIAL = 84.304 ACRES
TRACT 2 - INDUSTRIAL = 194.108 ACRES
TOTAL AREA = 278.412 ACRES

SITE SUMMARY - RESIDENTIAL

TRACT 1 AREA = 84.304 AC.

EXISTING ZONING = AR-1
PROPOSED ZONING = R-MF (MULTI-FAMILY)

USE = APARTMENTS & TOWNHOUSES
APARTMENTS = 320 UNITS
TOWNHOUSES = 380 UNITS
TOTAL RESIDENTIAL UNITS = 700

TOTAL DENSITY PROPOSED = 8.3 UNITS / AC
MAX. DENSITY ALLOWED = 12.0 UNITS / AC

MAXIMUM BUILDING HEIGHT = 75 FT.

SETBACKS (TABLE 4.6.1)

APARTMENTS = 40' FRONT YARD
10' SIDE YARD
20' REAR YARD
10' BETWEEN BUILDINGS

SETBACKS (ATTACHED TOWNHOUSES)

TOWNHOMES = 20' FRONT SETBACK
0' SIDE SETBACK
15' REAR SETBACK
10' BETWEEN BUILDINGS

BUFFERS
NO BUFFERS REQUIRED FOR R-MF

WATER = PUBLIC (CITY OF GAINESVILLE)
SEWER = PUBLIC (HALL COUNTY

OPEN SPACE SUMMARY

TRACT 1 - RESIDENTIAL AREA = 84.304 AC.
MIN. REQUIRED OPEN SPACE = 30%
ANTICIPATED OPEN SPACE = 30 AC. (35%)

TRACT 2 - INDUSTRIAL AREA = 194.108 AC.
MIN. REQUIRED OPEN SPACE = 20%
ESTIMATED OPEN SPACE = 120 AC. (60%)

INDUSTRIAL PROJECT DATA

BUILDING NO	AREA (SF)	MIN. PARKING REQUIRED (1.5 SPACES/ 5000 SF)	PROVIDED EMPLOYEE PARKING	MIN. TRAILER PARKING REQUIRED (1 SPACE /20,000 SF)	PROVIDED TRAILER PARKING	ESTIMATED WATER USAGE (25 GPD/ EMPLOYEE)
1	1,001,000	301	500	51	243	12,500 GPD
2	301,000	91	165	16	58	4,125 GPD
3	301,000	91	165	16	43	4,125 GPD
4	116,640	35	130	6	30	3,250 GPD
TOTAL	1,719,640	518	960	89	374	24,000 GPD

GRAPHIC SCALE
200 0 100 200 400 800
(IN FEET)
1 inch = 200 ft.

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PLANNING & DESIGN
100 Old Dawson Village Rd
Suite 110
Dawsonville, GA 30534
Phone: 706-531-8428

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STAMP

GSWCC LEVEL 2
CERTIFIED DESIGN
PROFEESIONAL

CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC
MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

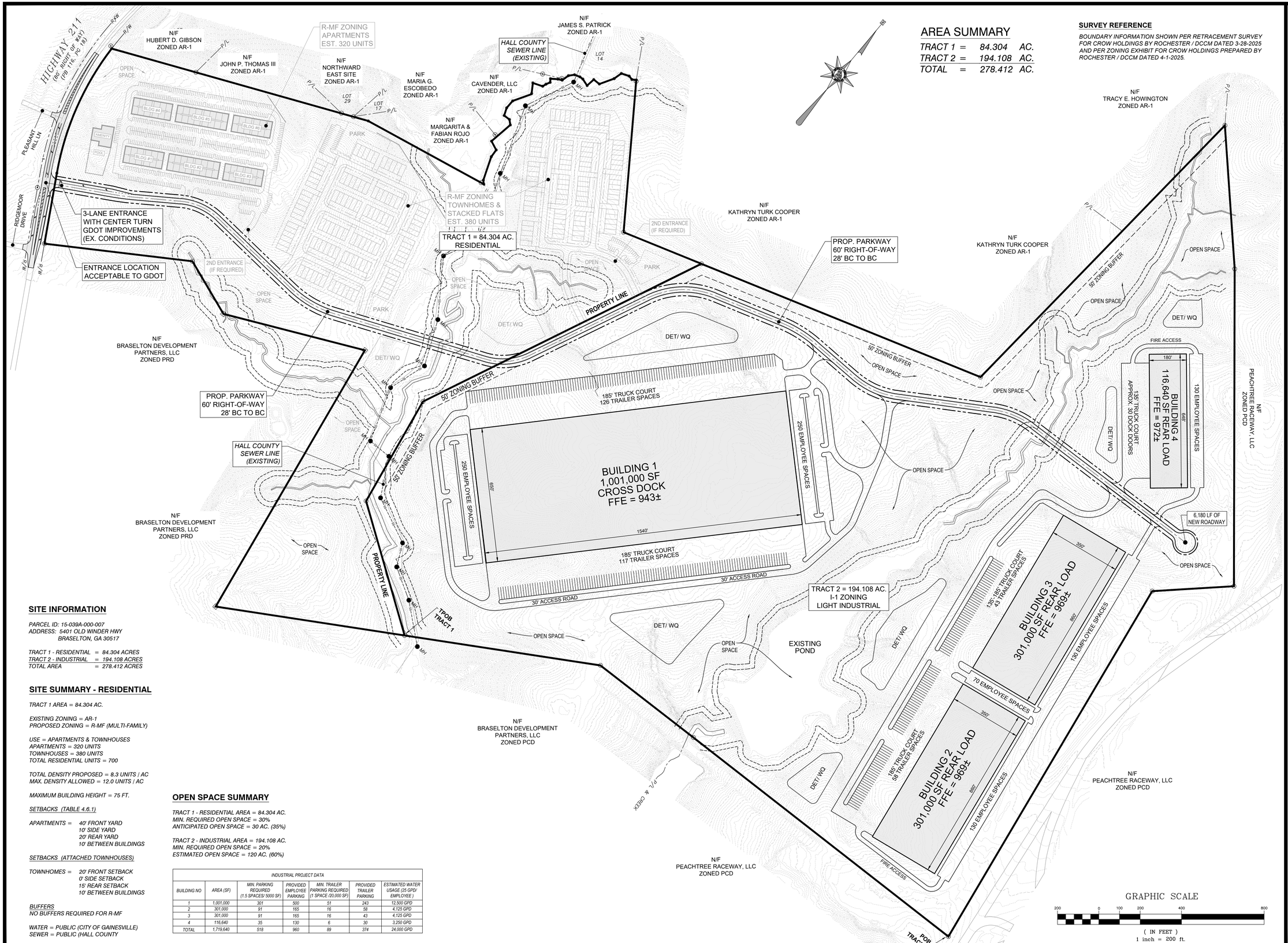
PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

REZONING
PLAN

JOB NUMBER	DATE
25101	3-20-2025

DATE	NO	REVISION
4-29-2025	1	UPDATED LAYOUTS
5-30-2025	2	REVISED ENTRANCE
7-15-2025	3	REVISED ENTRANCE

C-1.0



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3	301,000	91	165	16	43	4,125 GPD
4	116,640	35	130	6	30	3,250 GPD
TOTAL	1,719,640	518	960	89	374	24,000 GPD

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STAMP

GSWCC LEVEL 2
CERTIFIED DESIGN
PROFEESIONAL

CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC
MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

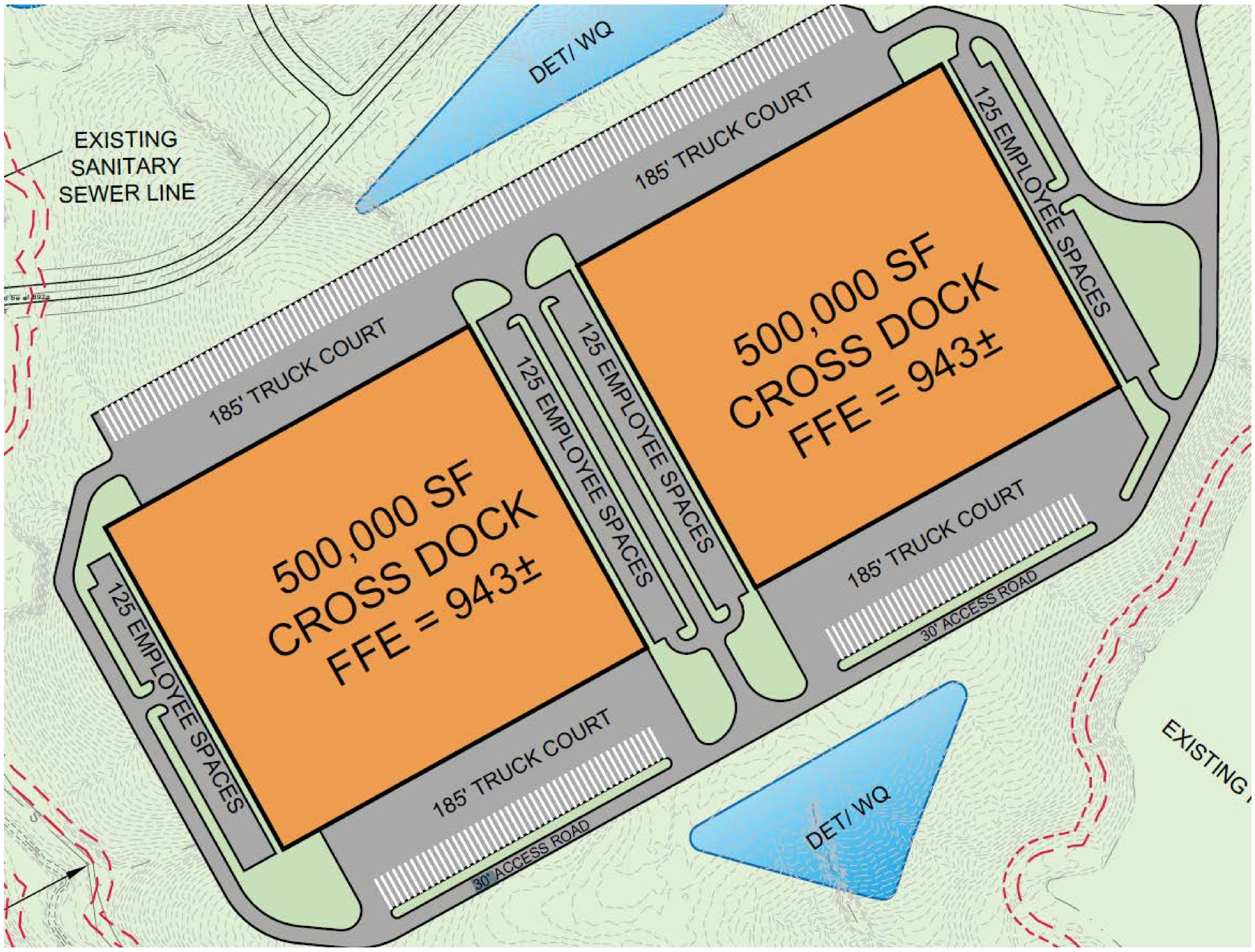
PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

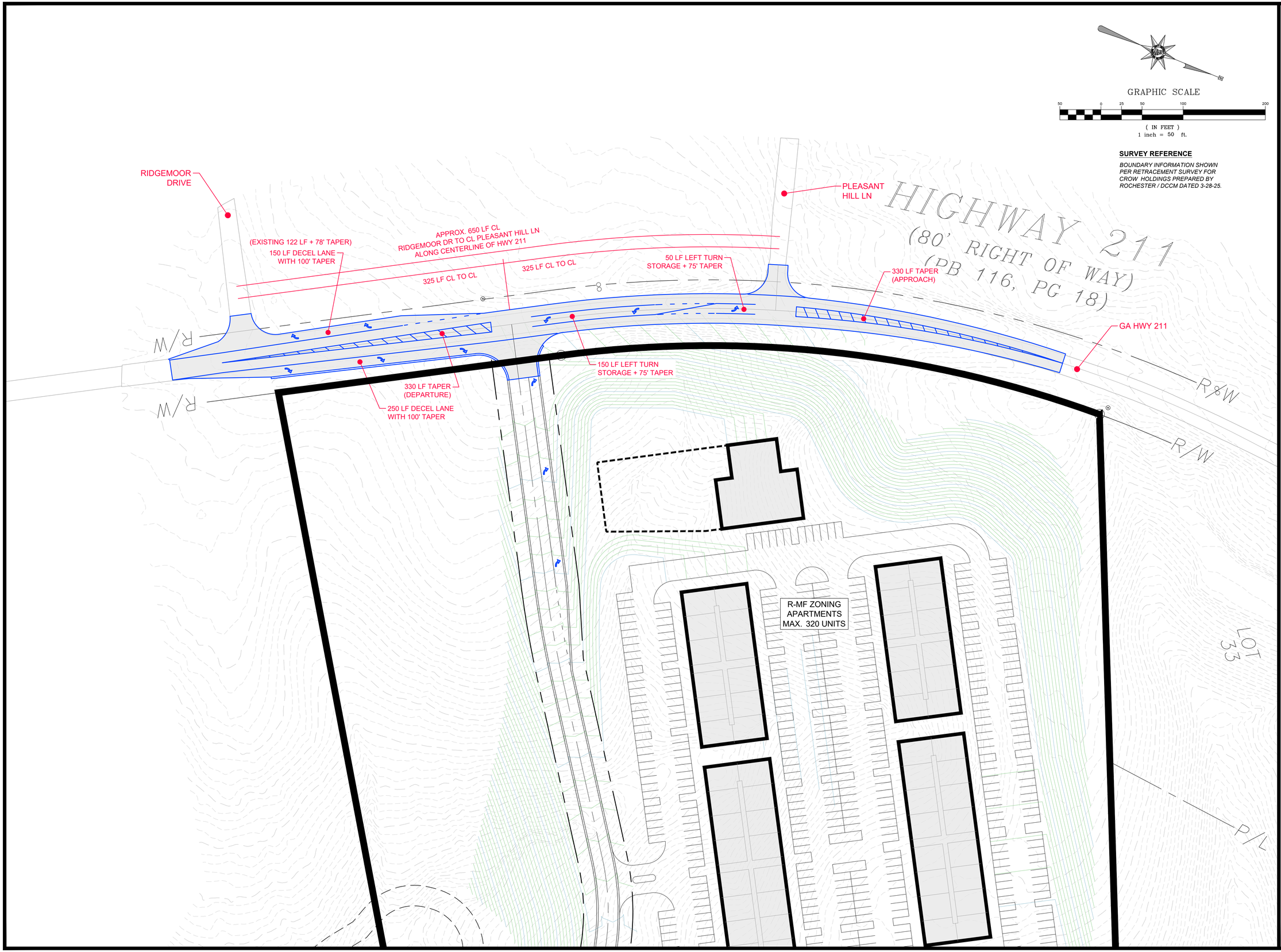
REZONING
PLAN

JOB NUMBER	DATE
25101	3-20-2025

DATE	NO	REVISION
4-29-2025	1	UPDATED LAYOUTS
5-30-2025	2	REVISE ENTRANCE

C-1.B


DET/ WQ
EXISTING
SANITARY
SEWER LINE
185' TRUCK COURT
125 EMPLOYEE SPACES
500,000 SF
CROSS DOCK
FFE = 943±
125 EMPLOYEE SPACES
185' TRUCK COURT
500,000 SF
CROSS DOCK
FFE = 943±
125 EMPLOYEE SPACES
185' TRUCK COURT
30' ACCESS ROAD
185' TRUCK COURT
30' ACCESS ROAD
DET/ WQ
EXISTING



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

SURVEY REFERENCE

BOUNDARY INFORMATION SHOWN PER RETRACEMENT SURVEY FOR CROW HOLDINGS PREPARED BY ROCHESTER / DCCM DATED 3-28-25.

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K2P, LLC

MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

GDOT CONCEPT
(EX. CONDITION)

JOB NUMBER	DATE
25101	6-20-2025

DATE	NO	REVISION

C-2.A



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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STAMP

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CERTIFIED DESIGN
PROFEESIONAL

CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC
MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

GDOT CONCEPT
(FUTURE)

JOB NUMBER	DATE
25101	6-20-2025

DATE	NO	REVISION

C-2.B

Recorded February 3, 1982 — H. Grady Watson, Clerk

TRACT 3											
1	S 40°43'W	100.0	19.	S 85°15'W	290.0	37.	N 86°55'E	1297.2	54.	S 4°26'E	173.5
2	S 50°30'W	207.1	20	N 75°25'W	406.6	38.	N 79°26'E	622.2	55.	S 11°37'E	227.3
3	N 83°55'W	402.6	21	N 44°45'W	201.1	39	N 43°12'W	284.6	56.	S 9°14'E	333.6
4	N 86°35'W	264.3	22.	S 78°42'W	195	40.	N 13°58'W	261.7	57.	S 40°04'E	370.3
5.	N 81°16'W	704.1	23	N 15°23'W	530.9	41.	N 5°36'E	123.3	58.	S 39°50'E	314.2
6	S 83°32'W	197.6	24	N 16°51'W	230.6	42.	N 18°44'E	215.9	59.	S 46°30'E	208.7
7	S 78°51'W	235.0	25	N 22°34'W	398.0	43.	N 68°10'E	269.8	70.	S 15°17'E	644.3
8	N 53°28'W	280.7	26	N 28°12'W	298.9	44.	N 45°56'E	132.8	71.	S 36°07'E	598.5
9	N 17°34'W	416.0	27.	N 29°25'W	491.1	45.	S 34°35'E	735.3	55.	S 2°25'E	374.9
10.	N 24°54'W	347.0	28.	N 50°25'E	1163.3	46.	N 75°42'E	1864.2	54.	S 32°45'E	205.6
11.	N 6°44'E	424.4	29	N 9°08'W	1432.1	56.	N 4°57'E	702.1	53.	S 21°28'E	303.1
12	N 28°08'W	150.0	30.	S 65°01'W	708.7	57.	S 62°52'E	698.5	52.	S 38°39'E	217.6
13	S 66°33'W	199.3	31.	N 69°48'W	286.6	58.	S 55°12'W	1538.0	51.	S 13°46'E	234.9
14	S 8°29'W	218.8	32	S 87°30'W	730.9	59.	S 47°16'W	596.0	50.	S 17°16'E	284.8
15.	S 23°11'W	274.5	33.	N 39°27'W	378.6	60.	S 8°51'E	1962.9	49.	S 5°15'W	171.0
16.	S 8°18'W	108.0	34.	N 23°26'W	218.9	61.	S 88°38'W	1565.7	48.	S 19°47'W	222.6
17	N 5°04'W	152.9	35.	N 14°55'W	196.6	62.	S 11°16'E	145.6	47.	S 28°37'W	532.6
18	N 6°35'W	150.9	36.	N 6°47'W	226.7	63.	S 23°01'E	263.7			

TRACT 2											
1	N 29°37'W	363.9	22.	S 82°11'W	180.0	43.	N 79°40'W	179.9	64.	S 80°09'E	294.2
2	N 51°46'W	410.2	23.	S 88°28'W	221.8	44.	N 87° 15'W	158.9	65.	S 75°14'E	247.7
3	N 56°55'W	511.8	24.	N 84°21'W	118.0	45.	S 88°53'W	127.9	66.	S 58°39'E	272.5
4	N 35°25'W	269.3	25.	S 86°45'W	116.1	46.	S 56°36'W	309.4	67.	N 89°16'E	252.0
5	N 50°45'W	286.6	26.	S 55°11'W	191.3	47.	N 28°57'E	332.6	68.	N 67°09'E	299.1
6	N 58°51'W	404.8	27.	S 31°28'W	150.0	48.	N 19°47'E	152.6	69.	N 58°11'E	316.5
7	N 31°34'W	295.2	28.	S 86°13'W	453.4	49.	N 5° 15'E	171.0	70.	S 64°39'E	221.7
8	N 35°15'W	147.9	29.	N 24°46'E	146.5	50.	N 17° 16'W	284.8	71.	N 77° 18'E	508.7
9	N 37°26'W	148.1	30.	N 36°16'E	409.1	51.	N 13°46'W	234.9	72.	N 89°11'E	342.9
10.	N 52°09'W	206.2	31.	N 26°58'W	297.0	52.	N 38°39'W	217.6	73.	S 76°08'E	115.6
11.	N 46°18'W	258.2	32.	N 64°30'W	852.9	53.	N 21°28'W	303.1	74.	S 48°09'E	116.5
12.	N 53°10'W	158.3	33.	N 77°09'W	284.4	54.	N 32°46'W	205.0	75.	N 46°36'E	1360.9
13.	S 54°00'W	121.9	34.	S 88°44'W	241.4	55.	N 4°57'E	374.9	76.	S 41°58'E	360.2
14.	S 81°46'W	248.8	35.	N 43°09'W	284.9	56.	N 17°15'E	580.4	77.	S 41°51'E	1488.1
15.	N 73°50'W	367.0	36.	N 15°12'W	560.2	57.	N 88°43'W	133.7	78.	S 60°10'E	657.0
16.	S 89°30'W	64'S	37.	N 12°06'E	395.5	58.	N 66°05'E	485.9	79.	N 47°31'E	96.8
17.	S 84°01'W	73.4	38.	N 83°11'E	228.3	59.	N 75°06'E	325.5	80.	N 43°51'E	193.2
18.	S 44°59'W	214.3	39.	N 27°55'E	154.9	60.	S 89°35'E	281.0	81.	S 24°15'E	231.4
19.	S 32°52'W	240.3	40.	N 1°44'W	335.8	61.	N 80°40'E	285.5	82.	S 19°43'E	232.0
20.	S 24°38'W	257.9	41.	N 23°00'W	397.8	62.	N 51°35'E	307.1	83.	S 9°48'E	181.2
21.	S 16°20'W	225.6	42.	N 24°00'W	115.8	63.	N 79° 12'E	267.0	84.	S 19°44'E	750.5
									85.	S 12°08'E	198.0
									86.	S 11°49'E	193.5
									87.	S 11°49'E	193.5
									88.	S 11°49'E	193.5
									89.	S 11°49'E	193.5
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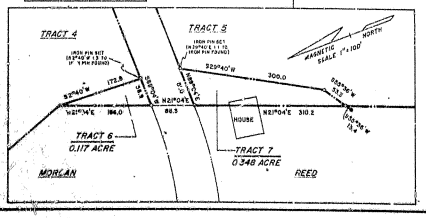
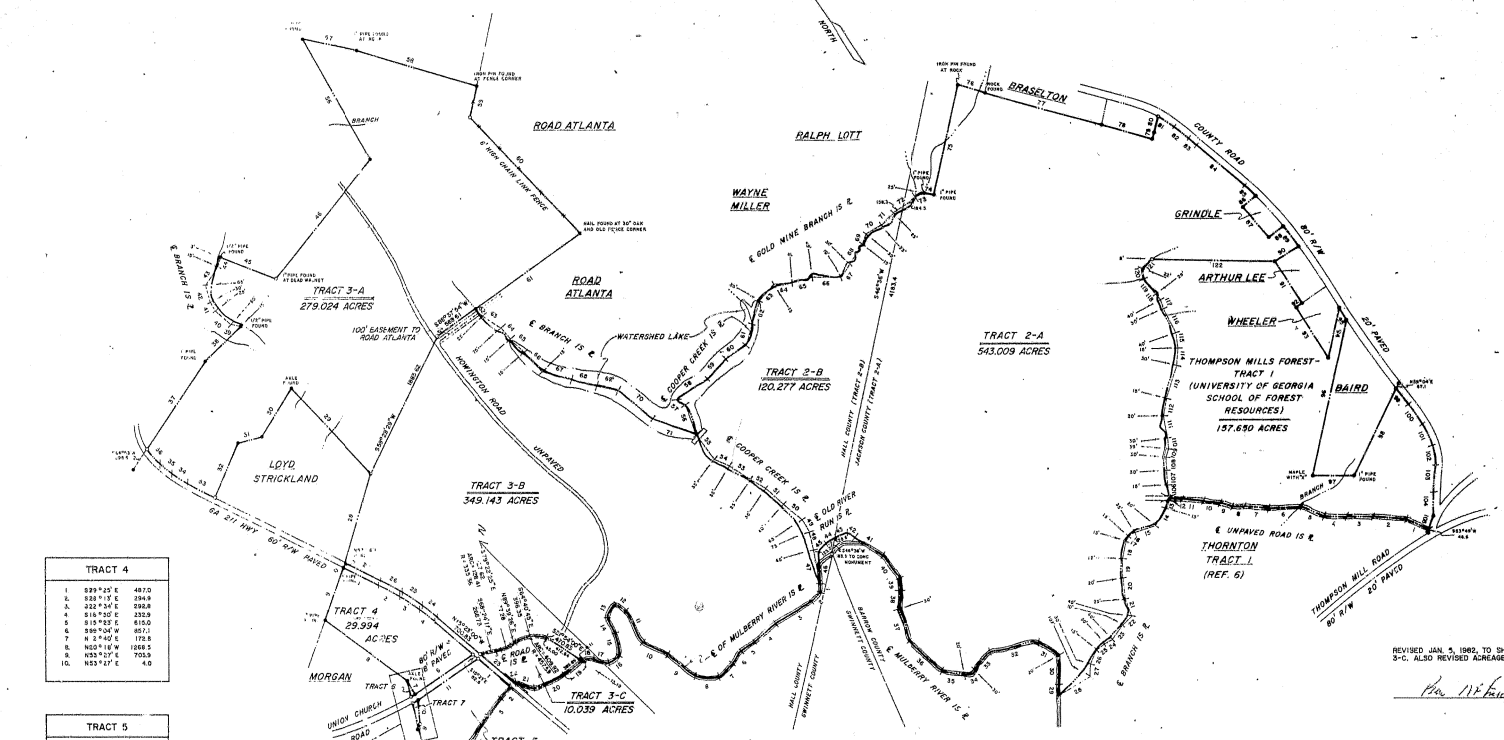
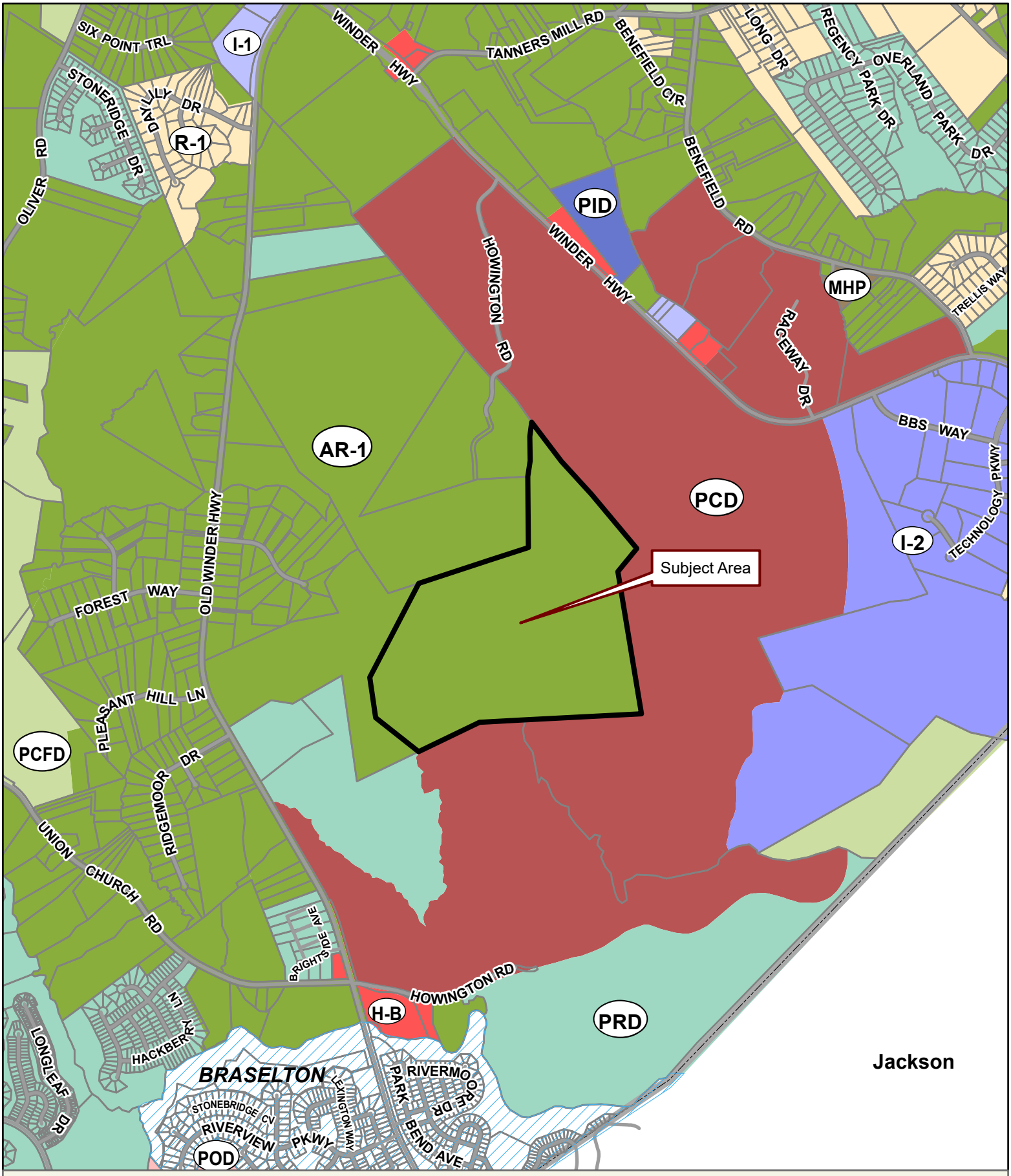
									109.	S 11°49'E	193.5
									110.	S 11°49'E	193.5
									111.	S 11°49'E	193.5
									112.	S 11°49'E	193.5
									113.	S 11°49'E	193.5
									114.	S 11°49'E	193.5
									115.	S 11°49'E	193.5
									116.	S 11°49'E	193.5
									117.	S 11°49'E	193.5
									118.	S 11°49'E	193.5
									119.	S 11°49'E	193.5
									120.	S 11°49'E	193.5
									121.	S 11°49'E	193.5
									122.	S 11°49'E	193.5

TRACT 4		
1.	S 39°25' E	487.0
2.	S 28°13' E	294.9
3.	S 22°34' E	298.8
4.	S 16°20' E	232.9
5.	S 15°23' E	515.0
6.	S 39°04' W	657.1
7.	N 2°40' E	172.8
8.	N 03°18' W	1268.5
9.	N 53°23' E	703.9
10.	N 53°27' E	4.0

TRACT 5		
1.	S 15°23' E	537.8
2.	S 76°42' W	196.1
3.	S 70°34' W	263.0
4.	S 72°01' W	646.6
5.	N 70°30' W	304.1
6.	N 60°45' W	51.8
7.	N 21°04' E	145.0
8.	N 21°04' E	285.5
9.	N 55°30' E	53.3
10.	N 29°40' E	300.0
11.	N 38°04' E	887.9




MAGNETIC NORTH
ROAD ATLANTA
RALPH LOTT
WAYNE MILLER
BRASELTON
COUNTY ROAD
80' R/W
GRINDLE
ARTHUR LEE
WHEELER
BAIRD
20' PAVED
TRACT 3-A
279.024 ACRES
TRACT 2-A
543.009 ACRES
TRACT 2-B
120.277 ACRES
TRACT 3-B
349.143 ACRES
TRACT 3-C
10.039 ACRES
TRACT 4
29.994 ACRES
TRACT 5
18.556 ACRES
THOMPSON MILLS FOREST-
TRACT 1
(UNIVERSITY OF GEORGIA
SCHOOL OF FOREST
RESOURCES)
157.690 ACRES
THORNTON
TRACT 1
(REF. 6)
LOYD STRICKLAND
MORGAN
REED
UNION CHURCH
ROAD
BOWINGTON ROAD
UNPAVED
100' EASEMENT TO
ROAD ATLANTA
E BRANCH IS Z
E GOLD MINE BRANCH IS Z
WATERSHED LAKE
COOPER CREEK IS Z
E COOPER CREEK IS Z
E OLD RIVER RUN IS Z
E OF MULBERRY RIVER IS Z
E MULBERRY RIVER IS Z
E BRANCH IS Z
E UNPAVED ROAD IS Z
THOMPSON MILL ROAD
80' R/W
20' PAVED
HALL COUNTY (TRACT 2-B)
JACKSON COUNTY (TRACT 2-A)
HALL COUNTY
GWINNETT COUNTY
BARROW COUNTY
GWINNETT COUNTY
BARROW COUNTY
64 BYP HWY
80' R/W
PAVED
IRON PIN FOUND AT ROCK
IRON PIN FOUND AT PENCA CORNER
RAIL FOUND AT 30" OAK AND OLD FENCE CORNER
6' HIGH CHAIN LINK FENCE
BRANCH
N 2°40' E 172.8
S 82°40' W 172.8
N 21°04' E 145.0
N 21°04' E 285.5
N 55°30' E 53.3
N 29°40' E 300.0
N 38°04' E 887.9
S 29°40' W 300.0
S 55°30' W 53.3
N 60°45' W 51.8
N 70°30' W 304.1
S 72°01' W 646.6
S 76°42' W 196.1
S 15°23' E 537.8
N 53°27' E 703.9
N 53°23' E 4.0
N 03°18' W 1268.5
N 39°04' W 657.1
S 2°40' E 172.8
S 16°20' W 225.6
S 23°11' W 274.5
S 28°13' E 294.9
S 39°25' E 487.0
N 53°55' E 1297.2
S 11°37' E 227.3
S 9°14' E 333.6
S 40°04' E 370.3
S 39°50' E 314.2
S 46°30' E 208.7
S 15°17' E 644.3
S 36°07' E 598.5
S 2°25' E 374.9
S 32°45' E 205.6
S 21°28' E 303.1
S 38°39' E 217.6
S 13°46' E 234.9
S 17°16' E 284.8
S 5°15' W 171.0
S 19°47' W 222.6
S 28°37' W 532.6
S 88°38' W 1565.7
S 11°16' E 145.6
S 23°01' E 263.7
S 4°26' E 173.5
S 82°11' W 180.0
S 88°28' W 221.8
S 84°21' W 118.0
S 86°45' W 116.1
S 55°11' W 191.3
S 31°28' W 150.0
S 86°13' W 453.4
N 24°46' E 146.5
N 36°16' E 409.1
N 26°58' W 297.0
N 64°30' W 852.9
N 77°09' W 284.4
S 88°44' W 241.4
N 43°09' W 284.9
N 15°12' W 560.2
N 12°06' E 395.5
N 83°11' E 228.3
N 27°55' E 154.9
N 1°44' W 335.8
N 23°00' W 397.8
N 24°00' W 115.8
N 79°40' W 179.9
N 87° 15' W 158.9
S 88°53' W 127.9
S 56°36' W 309.4
N 28°57' E 332.6
N 19°47' E 152.6
N 5° 15' E 171.0
N 17° 16' W 284.8
N 13°46' W 234.9
N 32°46' W 205.0
N 4°57' E 374.9
N 17°15' E 580.4
N 88°43' W 133.7
N 66°05' E 485.9
N 75°06' E 325.5
S 89°35' E 281.0
N 80°40' E 285.5
N 51°35' E 307.1
N 79° 12' E 267.0
S 80°09' E 294.2
S 75°14' E 247.7
S 58°39' E 272.5
N 89°16' E 252.0
N 67°09' E 299.1
N 58°11' E 316.5
S 64°39' E 221.7
N 77° 18' E 508.7
N 89°11' E 342.9
S 76°08' E 115.6
S 48°09' E 116.5
N 46°36' E 1360.9
S 41°58' E 360.2
S 41°51' E 1488.1
S 60°10' E 657.0
N 47°31' E 96.8
N 43°51' E 193.2
S 24°15' E 231.4
S 19°43' E 232.0
S 9°48' E 181.2
S 19°44' E 750.5
S 12°08' E 198.0
S 11°49' E 193.5
S 11°49' E 193.5
S 11°49' E 193.5

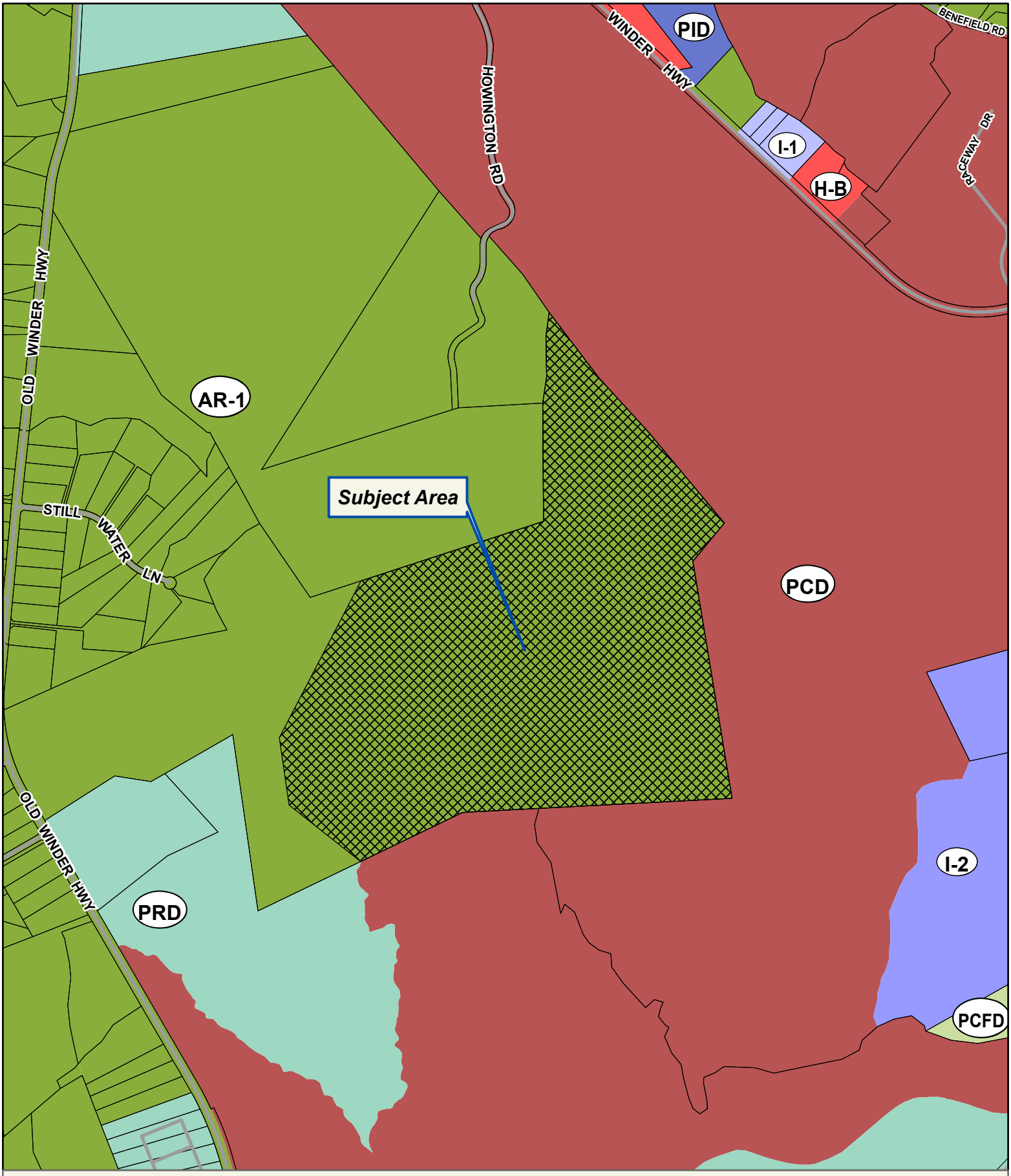


Applicant: K2P LAND PARTNERS, LLC
Tax Parcel #: 15039A000007 (PT.)
Location: 5401 OLD WINDER HIGHWAY, BRASELTON GA 30517
Commission District 1 **PC Mtg. Date: 06/16/2025**

0 400 800 1,600
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N



Applicant: K2P LAND PARTNERS, LLC
Tax Parcel #: 15039A000007 (PT.)
Location: 5401 OLD WINDER HIGHWAY, BRASELTON GA 30517
Commission District 1 **PC Mtg. Date: 06/16/2025**

0 250 500 1,000
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N



Applicant: K2P LAND PARTNERS, LLC
Tax Parcel #: 15039A000007 (PT.)
Location: 5401 OLD WINDER HIGHWAY, BRASELTON GA 30517
Commission District 1 **PC Mtg. Date: 06/16/2025**

0 250 500 1,000
Feet

Zoning Boundary
City Limits
Subject Area

N

SURVEY NOTES

1. THE FIELD DATA DATED 3/25/2025 & 3/26/2025 UPON WHICH THIS PLAT IS BASED HAS AN AVERAGE RELATIVE PRECISION ACCURACY OF LESS THAN 0.09 FEET. THE EQUIPMENT USED TO OBTAIN THIS DATA WAS A DUAL FREQUENCY TRIMBLE R12i GNSS GPS RECEIVER WITH A TRIMBLE TSC7 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A WIRELESS NETWORK FROM BASE STATIONS OPERATED BY TRIMBLE NAVIGATION, AND ADJUSTED USING LEAST SQUARES. THIS VALUE WAS DERIVED FROM GPS PROCESSING SOFTWARE. THE HORIZONTAL DATA FOR THIS SURVEY IS NORTH AMERICAN DATUM OF 1983 (NAD 83 GEORGIA WEST ZONE).

2. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,997,542 FEET.

3. THIS PROPERTY MAY OR MAY NOT CONTAIN WETLAND AREAS. NO EFFORTS HAVE BEEN MADE BY THIS SURVEYOR TO IDENTIFY OR LOCATE ANY WETLAND AREAS ON THIS PROPERTY. A QUALIFIED WETLAND SPECIALIST OR BIOLOGIST, PRIOR TO ANY LAND DISTURBANCE, SHOULD PERFORM WETLAND IDENTIFICATION AND DELINEATION.

4. CENTERLINE OF CREEK AS FIELD LOCATED ON 3/25/25 & 3/26/25 IS THE PROPERTY LINE. NATURAL WATER BOUNDARIES ARE SUBJECT TO CHANGE DUE TO NATURAL CAUSES AND IT MAY OR MAY NOT REPRESENT THE ACTUAL LOCATION OF THE LIMIT OF TITLE.

5. PORTIONS OF THIS PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "A" PER F.E.M.A. INSURANCE RATE MAP OF HALL COUNTY, GEORGIA. MAP NO. 13139C0374G, EFFECTIVE DATE DECEMBER 1, 2022.

6. THIS PLAT IS FOR THE EXCLUSIVE USE OF THE ENTITIES SHOWN HEREON; ANY USE BY THIRD PARTIES IS AT THEIR OWN RISK.

7. ALL DISTANCES AS SHOWN ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET (39.37 INCHES = 1 METER).

LEGEND

AKA	–	ALSO KNOWN AS
BL	–	BUILDING SETBACK LINE
BWF	–	BARBED WIRE FENCE
C&G	–	CURB & GUTTER
CTP	–	CRIMP TOP PIPE
CL	–	CENTER LINE
CLF	–	CHAIN LINK FENCE
CMF	–	CONCRETE MONUMENT FOUND
CONC	–	CONCRETE
DB/PG	–	DEED BOOK, PAGE
EP	–	EDGE OF PAVEMENT
FH	–	FIRE HYDRANT
GW	–	GUY WIRE
INV	–	INVERT
IPF	–	IRON PIN FOUND
IPS	–	IRON PIN SET (1/2"REBAR)
LP	–	LIGHT POLE
MH	–	MANHOLE
MON	–	MONUMENT
N/F	–	NOW OR FORMERLY
-OC-	–	OVERHEAD COMMUNICATION LINE
-OE-	–	OVERHEAD POWER LINE
OTP	–	OPEN TOP PIPE
P/L	–	PROPERTY LINE
PM	–	POWER METER
POB	–	POINT OF BEGINNING
PP	–	POWER POLE
PLP	–	POWER & LIGHT POLE
PTP	–	POWER & TELEPHONE POLE
PVC	–	POLYVINYLCHLORIDE PIPE
RB	–	REBAR
R/W	–	RIGHT OF WAY
SS	–	SANITARY SEWER LINE
TP	–	TELEPHONE POLE
TPOB	–	TRUE POINT OF BEGINNING
-W-	–	WATER LINE
WM	–	WATER METER
WV	–	WATER VALVE

CURVE TABLE

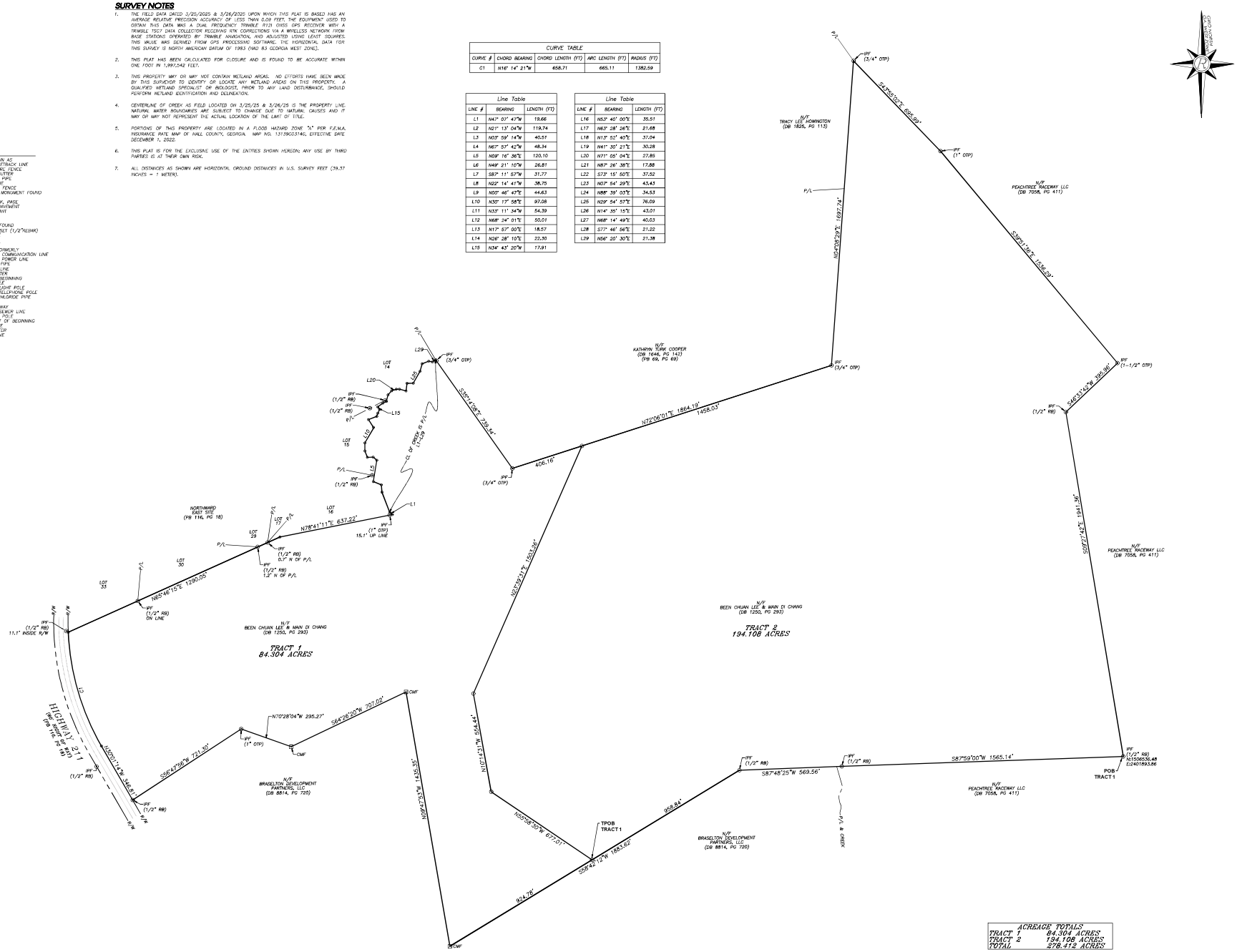
CURVE #	CHORD BEARING	CHORD LENGTH (FT)	ARC LENGTH (FT)	RADIUS (FT)
C1	N16° 14' 21"W	658.71	665.11	1382.59

Line Table

LINE #	BEARING	LENGTH (FT)
L1	N47° 07' 47"W	19.66
L2	N21° 13' 04"W	119.74
L3	N03° 59' 14"W	40.51
L4	N67° 57' 42"W	48.34
L5	N09° 16' 36"E	120.10
L6	N49° 21' 10"W	26.81
L7	S82° 11' 57"W	31.77
L8	N22° 14' 41"W	38.75
L9	N00° 46' 42"E	44.63
L10	N30° 17' 58"E	97.08
L11	N33° 11' 34"W	54.39
L12	N68° 24' 01"E	50.01
L13	N17° 57' 00"E	18.57
L14	N26° 28' 10"E	22.30
L15	N34° 43' 20"W	17.91

Line Table

LINE #	BEARING	LENGTH (FT)
L16	N53° 40' 00"E	35.51
L17	N63° 28' 26"E	21.68
L18	N13° 52' 40"E	37.04
L19	N41° 30' 21"E	30.28
L20	N71° 05' 04"E	27.86
L21	N87° 26' 38"E	17.88
L22	S73° 15' 50"E	37.52
L23	N07° 54' 29"E	43.43
L24	N88° 39' 03"E	34.53
L25	N29° 54' 57"E	76.09
L26	N14° 35' 15"E	43.01
L27	N68° 14' 49"E	40.03
L28	S77° 46' 56"E	21.22
L29	N56° 20' 30"E	21.38



Rochester | DCCM
Rochester and Associates, LLC
425 Oak St NW, Gainesville, GA 30501
770.718.0800 | rochesterdccm.com

ZONING EXHIBIT FOR

CROW HOLDINGS

LOCATED IN
LAND LOTS 14 & 15
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION
		REVISIONS

GRAPHIC SCALE
0' 100' 200' 400' 800'

GEORGIA REGISTERED No. 2894 LAND SURVEYOR ROBERT S. CLEVELAND

SHEET 1 OF 1

DATE: 4/1/25
SCALE: 1 INCH = 200'
JOB NO: 2150131
DRAWN BY: RSC
DWG NO: 2150131-EXH

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

LEGEND

AKA	–	ALSO KNOWN AS
BL	–	BUILDING SETBACK LINE
BWF	–	BARBED WIRE FENCE
C&G	–	CURB & GUTTER
CTP	–	CRIMP TOP PIPE
CL	–	CENTER LINE
CLF	–	CHAIN LINK FENCE
CMF	–	CONCRETE MONUMENT FOUND
CONC	–	CONCRETE
DB/PG	–	DEED BOOK, PAGE
EP	–	EDGE OF PAVEMENT
FW	–	FIRE HYDRANT
GW	–	GUY WIRE
INV	–	INVERT
IPF	–	IRON PIN FOUND
IPS	–	IRON PIN SET (1/2"REBAR)
LP	–	LIGHT POLE
MH	–	MANHOLE
MON	–	MONUMENT
N/F	–	NOW OR FORMERLY
-OC-	–	OVERHEAD COMMUNICATION LINE
-OE-	–	OVERHEAD POWER LINE
OTP	–	OPEN TOP PIPE
P/L	–	PROPERTY LINE
PM	–	POWER METER
POB	–	POINT OF BEGINNING
PP	–	POWER POLE
PLP	–	POWER & LIGHT POLE
PTP	–	POWER & TELEPHONE POLE
PVC	–	POLYVINYLCHLORIDE PIPE
RB	–	REBAR
R/W	–	RIGHT OF WAY
SS	–	SANITARY SEWER LINE
TP	–	TELEPHONE POLE
TPOB	–	TRUE POINT OF BEGINNING
-W-	–	WATER LINE
WM	–	WATER METER
WV	–	WATER VALVE

SURVEY NOTES

1. THE FIELD DATA UNED 3/25/2025 & 3/26/2025 UPON WHICH THIS PLAT IS BASED HAS AN AVERAGE RELATIVE PRECISION ACCURACY OF LESS THAN 0.09 FEET. THE EQUIPMENT USED TO OBTAIN THIS DATA WAS A DUAL FREQUENCY TRIMBLE R12i GNSS GPS RECEIVER WITH A TRIMBLE TSC7 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A WIRELESS NETWORK FROM BASE STATIONS OPERATED BY TRIMBLE NAVIGATION, AND ADJUSTED USING LEAST SQUARES. THIS VALUE WAS DERIVED FROM GPS PROCESSING SOFTWARE. THE HORIZONTAL DATA FOR THIS SURVEY IS NORTH AMERICAN DATUM OF 1983 (NAD 83 GEORGIA WEST ZONE).

2. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 2,264,940 FEET.

3. THIS PROPERTY MAY OR MAY NOT CONTAIN WETLAND AREAS. NO EFFORTS HAVE BEEN MADE BY THIS SURVEYOR TO IDENTIFY OR LOCATE ANY WETLAND AREAS ON THIS PROPERTY. A QUALIFIED WETLAND SPECIALIST OR BIOLOGIST, PRIOR TO ANY LAND DISTURBANCE, SHOULD PERFORM WETLAND IDENTIFICATION AND DELINEATION.

4. CENTERLINE OF CREEK AS FIELD LOCATED L2 – L29 IS THE PROPERTY LINE. NATURAL WATER BOUNDARIES ARE SUBJECT TO CHANGE DUE TO NATURAL CAUSES AND IT MAY OR MAY NOT REPRESENT THE ACTUAL LOCATION OF THE LIMIT OF TITLE.

5. PORTIONS OF THIS PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "A" AS PER F.E.M.A. INSURANCE RATE MAP OF HALL COUNTY, GEORGIA, COMMUNITY PANEL NO. 13139C0314G, EFFECTIVE DATE DECEMBER 1, 2022.

6. ALL PROPERTY CORNERS REFERENCED AS "PS" INDICATES A 1/2" REBAR PLACED WITH A YELLOW PLASTIC CAP STAMPED "ROCHESTER-LSF000484", UNLESS OTHERWISE NOTED.

7. THIS PLAT IS FOR THE EXCLUSIVE USE OF THE ENTITIES SHOWN HEREON; ANY USE BY THIRD PARTIES IS AT THEIR OWN RISK.

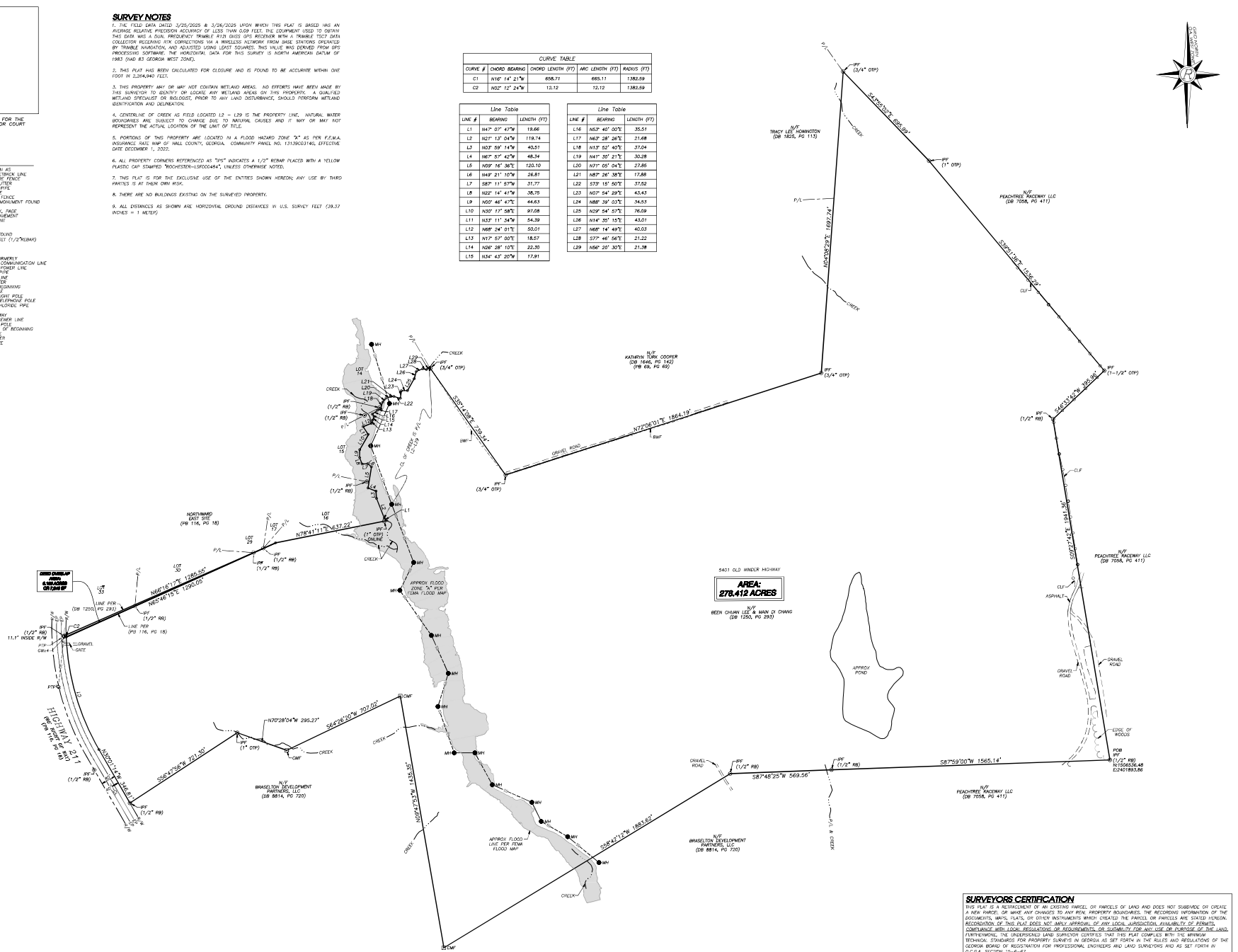
8. THERE ARE NO BUILDINGS EXISTING ON THE SURVEYED PROPERTY.

9. ALL DISTANCES AS SHOWN ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET (39.37 INCHES = 1 METER)

CURVE TABLE				
CURVE #	CHORD BEARING	CHORD LENGTH (FT)	ARC LENGTH (FT)	RADIUS (FT)
C1	N16° 14' 21"W	658.71	665.11	1382.59
C2	N02° 12' 24"W	12.12	12.12	1382.59

Line Table		
LINE #	BEARING	LENGTH (FT)
L1	N47° 07' 47"W	19.66
L2	N21° 13' 04"W	119.74
L3	N03° 59' 14"W	40.51
L4	N67° 57' 42"W	48.34
L5	N09° 16' 36"E	120.10
L6	N49° 21' 10"W	26.81
L7	S83° 11' 57"W	31.77
L8	N22° 14' 41"W	38.75
L9	N00° 46' 47"E	44.63
L10	N30° 17' 58"E	97.08
L11	N33° 11' 34"W	54.39
L12	N68° 24' 01"E	50.01
L13	N17° 57' 00"E	18.57
L14	N26° 28' 10"E	22.30
L15	N34° 43' 20"W	17.91

Line Table		
LINE #	BEARING	LENGTH (FT)
L16	N53° 40' 00"E	35.51
L17	N63° 28' 26"E	21.68
L18	N13° 52' 40"E	37.04
L19	N41° 30' 21"E	30.28
L20	N71° 05' 04"E	27.86
L21	N87° 26' 38"E	17.88
L22	S73° 15' 50"E	37.52
L23	N07° 54' 29"E	43.43
L24	N88° 39' 03"E	34.53
L25	N29° 54' 57"E	76.09
L26	N14° 35' 15"E	43.01
L27	N66° 14' 49"E	40.03
L28	S77° 46' 56"E	21.22
L29	N56° 20' 30"E	21.38



SURVEYORS CERTIFICATION

THIS PLAT IS A REPLACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL, OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

ROBERT S. CLEVELAND, PLS #2894 — 04/03/2025 DATE

sclevelandii@bellsouth.com
Rochester and Associates, LLC.
LSF-000484 EXPIRATION 6/30/2026
www.rochester-assoc.com

Rochester | DCCM
425 Pyle St NW, Gainesville, GA 30501
770.718.0888 | www.rochester-assoc.com

RETRACEMENT SURVEY FOR
CROW HOLDINGS
LOCATED IN
LAND LOT 29
HALL COUNTY, GEORGIA

NO.	DATE	DESCRIPTION
		REVISIONS

GRAPHIC SCALE 0' 100' 200' 400'

GEORGIA REGISTERED No. 2894 LAND SURVEYOR ROBERT S. CLEVELAND

SHEET 1 OF 1
DATE: 3/26/2025
SCALE: 1" = 200'
JOB NO.: 2150131.JOW
FIELD BK.: 2025-01
DWG NO.: SRPM.01





03700
0582

Georgia, Hall County, Clerk Superior Court
Filed in office, this 6 day of July
2000 at 10:40a.m. Recorded in
Book 3700 Page(s) 582-584
this 7 day of July, 2000.
DWIGHT S. WOOD, CLERK, by: AJZ
2184

018212

Sergio & Associates P.C.
Attorney at Law
3982 Cherokee Trail
Suite 130
Suwanee, Georgia 30024

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ -0-
Date 7-6-00
DWIGHT S. WOOD
Clerk Superior Court
By AJZ

000582

STATE OF GEORGIA

Gwinnett COUNTY

Quit-Claim Deed

THIS INDENTURE, made the 27th day of April, in the year Two Thousand, between **JAY HAK LEE,** of the County of Jackson, State of Georgia, and **KOOK-JA LEE,** of the County of Gwinnett, as party or parties of the first part, hereinafter called Grantor, and **KOOK-JA LEE,** as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor, for and in consideration of LOVE AND AFFECTION, has bargained, sold, and does by these presents bargain, sell, remise, release and forever quit-claim to Grantee all the right, title interest, claim or demand which the Grantor has or may have had in and to the following described real property, to wit:

FOR A COMPLETE LEGAL DESCRIPTION REFER TO EXHIBIT "A" ATTACHED HERETO AND INCORPORATED HEREIN BY THIS REFERENCE.

Each grantor of this deed holds a twenty-five percent (25%) undivided interest in the above-described property. Grantee shall, therefore, hold a fifty percent (50%) undivided interest in a tenancy at common with Been Chuan Lee and Main Di Chang.
with all the rights, members and appurtenances to the said described premises in anywise appertaining or belonging.

TO HAVE AND TO HOLD the said described premises unto the Grantee, so that neither the said Grantor, nor any other person or persons claiming under Grantor shall at any time claim or demand any right, title or interest to the aforesaid described premises or its appurtenances.

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

Signed, sealed and delivered in
presence of:

Witness

Notary Public

My Commission Expires:

NOTARY PUBLIC GWINNETT COUNTY, GA

JAY HAK LEE

KOOK-JA LEE

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=4666167&key1=3700&key2=582&county=69&countyname=HALL&userid=254&appid=4 1/3

000583

EXHIBIT "A"

All that tract or parcel of land lying and being in the Clinchem District, number 392, of Hall County, Georgia, and being a portion of that land conveyed by warranty deed from Jasper B. Thompson to Eva Thompson Thornton on January 24, 1921, and recorded at deed book 37, page 568, Hall County records. Said tract is more particularly described as follows:

To find the point of beginning, commence at a concrete monument which point is the common intersection of the southeast boundary of Hall County, the northwestern boundary of Jackson County, the western boundary line of Barrow County, and the eastern boundary line of Gwinnett County; proceed thence North 46 degrees 36 minutes East 183.3 feet along the common boundary line of Hall and Jackson Counties to a point, thence North 87 degrees 13 minutes West 125.3 feet, thence South 82 degrees 23 minutes West 127.8 feet; thence South 36 degrees 32 minutes West 309.4 feet to a point in the center line of Mulberry River; thence along the center line of the Mulberry River the following courses and distances: South 40 degrees 43 minutes West 100.0 feet; thence South 50 degrees 10 minutes West 207.1 feet; thence North 85 degrees 55 minutes West 509.6 feet; thence South 80 degrees 35 minutes West 344.3 feet; thence North 07 degrees 14 minutes West 204.1 feet; thence South 65 degrees 32 minutes West 187.6 feet; thence South 78 degrees 51 minutes West 235.0 feet; thence North 53 degrees 26 minutes West 285.7 feet; thence North 17 degrees 34 minutes West 416.0 feet; thence North 29 degrees 54 minutes West 347.0 feet; thence North 6 degrees 44 minutes East 434.4 feet; thence North 23 degrees 08 minutes West 150.0 feet; thence South 66 degrees 33 minutes West 195.3 feet; thence South 5 degrees 29 minutes West 218.8 feet; thence South 23 degrees 11 minutes West 274.5 feet; thence South 85 degrees 18 minutes West 158.0 feet; thence North 39 degrees 08 minutes West 193.9 feet; thence North 60 degrees 35 minutes West 130.8 feet; thence leaving the center line of the Mulberry River North 21 degrees 54 minutes 00 seconds West 470.83 feet to an iron pin set on the southerly right of way of the Howington Road; thence 45.00 feet to an iron pin set in the center of said road; thence along the center line of said road North 64 degrees 40 minutes 45 seconds West 396.35 feet; thence South 89 degrees 39 minutes 26 seconds West 77.28 feet; thence North 71 degrees 22 minutes 25 seconds West 127.61 feet; thence North 68 degrees 24 minutes 17 seconds West 236.73 feet to an iron pin set on the easterly right of way of Georgia Highway 211; thence along said right of way North 15 degrees 23 minutes 00 seconds West 700.83 feet to a point; thence North 16 degrees 51 minutes West 236.8 feet; thence North 22 degrees 34 minutes West 298.0 feet; thence North 28 degrees 12 minutes West 298.8 feet; thence North 29 degrees 25 minutes West 491.1 feet; thence North 59 degrees 23 minutes East 1143.3 feet to an iron pin found, which point is the true point of beginning; thence North 9 degrees 8 minutes West 1435.1 feet to an axle found; thence South 65 degrees 7 minutes West 706.7 feet; thence North 69 degrees 40 minutes West 295.6 feet; thence South 57 degrees 30 minutes West 730.9 feet to a point on the Easterly side of Georgia Highway 211; thence along the Easterly side of Georgia Highway 211 North 29 degrees 27 minutes West 378.6 feet; thence continuing along the Easterly side of Georgia Highway 211 North 23 degrees 22 minutes West 218.9 feet; thence continuing along the Easterly side of Georgia Highway 211 North 14

degrees 55 minutes West 196.6 feet; thence continuing along the Easterly side of Georgia Highway 211 North 6 degrees 47 minutes West 229.7 feet to an iron pin; thence North 66 degrees 53 minutes East 1297.2 feet to an iron pipe found; thence North 79 degrees 26 minutes East 622.2 feet to a one-half inch pipe found; thence North 49 degrees 12 minutes West 124.6 feet; thence North 13 degrees 58 minutes West 261.7 feet; thence North 5 degrees 36 minutes East 123.3 feet; thence North 18 degrees 44 minutes East 215.9 feet; thence North 68 degrees 10 minutes East 269.8 feet; thence North 45 degrees 56 minutes East 132.8 feet to a one-half inch pipe found; thence South 34 degrees 32 minutes East 735.3 feet to a one inch pipe found; thence North 72 degrees 47 minutes East 1864.6 feet; thence North 4 degrees 57 minutes East 1702.1 feet to a one inch pipe found; thence South 42 degrees 52 minutes East 696.3 feet; thence South 39 degrees 12 minutes East 1538.0 feet to an iron pin found at fence corner; thence South 47 degrees 16 minutes West 396.0 feet to an iron pin; thence South 8 degrees 51 minutes East 1942.9 feet to a nail found at a 30 inch oak and old fence corner; thence South 88 degrees 38 minutes West 1565.7 feet; thence South 88 degrees 37 minutes 54 seconds West 569.61 feet to an iron pin set on the Easterly side of Howington Road; thence South 59 degrees 29 minutes 29 seconds West 1883.62 feet to an iron pin found at the true point of beginning.

Said tract contains 279.024 acres and is shown as Tract 3-A on a plat for Lenox T. Thornton, revised January 5, 1982, and recorded in Plat Book 85, Pages 128 and 129, Hall County Records. Said plat is incorporated herein by reference and made a part of this description.

000584

1250/293

WARRANTY DEED (SHORT FORM) — FORM NO. 207

L 293

STANDARD WARRANTY DEED

STATE OF GEORGIA,

HALL County

THIS INDENTURE, made this 10th day of August in the year of our Lord One Thousand Nine Hundred and Eighty-Eight between JAY HAK LEE and KOOK-JA LEE of the State of Georgia and County of Hall of the first part and BEEN CHUAN LEE and MAIN DI CHANG of the State of Georgia and County of Hall of the Second part

WITNESSETH: That the said part ies of the first part, for and in consideration of the sum of Ten and other good and valuable consideration -- DOLLARS in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the said part ies of the second part, their heirs and assigns XXXXXXXXXXXXXXXX a one-half (1/2) undivided interest in:

See Exhibit "A" attached hereto and made a part hereof.

The purpose of this Deed is to create a tenancy in common with each of the Grantors (Jay Hak Lee and Kook-Ja Lee) and each of the Grantees (Been Chuan Lee and Main Di Chang) owning a twenty-five percent (25%) undivided interest in the above-described property.

TO HAVE AND TO HOLD the said bargained premises, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in any wise appertaining, to the only proper use, benefit and behoof of them the said part ies of the second part, their heirs and assigns, forever, IN FEE SIMPLE

And the said part ies of the first, for their heirs, executors and administrators will warrant and forever defend the right and title to the above described property unto the said part ies of the second part, their heirs and assigns, against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, The said part ies of the first part have hereunto set their hand s and affixed their seal s the day and year above written.

Signed sealed and delivered in the presence of

Pamela D. King

Notary Public, Cobb County, Georgia
My Commission Expires March 1, 1989

Jay Hak Lee (Seal)
JAY HAK LEE (Seal)
Kook J Lee (Seal)
KOOK-JA LEE (Seal)
(Seal)

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=562197898&key1=1250&key2=293&county=69&countyname=HALL&userid=254&appid=4

WARRANTY DEED

FROM

JAY HAK LEE and

KOOK-JA LEE

TO

BEEN CHUAN LEE and

MAIN DI CHANG

Georgia, Hall County
Clerk's Office, Superior Court.
Filed for Record at 9:30 o'clock a. M
August 15, 1988
Recorded in Book 1250 Folio 293-296
August 16, 1988
Dwight S. Wood Clerk

Pd. mail:

David Alexander Sellers
Attorney at Law
50 Polk Street
Marietta, Georgia 30064
(404) 424-9343

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ 558.00
Date August 15, 1988
DWIGHT S. WOOD
Clerk of Superior Court
By Deputy Clerk

All that tract or parcel of land lying and being in the Clinchom District, number 392, of Hall County, Georgia, and being a portion of that land conveyed by warranty deed from Jasper B. Thompson to Eva Thompson Thornton on January 24, 1921, and recorded at deed book 37, page 560, Hall County records. Said tract is more particularly described as follows:

To find the point of beginning, commence at a concrete monument which point is the common intersection of the southeast boundary of Hall County, the northwestern boundary of Jackson County, the western boundary line of Barrow County, and the eastern boundary line of Gwinnett County; proceed thence North 46 degrees 36 minutes East 183.3 feet along the common boundary line of Hall and Jackson Counties to a point, thence North 87 degrees 13 minutes West 125.3 feet, thence South 82 degrees 23 minutes West 127.8 feet; thence South 36 degrees 32 minutes West 309.4 feet to a point in the center line of Mulberry River; thence along the center line of the Mulberry River the following courses and distances: South 40 degrees 43 minutes West 100.0 feet; thence South 50 degrees 10 minutes West 207.1 feet; thence North 85 degrees 55 minutes West 509.6 feet; thence South 80 degrees 35 minutes West 344.3 feet; thence North 87 degrees 14 minutes West 204.1 feet; thence South 65 degrees 32 minutes West 187.6 feet; thence South 78 degrees 51 minutes West 235.0 feet; thence North 53 degrees 26 minutes West 285.7 feet; thence North 17 degrees 34 minutes West 416.0 feet; thence North 29 degrees 54 minutes West 347.0 feet; thence North 6 degrees 44 minutes East 434.4 feet; thence North 23 degrees 08 minutes West 150.0 feet; thence South 66 degrees 33 minutes West 195.3 feet; thence South 5 degrees 29 minutes West 218.8 feet; thence South 23 degrees 11 minutes West 274.5 feet; thence South 85 degrees 18 minutes West 158.0 feet; thence North 39 degrees 00 minutes West 193.9 feet; thence North 60 degrees 35 minutes West 130.8 feet; thence leaving the center line of the Mulberry River North 21 degrees 54 minutes 00 seconds West 470.83 feet to an iron pin set on the southerly right of way of the Hewington Road; thence 45.00 feet to an iron pin set in the center of said road; thence along the center line of said road North 64 degrees 40 minutes 45 seconds West 396.35 feet; thence South 89 degrees 39 minutes 26 seconds West 77.28 feet; thence North 79 degrees 22 minutes 25 seconds West 127.62 feet; thence North 68 degrees 24 minutes 17 seconds West 266.73 feet to an iron pin set on the easterly right of way of Georgia Highway 211; thence along said right of way North 15 degrees 23 minutes 00 seconds West 700.83 feet to a point; thence North 16 degrees 51 minutes West 236.8 feet; thence North 22 degrees 34 minutes West 290.0 feet; thence North 28 degrees 12 minutes West 298.8 feet; thence North 29 degrees 25 minutes West 491.1 feet; thence North 50 degrees 23 minutes East 1143.3 feet to an iron pin found, which point is the true point of beginning; thence North 9 degrees 8 minutes West 1435.1 feet to an axle found; thence South 65 degrees 7 minutes West 706.7 feet; thence North 69 degrees 48 minutes West 295.6 feet; thence South 57 degrees 30 minutes West 730.9 feet to a point on the Easterly side of Georgia Highway 211; thence along the Easterly side of Georgia Highway 211 North 29 degrees 27 minutes West 378.6 feet; thence continuing along the Easterly side of Georgia Highway 211 North 23 degrees 22 minutes West 218.9 feet; thence continuing along the Easterly side of Georgia Highway 211 North 14

EXHIBIT "A"

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Said tract contains 279.024 acres and is shown as Tract 3-A on a plat for Lenox T. Thornton, revised January 5, 1982, and recorded in Plat Book 85, Pages 128 and 129, Hall County Records. Said plat is incorporated herein by reference and made a part of this description.

Form No. 36 WARRANTY DEED (Short Form)

1004/81

STATE OF GEORGIA, County of HALL

This INDENTURE, Made this 15th day of July in the Year of Our Lord One Thousand Nine Hundred and Eighty-Six between LENOX THOMPSON THORNTON of the State of Georgia and County of Fulton of the first part, and JAY HAK LEE and KOOK-JA LEE of the State of Georgia and County of Gwinnett of the second part,

WITNESSETH: That the said part Y of the first part, for and in consideration of the sum of Ten ($10.00) and other good and valuable consideration ----- Dollars, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged, ha s granted, bargained, sold and conveyed, and by these presents do es grant, bargain, sell and convey unto the said part ies of the second part, their heirs and assigns, all that tract or parcel of land lying and being in

See Exhibit "A" attached hereto

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ 500.00
Date July 18, 1986
DWIGHT S. WOOD
Clerk of Superior Court
By Margaret Haynes

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said part ies of the second part, their heirs and assigns, forever, in Fee Simple.

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

IN WITNESS WHEREOF, the said part Y of the first part ha s hereunto set his hand and seal, the day and year above written.

Signed, sealed and delivered in presence of:

Lenox Thompson Thornton (Seal)
LENOX THOMPSON THORNTON (Seal)
(Seal)

Executed on 7-15-86

Notary Public, Cobb County, Georgia
My Commission Expires March 1, 1989

Georgia, Hall County, Clerk Superior Court
Filed in office, this 18 day of July
19 86 at 9:30 A.M. Recorded in Book 1004
Page 81 this 21 day of July, 19 86
Dwight S. Wood
DWIGHT S. WOOD, Clerk

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Pd. Sellers & Krause
Marietta, Ga. 30064

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=79247350&key1=1004&key2=81&county=69&countyname=HALL&userid=254&appid=4

All that tract or parcel of land lying and being in the Clinchem District, number 392, of Hall County, Georgia, and being a portion of that land conveyed by warranty deed from Jasper B. Thompson to Eva Thompson Thornton on January 24, 1921, and recorded at deed book 37, page 568, Hall County records. Said tract is more particularly described as follows:

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EXHIBIT "A" K.V.J.

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Said tract contains 279.024 acres and is shown as Tract 3-A on a plat for Lenox T. Thornton, revised January 5, 1982, and recorded in Plat Book 85, Pages 128 and 129, Hall County Records. Said plat is incorporated herein by reference and made a part of this description.

LEGAL DESCRIPTION

OVERALL

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN G.M.D. 392, HALL COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN FOUND (1/2" REBAR) WITH A GEORGIA WEST STATE PLANE COORDINATE (NAD 83) OF NORTH=1506536.48, EAST=2401893.86; THENCE ALONG THE PROPERTY NOW OR FORMERLY OF PEACHTREE RACEWAY LLC AND BRASELTON DEVELOPMENT PARTNERS, LLC, SOUTH 87°59'00" WEST, A DISTANCE OF 1565.14 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE CONTINUE ALONG THE PROPERTY NOW OR FORMERLY OF BRASELTON DEVELOPMENT PARTNERS, LLC THE FOLLOWING COURSES AND DISTANCES: SOUTH 87°48'25" WEST, A DISTANCE OF 569.56 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE SOUTH 58°42'12" WEST, A DISTANCE OF 1883.62 FEET TO A CONCRETE MONUMENT FOUND; THENCE NORTH 09°47'53" WEST, A DISTANCE OF 1435.35 FEET TO A CONCRETE MONUMENT FOUND; THENCE SOUTH 64°26'20" WEST, A DISTANCE OF 707.02 FEET TO A CONCRETE MONUMENT FOUND; THENCE NORTH 70°28'04" WEST, A DISTANCE OF 295.27 FEET TO AN IRON PIN FOUND (1" OPEN TOP PIPE); THENCE SOUTH 56°47'56" WEST, A DISTANCE OF 721.30 FEET TO AN IRON PIN FOUND ON THE EAST RIGHT-OF-WAY OF HIGHWAY 211 (80' R/W); THENCE ALONG THE EAST RIGHT-OF-WAY OF HIGHWAY 211, NORTH 30°01'14" WEST, A DISTANCE OF 346.81 FEET TO A POINT; THENCE 665.11 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1382.59 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 16°14'21" WEST, 658.71 FEET TO A POINT; THENCE LEAVING THE EAST RIGHT-OF-WAY OF HIGHWAY 211 AND ALONG THE PROPERTY NOW OR FORMERLY OF NORTHWARD EAST SITE THE FOLLOWING COURSES AND DISTANCES: NORTH 65°46'15" EAST, A DISTANCE OF 1290.05 FEET TO A POINT; THENCE NORTH 78°41'11" EAST, A DISTANCE OF 637.22 FEET TO THE CENTERLINE OF A CREEK; THENCE ALONG THE CENTERLINE OF A CREEK THE FOLLOWING COURSES AND DISTANCES: NORTH 47°07'47" WEST, A DISTANCE OF 19.66 FEET TO A POINT; THENCE NORTH 21°13'04" WEST, A DISTANCE OF 119.74 FEET TO A POINT; THENCE NORTH 03°59'14" WEST, A DISTANCE OF 40.51 FEET TO A POINT; THENCE NORTH 67°57'42" WEST, A DISTANCE OF 48.34 FEET TO A POINT; THENCE NORTH 09°16'36" EAST, A DISTANCE OF 120.10 FEET TO A POINT; THENCE NORTH 49°21'10" WEST, A DISTANCE OF 26.81 FEET TO A POINT; THENCE SOUTH 87°11'57" WEST, A DISTANCE OF 31.77 FEET TO A POINT; THENCE NORTH 22°14'41" WEST, A DISTANCE OF 38.75 FEET TO A POINT; THENCE NORTH 00°46'47" EAST, A DISTANCE OF 44.63 FEET TO A POINT; THENCE NORTH 30°17'58" EAST, A DISTANCE OF 97.08 FEET TO A POINT; THENCE NORTH 33°11'34" WEST, A DISTANCE OF 54.39 FEET TO A POINT; THENCE NORTH 68°24'01" EAST, A DISTANCE OF 50.01 FEET TO A POINT; THENCE NORTH 17°57'00" EAST, A DISTANCE OF 18.57 FEET TO A POINT; THENCE NORTH 26°28'10" EAST, A DISTANCE OF 22.30 FEET TO A POINT; THENCE NORTH 34°43'20" WEST, A DISTANCE OF 17.91 FEET TO A POINT; THENCE NORTH 53°40'00" EAST, A DISTANCE OF 35.51 FEET TO A POINT; THENCE NORTH 63°28'26" EAST, A DISTANCE OF 21.68 FEET TO A POINT; THENCE NORTH 13°52'40" EAST, A DISTANCE OF 37.04 FEET TO A POINT; THENCE NORTH 41°30'21" EAST, A DISTANCE OF 30.28 FEET TO A POINT; THENCE NORTH 71°05'04" EAST, A DISTANCE OF 27.85 FEET TO A POINT; THENCE NORTH 87°26'38" EAST, A

DISTANCE OF 17.88 FEET TO A POINT; THENCE SOUTH 73°15'50" EAST, A DISTANCE OF 37.52 FEET TO A POINT; THENCE NORTH 07°54'29" EAST, A DISTANCE OF 43.43 FEET TO A POINT; THENCE NORTH 88°39'03" EAST, A DISTANCE OF 34.53 FEET TO A POINT; THENCE NORTH 29°54'57" EAST, A DISTANCE OF 76.09 FEET TO A POINT; THENCE NORTH 14°35'15" EAST, A DISTANCE OF 43.01 FEET TO A POINT; THENCE NORTH 68°14'49" EAST, A DISTANCE OF 40.03 FEET TO A POINT; THENCE SOUTH 77°46'56" EAST, A DISTANCE OF 21.22 FEET TO A POINT; THENCE NORTH 56°20'30" EAST, A DISTANCE OF 21.38 FEET TO A POINT; THENCE LEAVING THE CENTERLINE OF A CREEK AND ALONG THE PROPERTY NOW OR FORMERLY OF KATHRYN TURK COOPER, SOUTH 35°14'08" EAST, A DISTANCE OF 739.34 FEET TO AN IRON PIN FOUND (3/4" OPEN TOP PIPE); THENCE NORTH 72°06'01" EAST, A DISTANCE OF 1864.19 FEET TO AN IRON PIN FOUND (3/4" OPEN TOP PIPE); THENCE ALONG THE PROPERTY NOW OR FORMERLY OF KATHRYN TURK COOPER AND TRACY LEE HOWINGTON, NORTH 04°08'29" EAST, A DISTANCE OF 1697.74 FEET TO AN IRON PIN FOUND (3/4" OPEN TOP PIPE); THENCE ALONG THE PROPERTY NOW OR FORMERLY OF PEACHTREE RACEWAY LLC THE FOLLOWING COURSES AND DISTANCES: SOUTH 43°55'02" EAST, A DISTANCE OF 695.99 FEET TO AN IRON PIN FOUND (1" OPEN TOP PIPE); THENCE SOUTH 39°51'36" EAST, A DISTANCE OF 1536.29 FEET TO AN IRON PIN FOUND (1-1/2" OPEN TOP PIPE); THENCE SOUTH 46°33'42" WEST, A DISTANCE OF 395.96 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE SOUTH 09°27'42" EAST, A DISTANCE OF 1941.36 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS 278.412 ACRES.

LEGAL DESCRIPTION

TRACT 1

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN G.M.D. 392, HALL COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN FOUND (1/2" REBAR) WITH A GEORGIA WEST STATE PLANE COORDINATE (NAD 83) OF NORTH=1506536.48, EAST=2401893.86; THENCE ALONG THE PROPERTY NOW OR FORMERLY OF PEACHTREE RACEWAY LLC AND BRASELTON DEVELOPMENT PARTNERS, LLC, SOUTH 87°59'00" WEST, A DISTANCE OF 1565.14 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE CONTINUE ALONG THE PROPERTY NOW OR FORMERLY OF BRASELTON DEVELOPMENT PARTNERS, LLC THE FOLLOWING COURSES AND DISTANCES: SOUTH 87°48'25" WEST, A DISTANCE OF 569.56 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE SOUTH 58°42'12" WEST, A DISTANCE OF 958.84 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE CONTINUE ALONG THE PROPERTY NOW OR FORMERLY OF BRASELTON DEVELOPMENT PARTNERS, LLC THE FOLLOWING COURSES AND DISTANCES: SOUTH 58°42'12" WEST, A DISTANCE OF 924.78 FEET TO A CONCRETE MONUMENT FOUND; THENCE NORTH 09°47'53" WEST, A DISTANCE OF 1435.35 FEET TO A CONCRETE MONUMENT FOUND; THENCE SOUTH 64°26'20" WEST, A DISTANCE OF 707.02 FEET TO A CONCRETE MONUMENT FOUND; THENCE NORTH 70°28'04" WEST, A DISTANCE OF 295.27 FEET TO AN IRON PIN FOUND (1" OPEN TOP PIPE); THENCE SOUTH 56°47'56" WEST, A DISTANCE OF 721.30 FEET TO AN IRON PIN FOUND ON THE EAST RIGHT-OF-WAY OF HIGHWAY 211 (80' R/W); THENCE ALONG THE EAST RIGHT-OF-WAY OF HIGHWAY 211, NORTH 30°01'14" WEST, A DISTANCE OF 346.81 FEET TO A POINT; THENCE 665.11 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1382.59 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 16°14'21" WEST, 658.71 FEET TO A POINT; THENCE LEAVING THE EAST RIGHT-OF-WAY OF HIGHWAY 211 AND ALONG THE PROPERTY NOW OR FORMERLY OF NORTHWARD EAST SITE THE FOLLOWING COURSES AND DISTANCES: NORTH 65°46'15" EAST, A DISTANCE OF 1290.05 FEET TO A POINT; THENCE NORTH 78°41'11" EAST, A DISTANCE OF 637.22 FEET TO THE CENTERLINE OF A CREEK; THENCE ALONG THE CENTERLINE OF A CREEK THE FOLLOWING COURSES AND DISTANCES: NORTH 47°07'47" WEST, A DISTANCE OF 19.66 FEET TO A POINT; THENCE NORTH 21°13'04" WEST, A DISTANCE OF 119.74 FEET TO A POINT; THENCE NORTH 03°59'14" WEST, A DISTANCE OF 40.51 FEET TO A POINT; THENCE NORTH 67°57'42" WEST, A DISTANCE OF 48.34 FEET TO A POINT; THENCE NORTH 09°16'36" EAST, A DISTANCE OF 120.10 FEET TO A POINT; THENCE NORTH 49°21'10" WEST, A DISTANCE OF 26.81 FEET TO A POINT; THENCE SOUTH 87°11'57" WEST, A DISTANCE OF 31.77 FEET TO A POINT; THENCE NORTH 22°14'41" WEST, A DISTANCE OF 38.75 FEET TO A POINT; THENCE NORTH 00°46'47" EAST, A DISTANCE OF 44.63 FEET TO A POINT; THENCE NORTH 30°17'58" EAST, A DISTANCE OF 97.08 FEET TO A POINT; THENCE NORTH 33°11'34" WEST, A DISTANCE OF 54.39 FEET TO A POINT; THENCE NORTH 68°24'01" EAST, A DISTANCE OF 50.01 FEET TO A POINT; THENCE NORTH 17°57'00" EAST, A DISTANCE OF 18.57 FEET TO A POINT; THENCE NORTH 26°28'10" EAST, A DISTANCE OF 22.30 FEET TO A POINT; THENCE NORTH 34°43'20" WEST, A DISTANCE OF 17.91 FEET TO A POINT; THENCE NORTH 53°40'00" EAST, A DISTANCE OF 35.51 FEET TO A POINT; THENCE NORTH 63°28'26" EAST, A DISTANCE OF 21.68 FEET TO A POINT; THENCE NORTH 13°52'40" EAST, A DISTANCE OF 37.04 FEET TO A POINT; THENCE NORTH

41°30'21" EAST, A DISTANCE OF 30.28 FEET TO A POINT; THENCE NORTH 71°05'04" EAST, A DISTANCE OF 27.85 FEET TO A POINT; THENCE NORTH 87°26'38" EAST, A DISTANCE OF 17.88 FEET TO A POINT; THENCE SOUTH 73°15'50" EAST, A DISTANCE OF 37.52 FEET TO A POINT; THENCE NORTH 07°54'29" EAST, A DISTANCE OF 43.43 FEET TO A POINT; THENCE NORTH 88°39'03" EAST, A DISTANCE OF 34.53 FEET TO A POINT; THENCE NORTH 29°54'57" EAST, A DISTANCE OF 76.09 FEET TO A POINT; THENCE NORTH 14°35'15" EAST, A DISTANCE OF 43.01 FEET TO A POINT; THENCE NORTH 68°14'49" EAST, A DISTANCE OF 40.03 FEET TO A POINT; THENCE SOUTH 77°46'56" EAST, A DISTANCE OF 21.22 FEET TO A POINT; THENCE NORTH 56°20'30" EAST, A DISTANCE OF 21.38 FEET TO A POINT; THENCE LEAVING THE CENTERLINE OF A CREEK AND ALONG THE PROPERTY NOW OR FORMERLY OF KATHRYN TURK COOPER, SOUTH 35°14'08" EAST, A DISTANCE OF 739.34 FEET TO AN IRON PIN FOUND (3/4" OPEN TOP PIPE); THENCE NORTH 72°06'01" EAST, A DISTANCE OF 406.16 FEET TO A POINT; THENCE INTO THE PROPERTY NOW OR FORMERLY OF BEEN CHUAN LEE AND MAIN DI CHANG THE FOLLOWING COURSES AND DISTANCES; SOUTH 23°39'31" WEST, A DISTANCE OF 1503.26 FEET TO A POINT; THENCE SOUTH 10°14'31" EAST, A DISTANCE OF 554.44 FEET TO A POINT; THENCE SOUTH 55°58'30" EAST, A DISTANCE OF 677.01 FEET TO THE TRUE POINT OF BEGINNING.

SAID TRACT CONTAINS 84.304 ACRES.

Georgia Mountains Regional Commission

DRI Review Findings

TO: Kristie Turner, Principal Planner
Hall County Planning and Development
Other Interested Parties

FROM: Adam Hazell, AICP, Planning Director

DATE: June 2, 2025

SUBJECT: DRI Project Review, Hall County

PROJECT: **DRI-4460,** 5401 Old Winder - Residential

The Georgia Mountains Regional Commission (GMRC) has completed the review of the project identified above. Based on comments received and staff analysis of this project, conducted in accordance with the Georgia Department of Community Affair's Procedures for the Review of Developments of Regional Impact, the GMRC finds that the proposed action does not present any potential adverse inter-jurisdictional impacts. Please note that this finding is advisory only and assumes the project will proceed as presented to the GMRC and will comply with all applicable local, State and federal rules and regulations.

Copies of the staff review, any comments from interested stakeholders and any recommendations have been included with this memo. They should be considered and addressed by the local government in its final determination and review/permitting procedures for the finding to remain as stated.

P.O. Box 1720 • Gainesville, Georgia 30503 • Phone 770-538-2626 • FAX 770-538-2625

Georgia Mountains Regional Commission

DRI **# 4460,** 5401 Old Winder - Residential

STATEMENT OF FINDING

Based on the information provided, comments received, a review of the local comprehensive plan and prevailing DRI review criteria, the GMRC staff analysis finds that this project does not present any potential adverse interjurisdictional impacts. The finding assumes the project will proceed as presented to the GMRC and only if the project complies with all applicable local, State and federal rules and regulations and if the following advisory comments and recommendations are considered and addressed.

Summary of Staff Review

- This is a proposal calls for approximately 320 multi-family units divided among six different buildings, 380 single-family attached townhomes, and various amenity areas.

- The project site is located along SR 211/ Old Winder Highway near Braselton, with an industrial component behind an adjoining residential portion. This is in southern Hall County, near the burgeoning corridor of Interstate 85, and located near the Atlanta Motor Speedway complex. The area has experienced a notable degree of suburbanization during the past decade plus, with several other DRI-sized projects within a 10-mile radius having already been developed. Water service would be provided by the City of Gainesville, while sewer service would be provided by Hall County. Both systems are considered to have sufficient capacity for the proposed project. ***No regional concerns regarding utilities.***

- The site is located on SR 211/ Old Winder Highway approximately 3.2 miles north of the interchange with I-85. The site plan proposes one full-access driveway to SR 211, which would be right across from Pleasant Hill Lane, thus creating a 4-way intersection. Initial plans propose the intersection be rendered a single-lane traffic circle. The residential development would be spread into 4 different pods (two each for the apartments and townhomes), each having its own access to the main internal road to be constructed for the development. Traffic projections for the residential component would produce peak-hour vehicles trips per day at 537 in the morning and 610 in the evening.

  Given that commercial traffic for the adjoining industrial component would need to pass by the proposed additional residential development to reach the State route, the County/ GHMPO should ensure that the residential development has strong internal pedestrian options and that the main road is designed for traffic calming to keep speeds minimal. The County may also wish to consult GDOT on the best long-term options for the intersection at SR 211, both to minimize congestion and ensure safety. ***No regional concerns regarding transportation infrastructure.***

- The project proposes about 35% of impervious surface coverage for the residential portion. There is a tributary to Mulberry Creek which bisects the larger development, including the presence of some floodplains and possible wetlands. Including the residential portion of the development, the draft site plan shows an internal road network with three stream crossings. Mulberry Creek is the source of Braselton's public water supply and is among waters which Georgia's Environmental Protection Division has listed as "Not Supporting" its defined use due to contamination issues, therefore the development should be mindful to not add further degradation to local water quality.

  According to the application, the developer will work *"with the (US Army) corps of engineers and the local jurisdiction prior to any construction."* The application adds further that *"Stormwater management ponds to be provided to treat impervious surface areas. 50' stream buffers in effect."*

  Given the proximity to the stream and the extent of large impervious surfaces on site, plus the sensitivity of Mulberry Creek downstream, the County should be sure environmental reviews ensure best practices for managing stormwater runoff and especially any septic or sewer infrastructure that could leak into the waterways. ***Assuming compliance with State and local regulations, no regional concerns regarding environmental protection. However, best environmental practices are encouraged regarding stormwater management.***

Georgia Mountains Regional Commission

CONSISTENCY REVIEW	
Is the proposed DRI compliant with …	**Comment**
The GMRC Regional Plan?	Yes.
Other State or regional plans for the area?	Best environmental practices recommended to protect a downstream water supply resource.
Applicable Service Delivery Agreements and/or land use management measures?	Yes
Projected capacity for utilities and services?	Yes
Are there any potential inter-jurisdictional conflicts identified by the GMRC?	No significant or standing conflict was raised or identified by staff.

Outside Comments Received
(Copies of any comments received can be found as submitted attached to this report.)

Northeast Georgia Regional Commission

Georgia Mountains Regional Commission

DEVELOPMENTS OF REGIONAL IMPACT

Comments Form

Project Name: **5401 Old Winder - Residential** Project I.D.: **DRI-4460**

Name of Commenting Organization: Northeast Georgia Regional Commission

Address: 305 Research Dr.

Athens, GA 30605

Contact Person: Carol Flaute, Senior Community Planner Telephone No.: 706-369-5650

Do you believe your jurisdiction will be affected by the proposed development? x Yes ____ No

Please describe the effects (positive and/or negative) the proposed project could have on your jurisdiction:

The stream that flows through the project site is a tributary of the Mulberry River, upstream of a municipal water intake for the Town of Braselton. Additionally, the reach of the Mulberry River into which the tributary flows is listed by the Georgia EPD as "not supporting" due to fecal coliform bacteria and impacts on the macroinvertebrate community (EPD 2024 Integrated 305(b)/303(d) List).

Please ensure that the project is designed to minimize disruption to the existing streams, including minimizing erosion and controlling stormwater runoff to avoid degradation of downstream water quality. Low impact design measures like bioswales, rain gardens, and/or other green infrastructure are encouraged.

Form Completed By: Carol Flaute Title: Senior Community Planner

Signature: Carol J.M. Flaute Date: 5/23/25

Mail Comments to: Adam Hazell
Planning Director
P. O. Box 1720
Gainesville, GA 30503

O: 770.538.2617
F: 770.538.2625
E-mail: ahazell@gmrc.ga.gov

Comments Due By: **May 23, 2025**

Developments of Regional Impact

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INDUSTRIAL SECTION VALUES ONLY!!!

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government: Hall County, Georgia

Individual completing form: Steven P. Gilliam, Attorney

Telephone: 770-536-3381

E-mail: sgilliam@sgwmfirm.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: 5401 Old Winder Highway, Braselton GA 30517 - Industrial

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 5401 Old Winder Highway, Braselton GA 30517

Brief Description of Project: The intent is to develop approximatley 1,750,000SF of Light-Industrial warehouse space on 200+/- acres.

Approximately 6,300 linear feet of new roadway/parkway will be constructed to serve this development

Amendment: Change to 1,719,640 SF of light--industrial warehouse space on 194.108+/- acres.

Development Type:

(•) (not selected)	( ) Hotels	( ) Wastewater Treatment Facilities
( ) Office	( ) Mixed Use	( ) Petroleum Storage Facilities
( ) Commercial	( ) Airports	( ) Water Supply Intakes/Reservoirs
( ) Wholesale & Distribution	( ) Attractions & Recreational Facilities	( ) Intermodal Terminals
( ) Hospitals and Health Care Facilities	( ) Post-Secondary Schools	( ) Truck Stops
( ) Housing	( ) Waste Handling Facilities	( ) Any other development types
(X) Industrial	( ) Quarries, Asphalt & Cement Plants	

If other development type, describe:

N/A

Project Size (# of units, floor area, etc.): 1,750,000 SF

Developer: K2P Land Partners, LLC

Amendment: Change to 1,719,640 SF of light--industrial warehouse space on 194.108 +/- acres

Mailing Address: 390 Brogdon Road

Address 2:

City: Suwanee State: GA Zip: 30024

Telephone: 404-663-8195

Email: mpholps@bfhcompany.com

Is property owner different from developer/applicant? (not selected) X Yes No

If yes, property owner: Kook-Ja Lee, Boon Chuan Lee, and Main Di Chang

Is the proposed project entirely located within your local government's jurisdiction? (not selected) X Yes No

If no, in what additional jurisdictions is the project located? N/A

Is the current proposal a continuation or expansion of a previous DRI? (not selected) Yes X No

If yes, provide the following information: Project Name:

Project ID:

The initial action being requested of the local government for this project:
- X Rezoning
- Variance
- Connect Sewer
- Connect Water
- Permit
- Other

Is this project a phase or part of a larger overall project? (not selected) Yes X No

If yes, what percent of the overall project does this project/phase represent? N/A

Estimated Project Completion Dates: This project/phase: 1/2027

Overall project: 1/2030

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DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government: Hall County, Georgia

Individual completing form: Steven P. Gilliam, Attorney

Telephone: 770-536-3381

Email: sgilliam@sgwmfirm.com

Project Information

Name of Proposed Project: 5401 Old Winder Highway, Braselton GA 30517 - Industrial

DRI ID Number:

Developer/Applicant: K2P Land Partners, LLC

Telephone: 404-863-6195

Email(s): mphelps@bfhcompany.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.) (not selected) ○ Yes ☒ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA? (not selected) ○ Yes ☒ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: Industrial : $175,000,000 (Approximately)

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Industrial : $1,750,000 (Approximately)

Is the regional work force sufficient to fill the demand created by the proposed project? (not selected) ☒ Yes ○ No

Will this development displace any existing uses? (not selected) ○ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

N/A

Water Supply

Name of water supply provider for this site: City of Gainesville

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? Industrial: .028 mgd

Is sufficient water supply capacity available to serve the proposed project? (not selected) X Yes ○ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? (not selected) ○ Yes ○ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Hall County Sanitary Sewer Services

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? Industrial .023 mgd GPD (.02225 MGD)

Is sufficient wastewater treatment capacity available to serve this proposed project? (not selected) X Yes ○ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? (not selected) ○ Yes X No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) The development will generate 537 vehicle trips (263 entering + 273 exiting) during the AM peak hour, and a total of 610 new vehicle trips (290 entering + 320 exiting) during the PM Peak hour.

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? (not selected) X Yes ○ No

Are transportation improvements needed to serve this project? (not selected) ○ Yes X No

If yes, please describe below:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,156 tons industrial side only

Is sufficient landfill capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? (not selected) Yes No

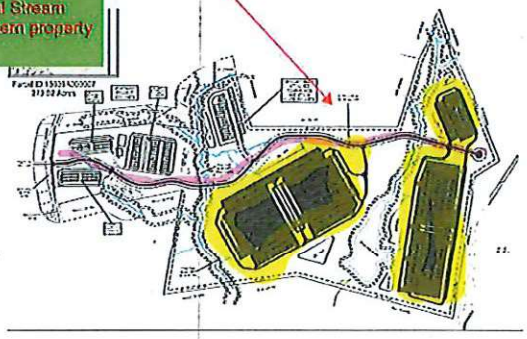
If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? The entire roadway and the four industrial pads will entail 79.62 acres of imparvious. The residential pads will need to be added to this amount

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

Up to 6 detention ponds will be utilized to provide water quality (including runoff reduction), channel protection and detention for the project.Also, the majority of Hall County, State and Federal Stream buffers on the site will be respected. Lastly, a 50' buffer along the entire southern and eastern property lines will be part of the design.



Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? (not selected) Yes No
2. Significant groundwater recharge areas? (not selected) Yes No
3. Wetlands? (not selected) Yes No
4. Protected mountains? (not selected) Yes No
5. Protected river corridors? (not selected) Yes No
6. Floodplains? (not selected) Yes No
7. Historic resources? (not selected) Yes No
8. Other environmentally sensitive resources? (not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

Zone A floodplain will be impacted for the parkway crossing of a tributary of Mulberry Creek. Wetlands will be impacted during the overall development and this effort will be permitted with the Corps of Engineers and the local jurisdiction prior to any construction.

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TRAFFIC IMPACT STUDY FOR

SR 211 Mixed-Use Site
Hall County, Georgia

DATE:
June 3, 2025

LOCATION:
Hall County, Georgia

PREPARED FOR:
CHI/Acquisitions, L.P.

PREPARED BY:
NV5 Engineers and Consultants, Inc.
10745 Westside Way, Suite 300
Alpharetta, GA 30009
678.795.3600



NV5

nv5.com

Executive Summary

A new mixed-use development is proposed for construction along the east side of SR 211 opposite Ridgemoor Drive. When completed, the development will consist of 1,719,640 square feet of warehousing, 350 townhomes, and 350 apartments. With limited frontage to SR 211, only one (1) access point is proposed onto the highway. The full-buildout of the site is expected by 2030.

Currently, SR 211 is a two-lane undivided roadway. The intersection of SR 211 with SR 347 experiences high delay during the PM peak period with signal timings favoring traffic along SR 211 despite there being several hundred vehicles approaching from SR 347 during that period. This delay is expected to be mitigated with two widening projects that are planned to be completed by the end of 2030. The widening projects will add multiple turn lanes to each approach at the intersection and additional northbound and southbound through lanes to improve traffic flow along SR 211.

The concept for PI 0007233 (widening of SR 211 from SR 347 to SR 53) shows a network of R-Cuts for the SR 211 corridor between SR 53 and Union Church Road. While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed.

Other than improvements at the proposed access to SR 211, no changes to the surrounding intersections are necessary to mitigate the impact of the proposed development.

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A. Introduction

A new mixed-use is proposed for construction along the east side of SR 211 opposite Ridgemoor Drive in Hall County, Georgia. The proposed development will consist of 1,719,640 square feet of warehousing, 350 townhomes, and 350 apartments. The site is proposed to have a single access-point onto SR 211.

The traffic analyses in this report are for a single phase of construction – full build-out even though the development cycle will likely be divided between industrial and residential. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is fully completed. This study includes analysis of the Existing, No-Build, and Build conditions at the following intersections for the year 2030:

1. SR 211 & SR 53
2. SR 211 & SR 347 / Bayberry Drive
3. SR 211 & Site Driveway

The report summarizes the analysis of existing, background and projected traffic at the study locations, analysis of traffic impacts including Levels of Service (LOS) and conclusions and recommendations from the analysis.

Figure 1 depicts the study area (vicinity map) in Hall County, Georgia. The study intersections listed above are depicted in Figure 2. A copy of the development concept plan is included in Appendix A.

Figure 1: Vicinity Map

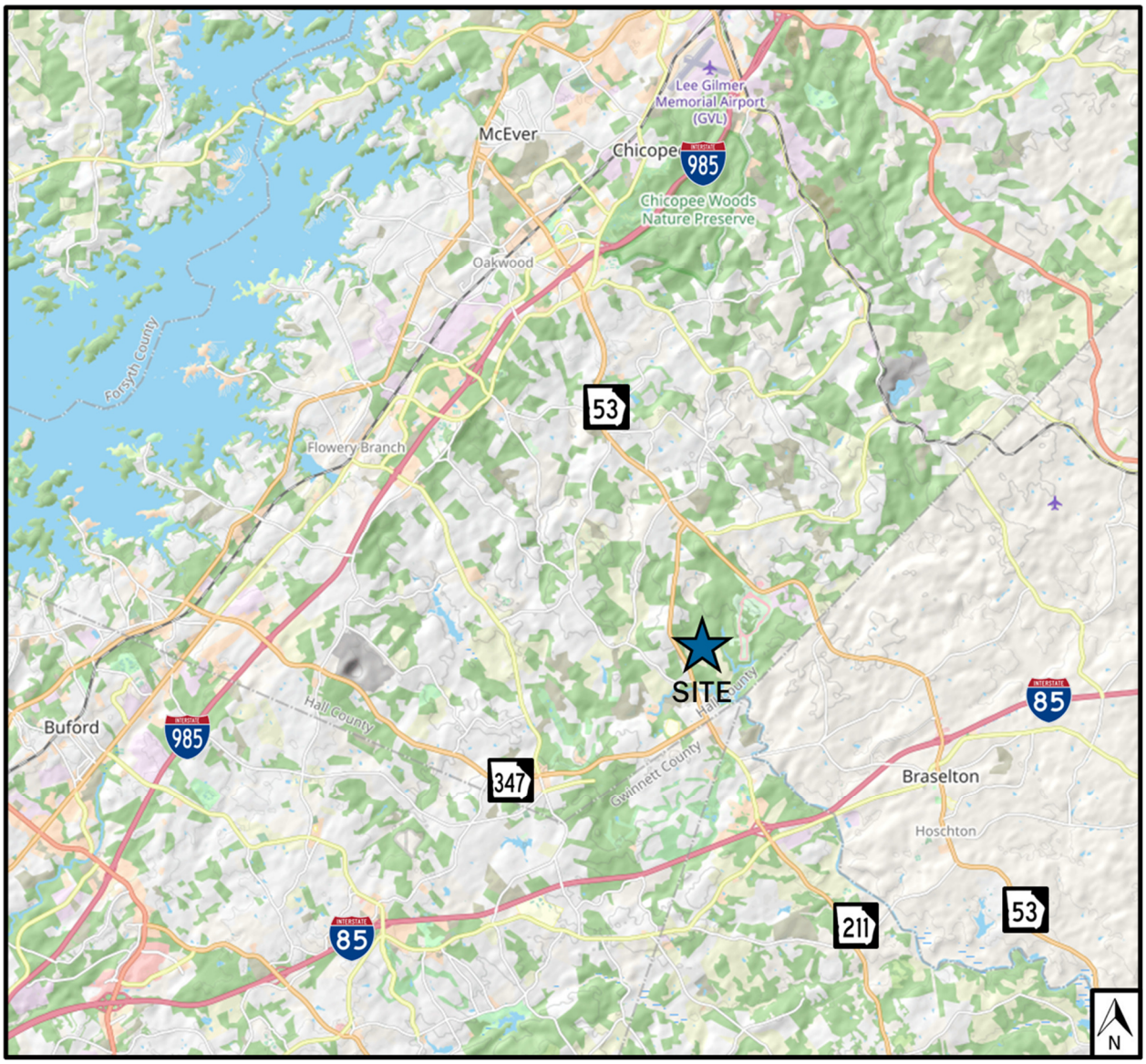
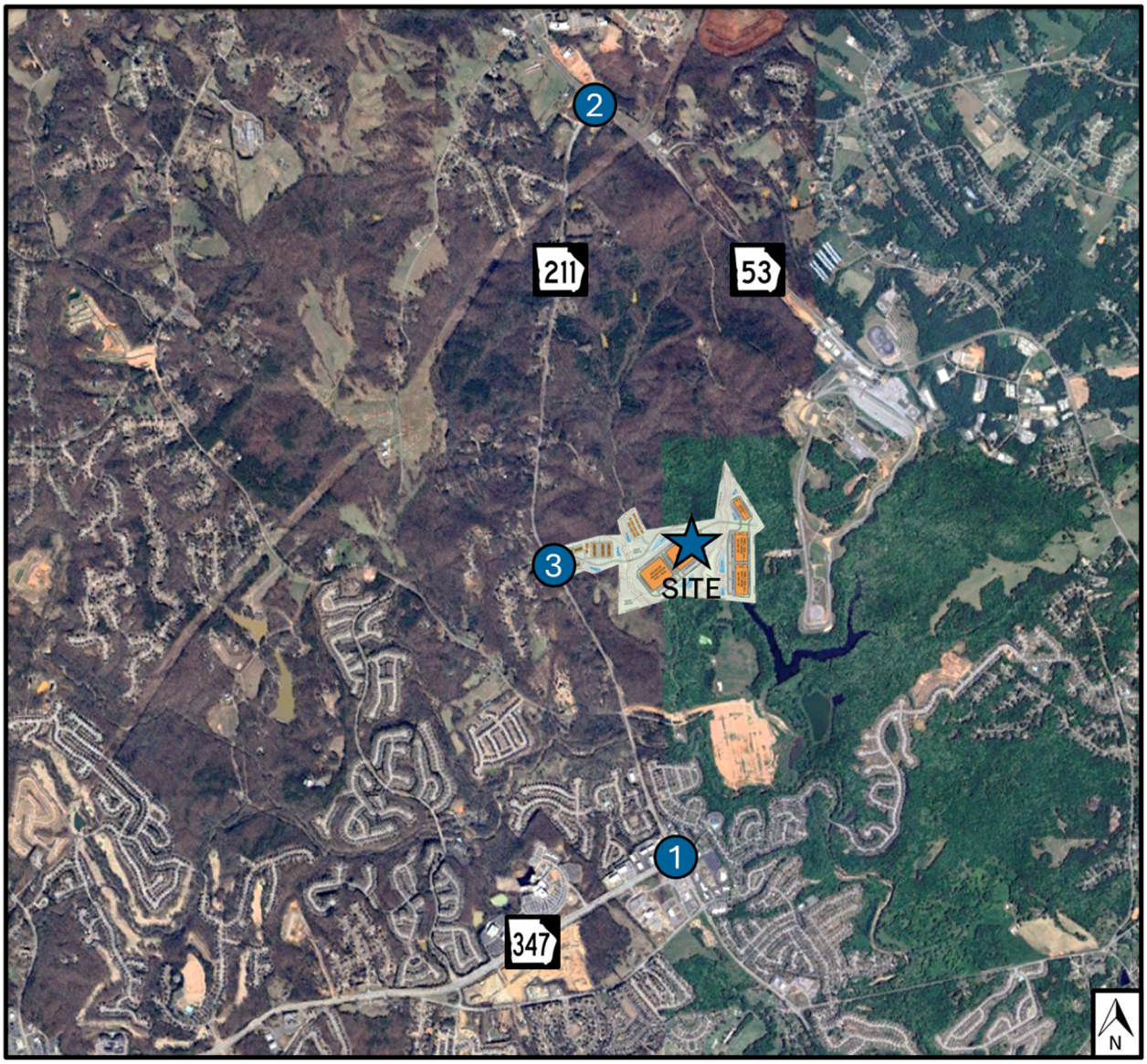


Figure 2: Site Location Aerial



1. SR 211 & SR 53
2. SR 211 & SR 347 / Bayberry Drive
3. SR 211 & Site Driveway / Ridgemoor Drive

B. Existing Conditions

B.1. Transportation Facilities

SR 211 is currently a two-lane, undivided, minor arterial highway that has a north/south orientation for the purposes of this study. SR 211 runs south from its intersection with SR 53 towards Barrow County and I-85. The posted speed limit along SR 211 is 45 miles per hour (MPH) and land uses along the highway are primarily residential in the study area with commercial around its intersection with SR 347 / Bayberry Drive.

SR 53 is a four-lane, divided highway classified as a principal arterial highway west of its intersection with SR 211 and a minor arterial highway east of the intersection as the highway narrows to a two-lane, undivided roadway. SR 53 has an east/west orientation, for the purposes of this study, and runs west towards Oakwood and I-985 and runs east towards Braselton and I-85. The posted speed limit along SR 53 in the study area is 45 MPH. Most of the land is undeveloped along the highway with some small commercial uses in the area as well as a Hall County fire station.

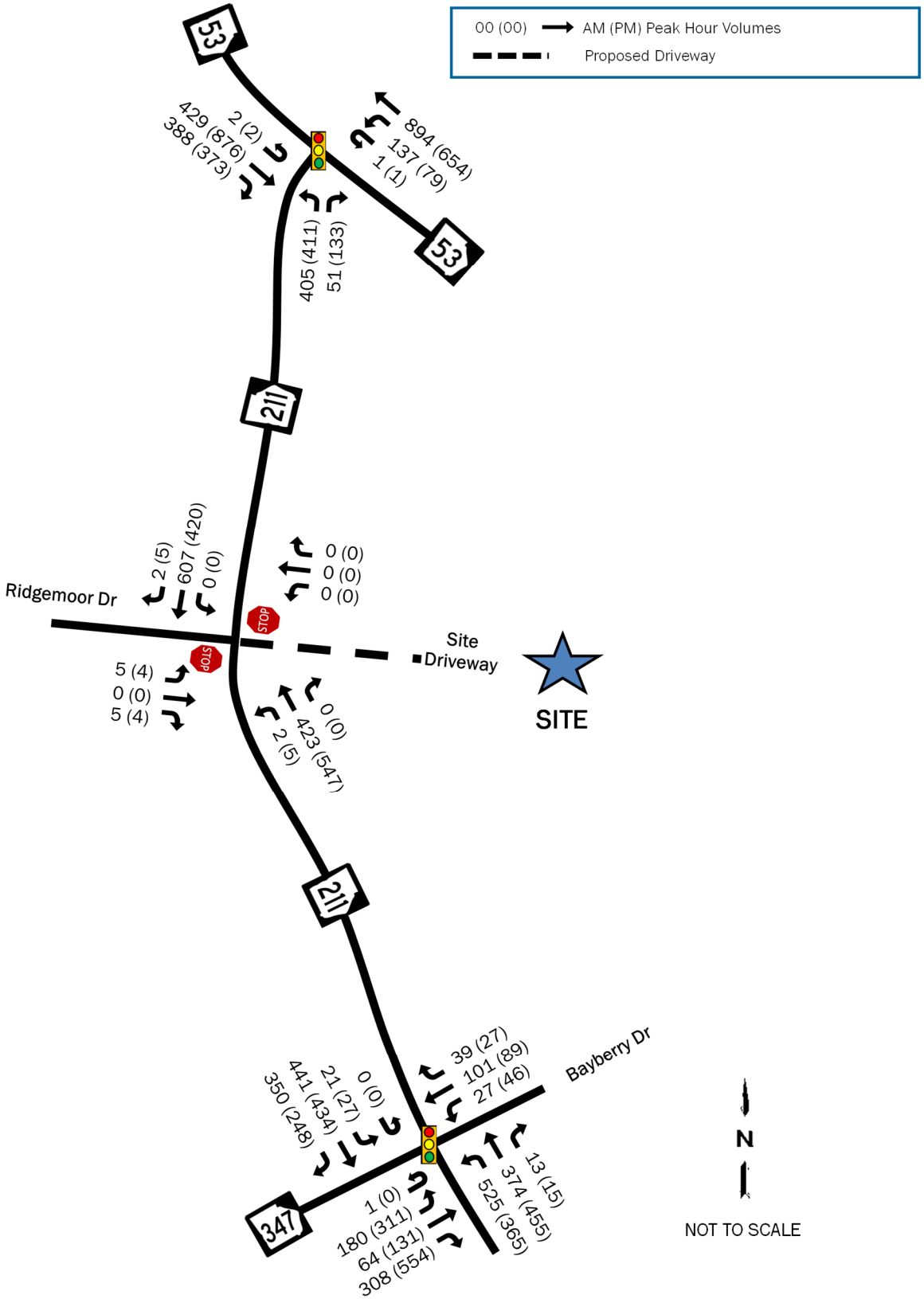
SR 347 (Friendship Road) is a six-lane, divided, minor arterial highway with an east-west orientation for the purposes of this study. SR 347 runs west from its intersection with SR 211 towards Buford and I-985. SR 53 shares an intersection at SR 211 with Bayberry Drive. The posted speed limit along SR 53 is 45 MPH and land uses along the highway are primarily commercial at the study intersection with residential west of the study area.

Bayberry Drive is a four-lane, divided, local roadway that runs east of its intersection with SR 211 into the Mulberry Park residential subdivision. Bayberry Drive also includes three access points for commercial developments located along SR 211. The posted speed limit along Bayberry Drive is 25 MPH.

B.2. Traffic Counts

Weekday AM and PM peak period turning movement counts were collected at the study intersections on Tuesday, March 25, 2025. Average daily traffic counts were also collected on SR 211 in front of the proposed site. The average daily weekday traffic along SR 211 is approximately 12,500 vehicles per day near the project site. Counts were collected while schools were in session and are included in Appendix B. The counts collected in 2025 are shown in Figure 3 (2025 Existing Traffic Volumes).

Figure 3: 2025 Existing Traffic Volumes



C. Future Conditions

C.1. Background Growth

The growth rate used in the study area is based upon an analysis of historical traffic counts in study area according to Georgia DOT's Traffic Data Application. The project is expected to be completed in 2030. To account for ambient growth and other developments in the area, the existing traffic counts for this study were grown by a conservative rate of 2.4% per year for five (5) years. The expected volumes are shown in Figure 4, 2030 No-Build Volumes. The growth rate development worksheet is included in Appendix B.

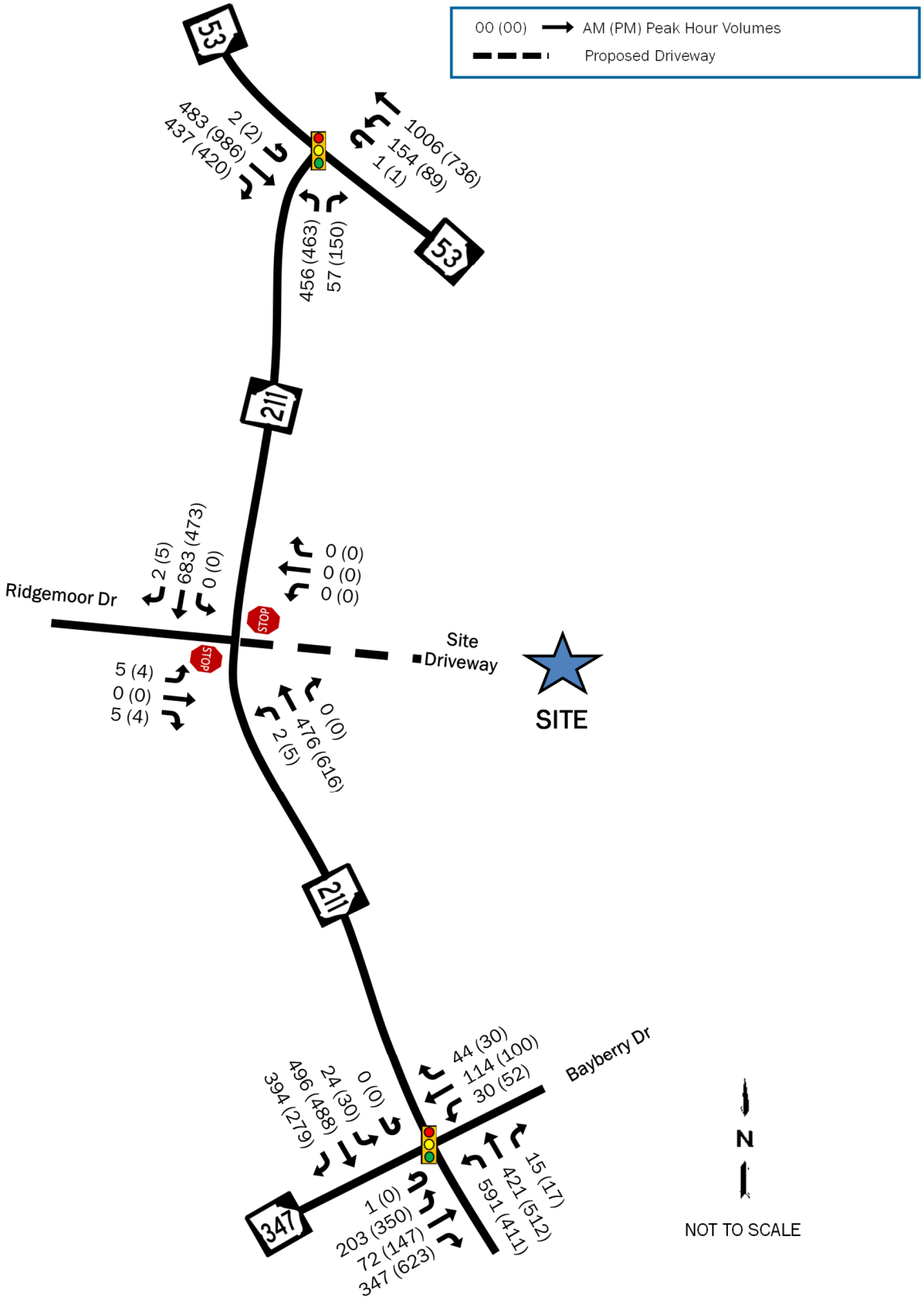
C.2. Planned Roadway Projects

GDOT has two projects planned for SR 211 that are expected to impact the study area and be completed by the end of 2030. The first, PI 0016089, will widen SR 211 from Liberty Church Road to SR 347 / Bayberry Drive from two-lanes to a four-lane, divided highway. This project will add significant capacity improvements to the intersection of SR 211 with SR 347 including an additional eastbound left-turn lane, eastbound right-turn lane, northbound through-lane, northbound right-turn lane, and a westbound right-turn lane. Letting for this project is scheduled for 2025.

The second project, PI 0007233, will continue the widening north to SR 53 creating a series of R-cuts along the highway and a multilane roundabout at the intersection of SR 211 with Union Church Road. This project will add a second southbound through-lane to the intersection of SR 211 with SR 347, but not significantly impact the intersection of SR 211 with SR 53, other than extending the storage bay for northbound right-turns. Construction for this project is expected to be completed by the end of 2030.

The changes from these widening plans are expected to include signal timing improvements, so for the purposes of this study, signal timings for the future (No-build) analysis were optimized and the same timings were used for the future + project traffic (Build) analysis.

Figure 4: 2030 No-Build Traffic Volumes



C.3. Project Trip Generation

Project trip generation was calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021. According to ITE, trips for light industrial developments include both personal vehicles and trucks. Table 1 below shows the breakdown of the trips expected to be generated by the new mixed-use development.

Table 1: Trip Generation

Land Use Code	Variable	Trip Type	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
110 - Light Ind.	1,719,640 SF	Personal Vehicle	1,820	159	37	196	38	143	181
		Truck	936	18	16	34	27	25	52
215 – Townhomes	350 Units	Personal Vehicle	2,616	55	121	176	117	89	206
220 – Apts	350 Units	Personal Vehicle	2,318	31	100	131	108	63	171
Total			**7,690**	**263**	**273**	**537**	**290**	**320**	**610**

The development will generate a total of 537 new vehicle trips (263 entering and 273 exciting) during the AM peak hour, and a total of 610 new vehicle trips (290 entering and 320 exiting) during the PM peak hour.

C.4. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on the traffic patterns evidenced in the overall study area. Traffic counts at the nearest intersection to the north and south of the site suggest that approximately

- 30% of vehicles will travel to/from the northwest along SR 53
- 10% will travel to/from the northeast along SR 53
- 25% will travel to/from the southwest along SR 347
- 35% will travel to/from the south along SR 211.

The detailed personal vehicles trip distribution is shown in Figure 5. The personal vehicles trips generated from the development utilizing the trip distribution is depicted in Figure 6. Truck counts at the intersections suggest a different distribution pattern for heavy vehicles. The counts suggest that:

- 30% of trucks will travel to/from the northwest along SR 53,
- 25% will travel to/from the northeast along SR 53,
- 20% will travel to/from the southwest along SR 347, and
- 25% will travel to/from the south along SR 211.

The truck distribution is shown in Figure 7, and the resulting truck trips are shown in Figure 8. Figure 9 shows the total project trip generation. The No-Build plus project trips (Build Volumes) are depicted in Figure 10.

Figure 5: Personal Vehicle Trip Distribution

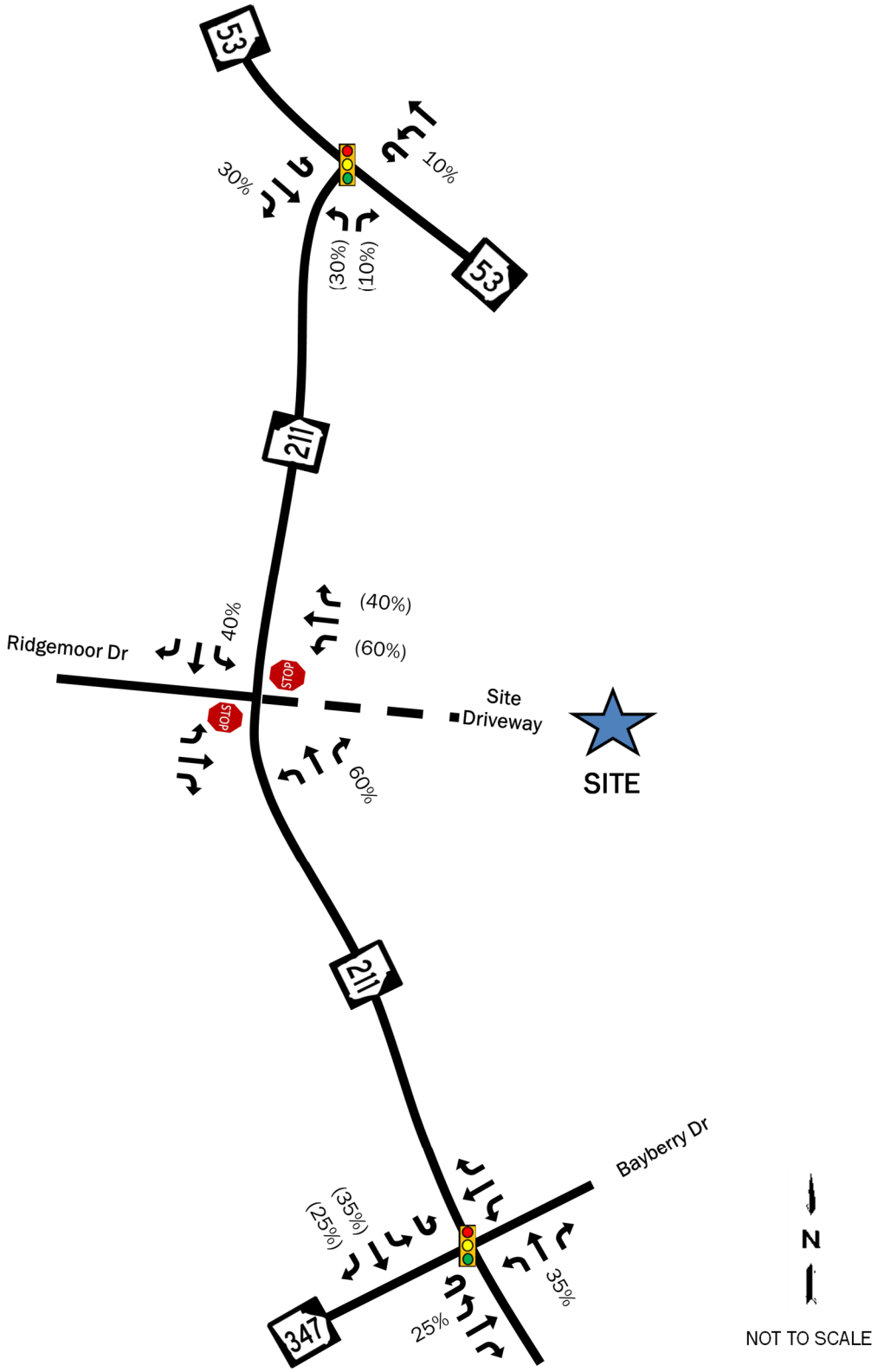


Figure 6: Personal Vehicle Development Trips

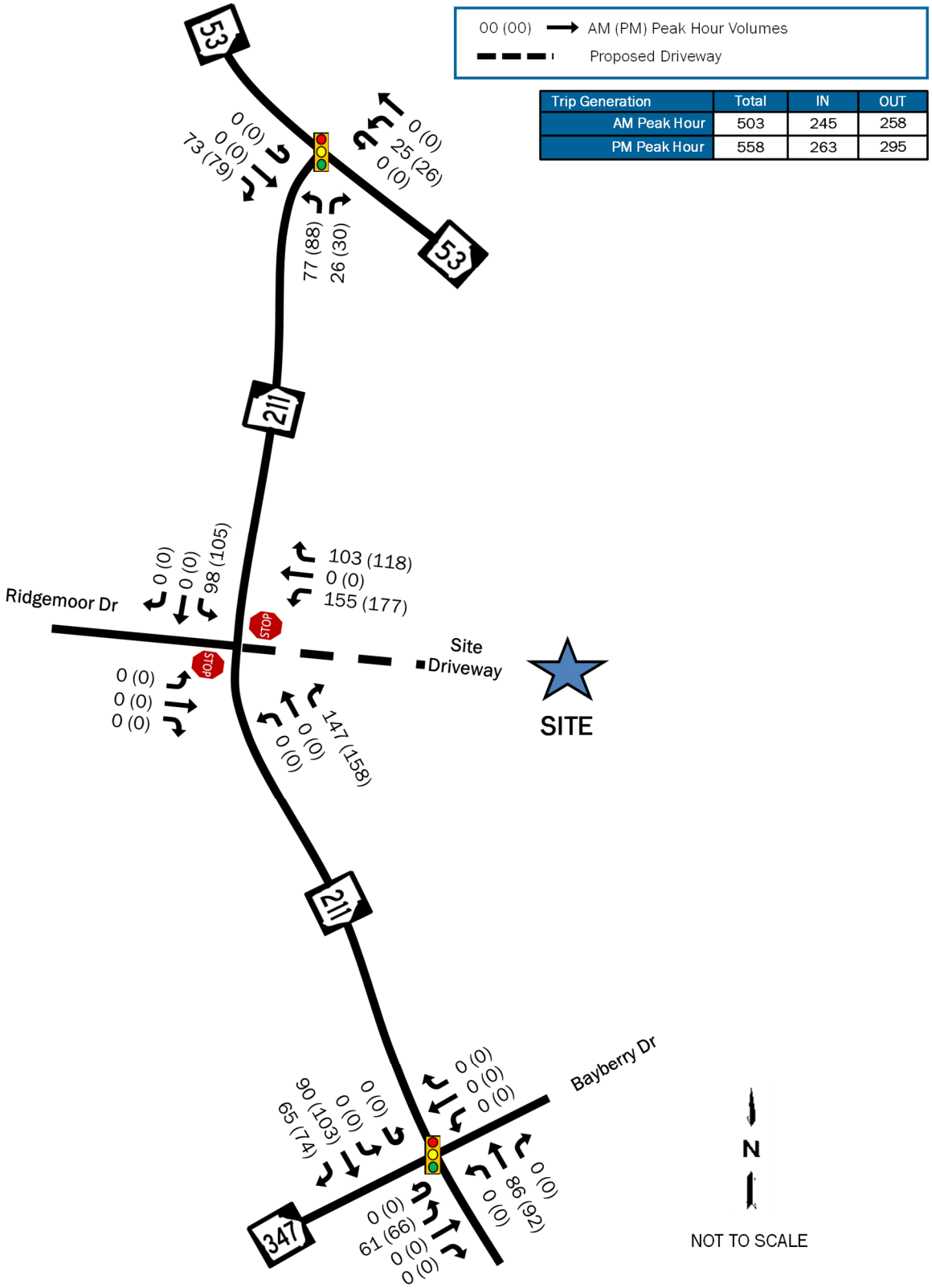


Figure 7: Truck Trip Distribution

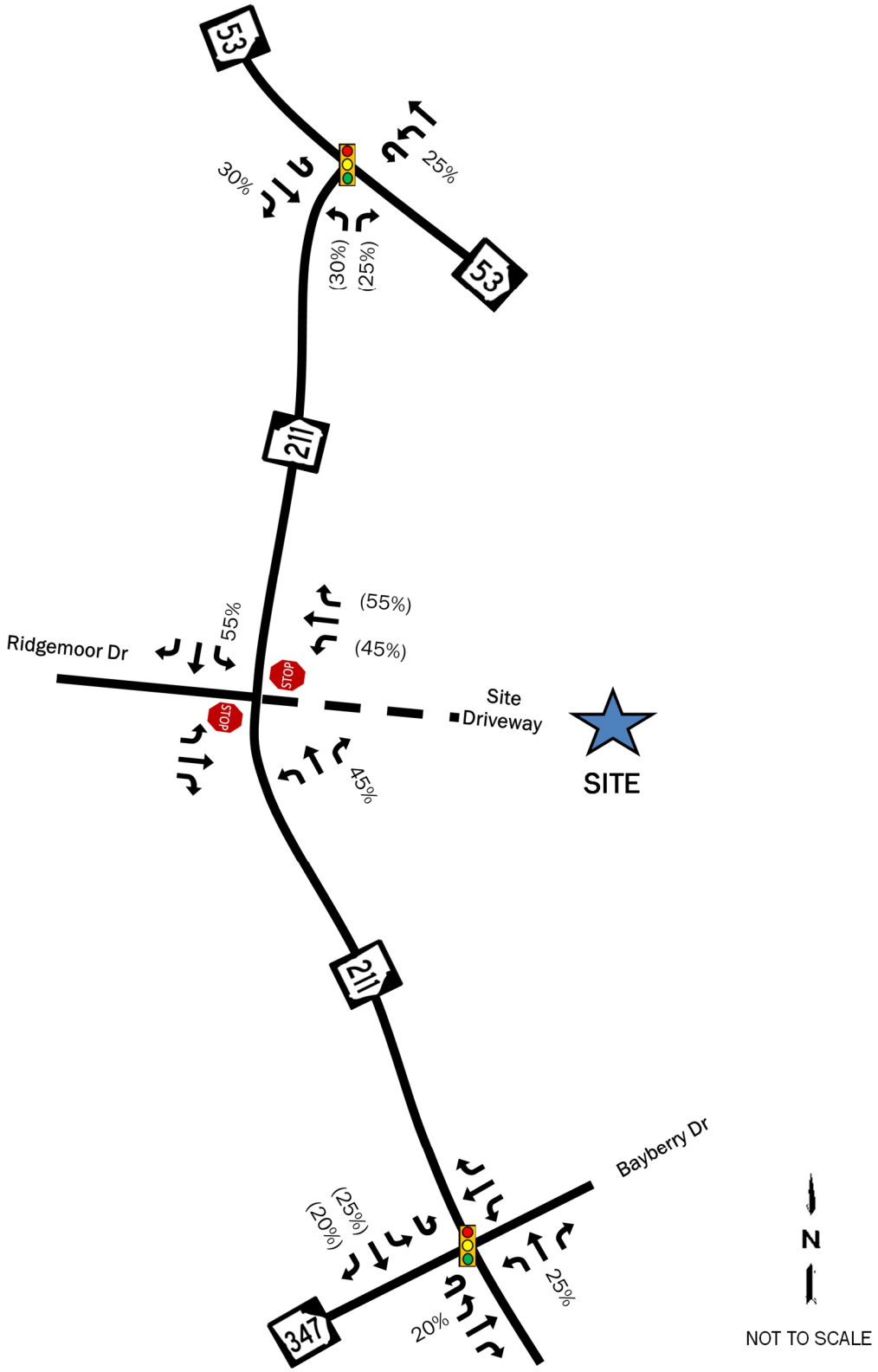


Figure 8: Truck Development Trips

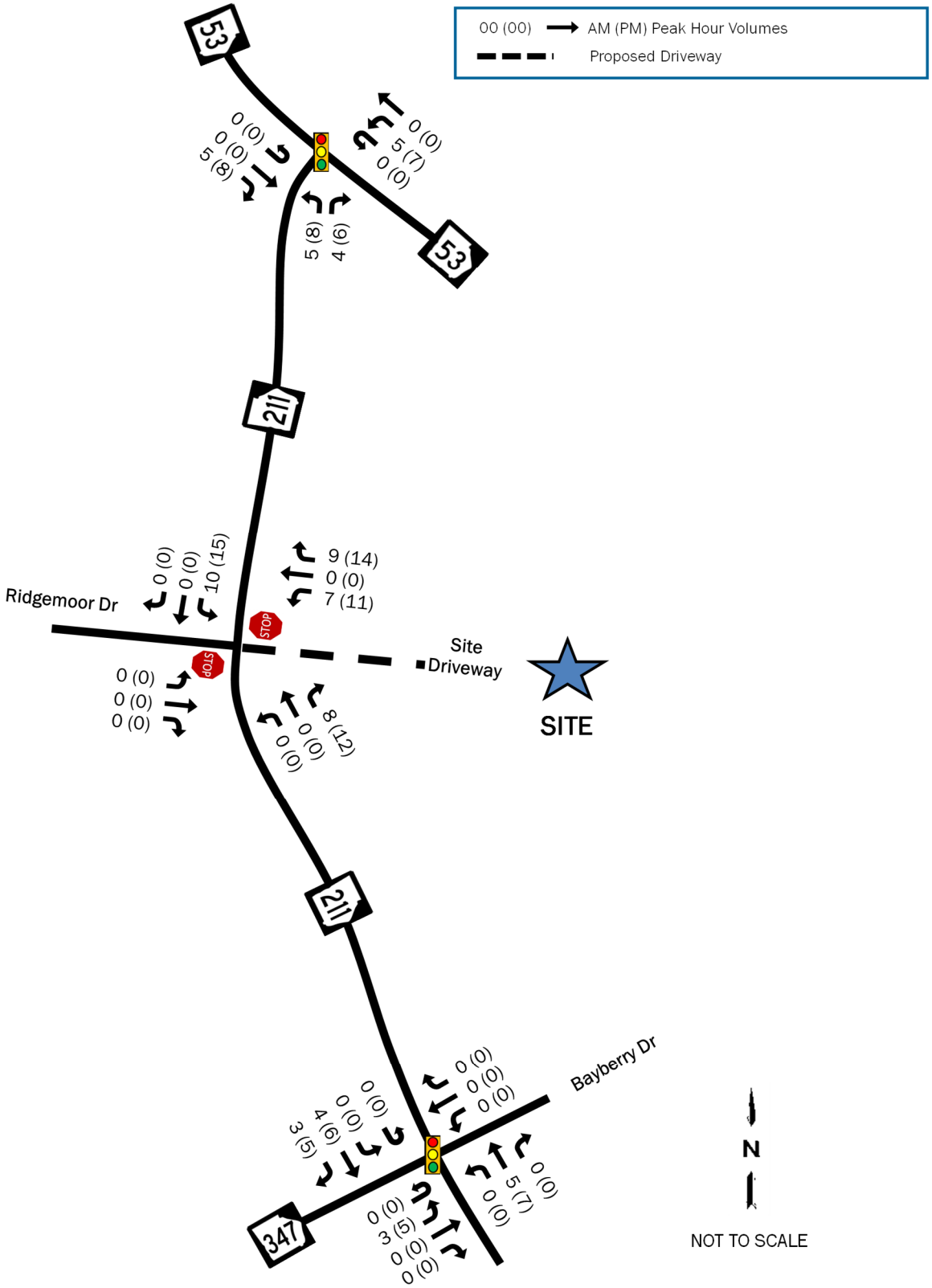


Figure 9: Total Development Trips

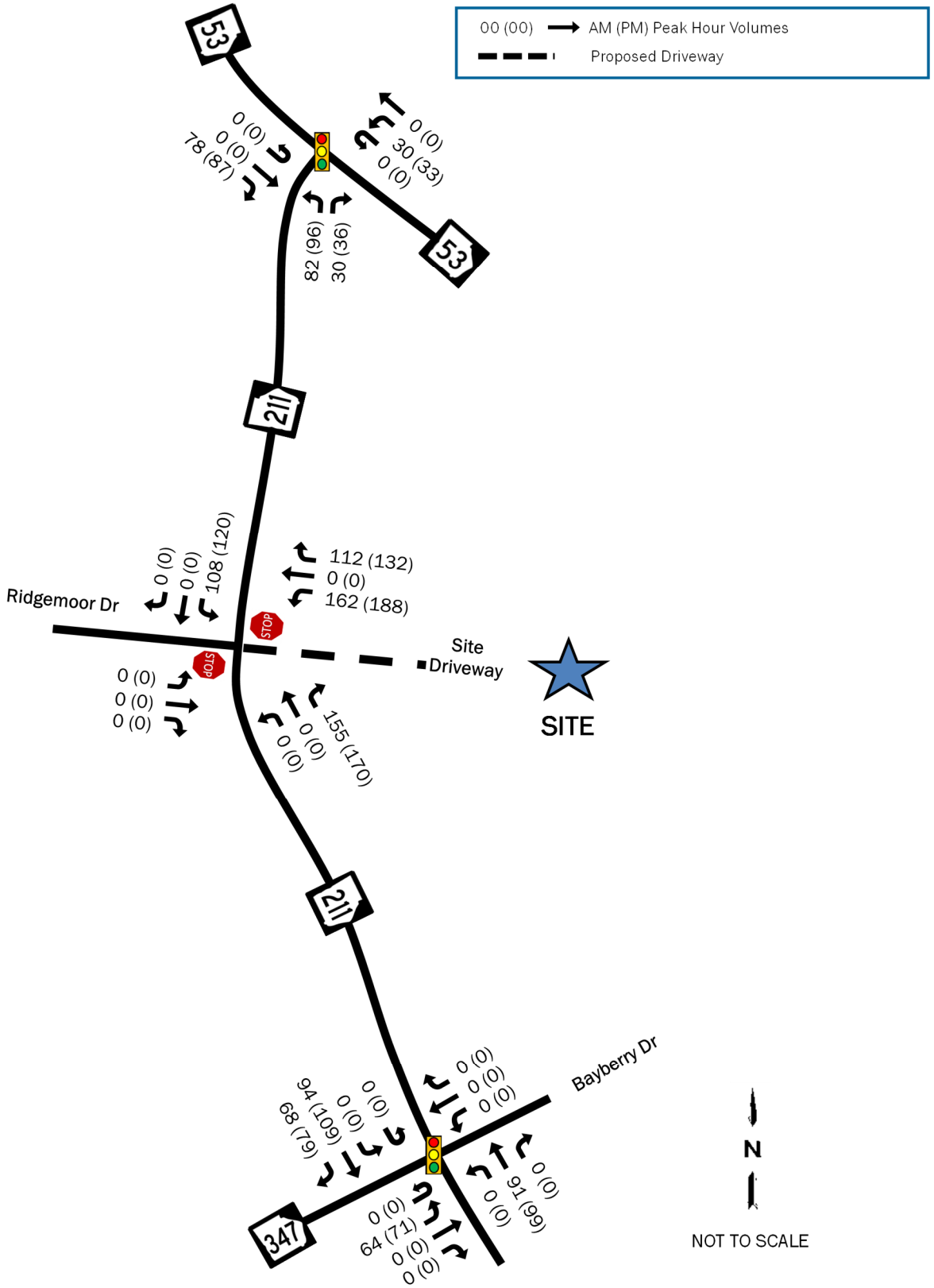
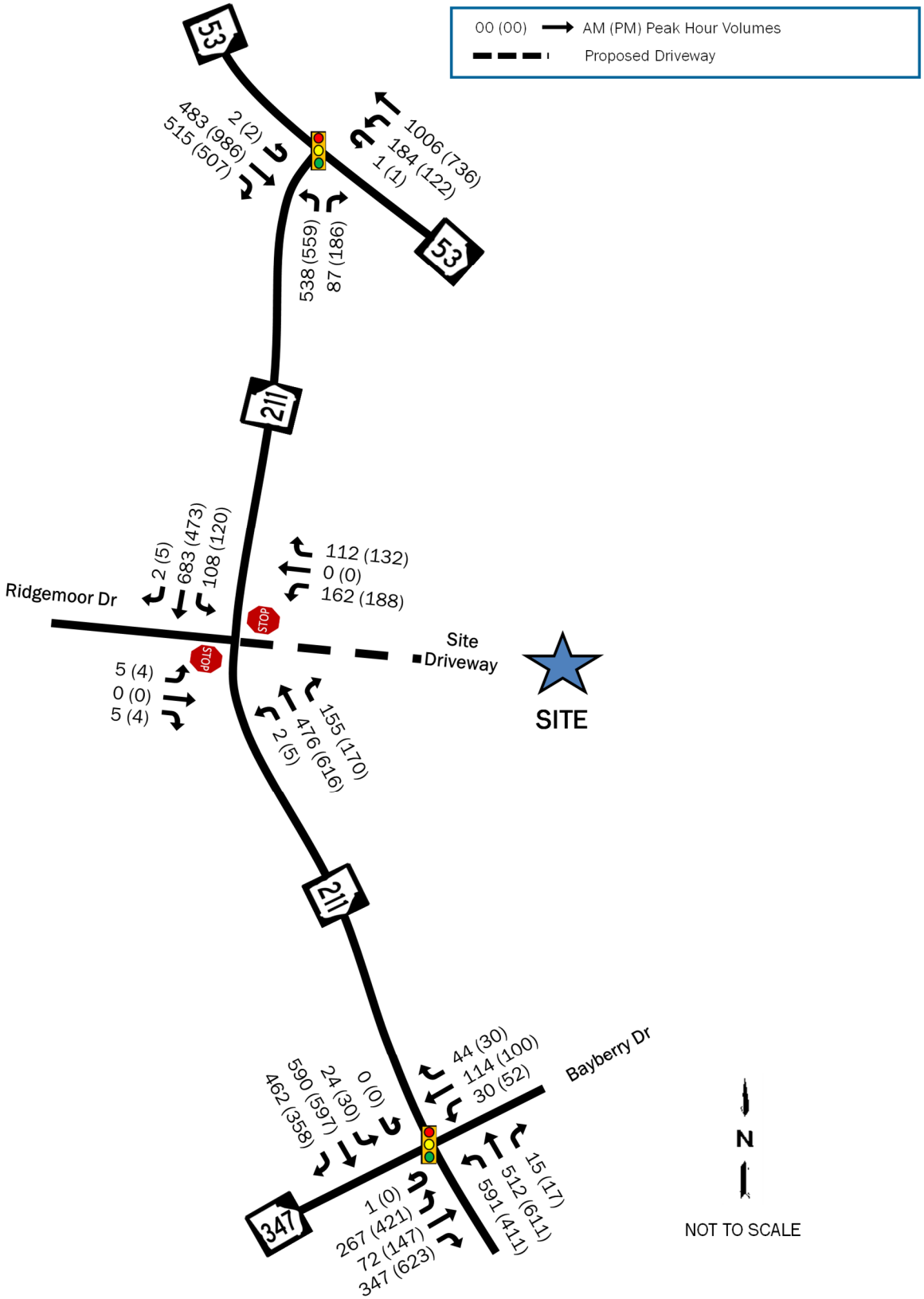


Figure 10: 2030 Build Traffic Volumes



D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM 7th Edition). HCM uses a grading system A through F, where A is the best (little to no delay), and F is the worst (very heavy delay). HCM Levels of Service (LOS) standards and Synchro® output reports are included in Appendix C. Singal timing for the intersections SR 211 with SR 53 and with SR 347 / Bayberry Drive were taken from GDOT's Automated Traffic Signal Performance Measures application. Printouts of the timings are included with the Synchro® output reports in Appendix C. Since HCM does not analyze U-turns at signalized intersections, all U-turns were included as left-turns. The eastbound approach at the intersection of SR 211 with SR 53 had few U-turns that could not be accounted for as the intersection is a T-intersection, but there is an exclusive storage lane for these U-turns and the delay to make the U-turn is negligible to the rest of the intersection.

D.1. 2025 Existing Conditions Analysis

The results of the 2025 Existing conditions capacity analysis are shown in Table 2 and include analysis of the traffic volumes presented in Figure 3.

Table 2: 2025 Existing Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 211 & SR 347 / Bayberry Dr	Signal	**Overall**	**D**	**52.6**	**F**	**113.5**
			EB	E	71.0	F	192.5
			WB	F	90.6	F	135.7
			NB	D	42.5	D	45.6
			SB	D	37.4	D	38.6
2	SR 211 & SR 53	Signal	**Overall**	**A**	**8.9**	**A**	**9.3**
			EB	A	6.6	A	6.9
			WB	A	7.3	A	6.9
			NB	B	16.9	B	19.1
3	SR 211 & Ridgemoor Dr	Stop	EB	**C**	20.3	C	18.4
			NBL	A	8.9	A	8.3

As shown in Table 2, the intersection of SR 211 with SR 347 / Bayberry Drive currently experiences heavy delay along the two side-streets, especially during the PM peak period. Much of the delay is due to a high cycle length during the PM peak period of 160 seconds and very little time allocated to the side streets, despite having a high volume of traffic coming from SR 347.

D.2. 2030 No-Build Conditions Capacity Analysis

The results of the 2030 No-Build conditions capacity analysis are shown in Table 3 for the operation of the study intersections with the traffic volumes presented in Figure 4. The analysis for 2030 assumes the improvements to SR 211 will be in place.

Table 3: 2030 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 211 & SR 347 / Bayberry Dr	Signal	**Overall**	**D**	**39.8**	**D**	**37.0**
			EB	D	38.3	D	35.6
			WB	E	69.2	E	59.1
			NB	D	44.4	D	37.7
			SB	C	29.5	C	31.9
2	SR 211 & SR 53	Signal	**Overall**	**A**	**9.9**	**B**	**10.7**
			EB	A	7.0	A	7.3
			WB	A	7.8	A	7.5
			NB	C	20.3	C	24.1
3	SR 211 & Ridgemoor Dr	Stop	EB	**C**	23.8	C	21.3
			NBL	A	9.2	A	8.5

As shown in Table 3, the major improvements to SR 211 and the intersection of SR 211 with SR 347 / Bayberry Drive is expected to greatly improve traffic operations at the intersection. The Bayberry Drive approach may still experience slightly high delay due to timings needing to favor the other approaches, but queues for this approach are expected to stay low.

D.3. 2030 Build Conditions Capacity Analysis

The results of the 2030 Build conditions intersection capacity analysis are shown in Table 4 for No-Build plus project volumes as presented in Figure 10. As with the no-build analysis, the SR 211 widening is expected to be completed.

Table 4: 2030 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 211 & SR 347 / Bayberry Dr	Signal	**Overall**	**D**	**40.5**	**D**	**37.4**
			EB	D	38.8	D	35.9
			WB	E	69.6	E	59.1
			NB	D	42.6	D	36.7
			SB	D	34.2	C	34.9
2	SR 211 & SR 53	Signal	**Overall**	**B**	**12.1**	**B**	**13.4**
			EB	A	8.4	A	8.7
			WB	A	8.9	B	10.2
			NB	C	24.7	C	27.8
3	SR 211 & Site Driveway	Round-about	**Overall**	**A**	**7.1**	**A**	**8.0**
			EB	A	6.7	A	5.6
			WB	A	9.0	B	12.9
			NB	A	6.2	A	7.3
			SB	A	7.3	A	6.3

As shown in Table 4, the addition of traffic from the proposed mixed-use development is not expected to have a major impact on traffic operations at the nearby intersections. Delay is expected to increase slightly from the no-build volumes, but overall operations are expected to stay the same.

After conducting an Intersection Control Evaluation (See Section E.2) and weighing the industrial character of the site, the best intersection configuration for the proposed access is a multilane roundabout.

E. Site Driveway Evaluation

E.1. GDOT Turn-Lane Evaluations

The need for right and left-turn lanes at the proposed site driveway was analyzed using methodologies from GDOT. GDOT bases the warrants for turn lanes on the speed of the roadway, the average daily traffic along the roadway, and the number of lanes of the roadway. SR 211 is expected to be a four-lane divided roadway by the time the proposed site is completed. The speed limit of SR 211 is 45 MPH, and the average daily traffic is over 10,000 vehicles per day. Table 5 shows the results of the turn lane warrants for the two proposed driveways.

Table 5: GDOT Turn Lane Warrants

ID	Intersection	Movement / Turn Lane	Turn Volume	GDOT Criteria	GDOT Criteria met?
3	SR 211 & Ridgemoor Dr/ Site Driveway	SBL	1,608 LT/Day	250 LT/Day	YES
		NBR	2,237 RT/Day	75 RT/Day	YES
		NBL	58 LT/Day	250 LT/Day	No

As shown in Table 6, both a northbound right-turn deceleration lane and a southbound left-turn lane is warranted at the proposed site driveway. **It is noted that the turn lanes will only be applicable if a multilane roundabout is not constructed at the intersection.**

E.2. Driveway Intersection Control Evaluation (ICE) and Other Considerations

The site driveway was analyzed for different intersection types to decide what would be best for the intersection configuration. With the amount of traffic expected from the development, a signal is likely warranted at the proposed access point. A traffic signal ranked first in the ICE analysis; however, the signal is likely only warranted after the site reaches full-build out, so it would not be a likely option as the site is developed over time.

The second ranked option was an R-Cut which is consistent with the current concept for the SR 211 widening plans. While a R-Cut, could work at the site driveway, the site is expected to generate many large trucks throughout the day which would have to make a U-turn to head towards I-85, which could be dangerous and impeded traffic on SR 211.

A multilane roundabout ranked third in the evaluation but performed the best in terms of capacity, while allowing the safest access onto SR 211 for the larger vehicles; thus, a multilane roundabout is recommended at the site driveway. Additionally, it is recommended that the site driveway align with Ridgemoor Drive on the west side of SR 211 to prevent conflicting turns. Ridgemoor Drive is a small, dead-end road that provides access to about 37 single-family homes, so very little traffic is expected from that approach. The ICE worksheets are included in Appendix E.

F. Conclusions

A new mixed-use development is proposed for construction along the east side of SR 211 opposite Ridgemoor Drive. When completed, the development will consist of 1,719,640 square feet of warehousing, 350 townhomes, and 350 apartments. With limited frontage to SR 211, only one (1) access point is proposed onto the highway. The full-buildout of the site is expected by 2030.

Currently, SR 211 is a two-lane undivided roadway. The intersection of SR 211 with SR 347 experiences high delay during the PM peak period with signal timings favoring traffic along SR 211 despite there being several hundred vehicles approaching from SR 347 during that period. This delay is expected to be mitigated with two widening projects that are planned to be completed by the end of 2030. The widening projects will add multiple turn lanes to each approach at the intersection and additional northbound and southbound through lanes to improve traffic flow along SR 211.

The widening of SR 211 and updated signal timings will yield satisfactorily operations during both peak hours even with additional traffic growth in the area. The addition of traffic from the proposed mixed-use site is expected to increase delay only marginally at the two study intersections, allowing them to continue operating similarly to no-build conditions.

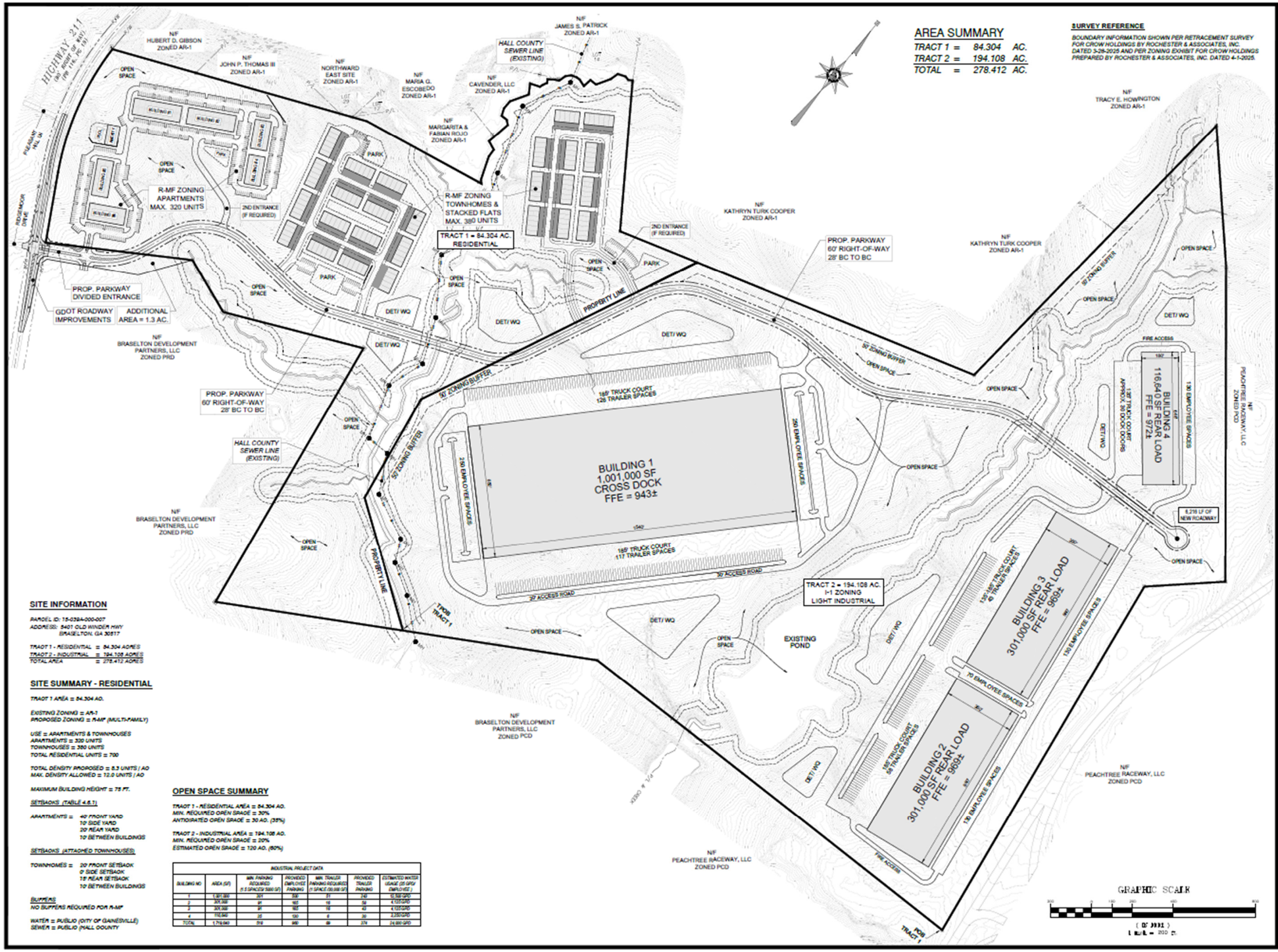
The concept for PI 0007233 (widening of SR 211 from SR 347 to SR 53) shows a network of R-Cuts for the SR 211 corridor between SR 53 and Union Church Road. While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed.

Other than improvements at the proposed access to SR 211, no changes to the surrounding intersections are necessary to mitigate the impact of the proposed development.

APPENDIX A:

DEVELOPMENT

CONCEPT PLAN



SITE INFORMATION

PARCEL ID: 15-039A-000-007
ADDRESS: 5401 OLD WINDER HWY
BRASELTON, GA 30517

TRACT 1 - RESIDENTIAL = 84.304 ACRES
TRACT 2 - INDUSTRIAL = 194.108 ACRES
TOTAL AREA = 278.412 ACRES

SITE SUMMARY - RESIDENTIAL

TRACT 1 AREA = 84.304 AC.

EXISTING ZONING = AR-1
PROPOSED ZONING = R-MF (MULTI-FAMILY)

USE = APARTMENTS & TOWNHOUSES
APARTMENTS = 320 UNITS
TOWNHOUSES = 380 UNITS
TOTAL RESIDENTIAL UNITS = 700

TOTAL DENSITY PROPOSED = 8.3 UNITS / AC
MAX. DENSITY ALLOWED = 12.0 UNITS / AC

MAXIMUM BUILDING HEIGHT = 75 FT.

SETBACKS (TABLE 4.6.1)

APARTMENTS = 40' FRONT YARD
10' SIDE YARD
20' REAR YARD
10' BETWEEN BUILDINGS

SETBACKS (ATTACHED TOWNHOUSES)

TOWNHOMES = 20' FRONT SETBACK
0' SIDE SETBACK
15' REAR SETBACK
10' BETWEEN BUILDINGS

BUFFERS
NO BUFFERS REQUIRED FOR R-MF

WATER = PUBLIC (CITY OF GAINESVILLE)
SEWER = PUBLIC (HALL COUNTY

OPEN SPACE SUMMARY

TRACT 1 - RESIDENTIAL AREA = 84.304 AC.
MIN. REQUIRED OPEN SPACE = 30%
ANTICIPATED OPEN SPACE = 30 AC. (35%)

TRACT 2 - INDUSTRIAL AREA = 194.108 AC.
MIN. REQUIRED OPEN SPACE = 20%
ESTIMATED OPEN SPACE = 120 AC. (60%)

INDUSTRIAL PROJECT DATA

BUILDING NO	AREA (SF)	MIN. PARKING REQUIRED (1.5 SPACES/ 1000 SF)	PROVIDED EMPLOYEE PARKING	MIN. TRAILER PARKING REQUIRED (1 SPACE /10,000 SF)	PROVIDED TRAILER PARKING	ESTIMATED WATER USAGE (25 GPD/ EMPLOYEE)
1	1,001,000	501	536	51	140	10,700 GPD
2	301,000	91	165	15	58	4,125 GPD
3	301,000	91	165	15	43	4,125 GPD
4	116,640	35	135	6	30	3,375 GPD
TOTAL	1,719,640	518	969	89	374	24,950 GPD

REED
PLANNING & DESIGN
100 Old Dawson Village Rd
Suite 110
Dawsonville, GA 30534
Phone: 706-531-8428

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STAMP

GSWCC LEVEL 2
CERTIFIED DESIGN
PROFESSIONAL
CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC
MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

REZONING
PLAN

JOB NUMBER	DATE
25101	3-20-2025

DATE	NO	REVISION
4-30-2025	1	UPDATED LAYOUTS
5-30-2025	2	REVISE ENTRANCE

C-1.0

APPENDIX B:

TRAFFIC COUNTS

& GROWTH RATE

DEVELOPMENT WORSHEET

Prepared by National Data & Surveying Services

SR 211 & Friendship Rd/Bayberry Dr/SR 347

Peak Hour Turning Movement Count

ID: 25-180066-001
City: Braselton

Day: Tuesday
Date: 3/25/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	2444	0	2702
TEV	AM	NOON	PM
PHF	0.98		0.97

SR 211 — SOUTHBOUND

AM	350	441	21	0	593	AM
NOON	0	0	0	0	0	NOON
PM	248	434	27	0	793	PM

EASTBOUND — Friendship Rd/Bayberry Dr/SR 347

AM	NOON	PM		
977	0	702		
1	0	0	0	
180	0	311	1	
64	0	131	1	
308	0	554	1	
AM	NOON	PM		

WESTBOUND — Friendship Rd/Bayberry Dr/SR 347

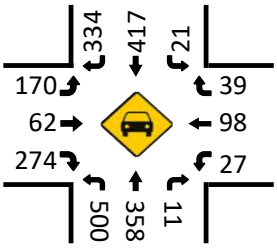
PM	NOON	AM	
27	0	39	0
89	0	101	1
46	0	27	1
0	0	0	0
173	0	98	
PM	NOON	AM	

SR 211 — NORTHBOUND

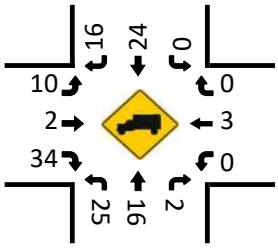
PM	1034	0	365	455	15	PM
NOON	0	0	0	0	0	NOON
AM	776	0	525	374	13	AM

0 2 1 0

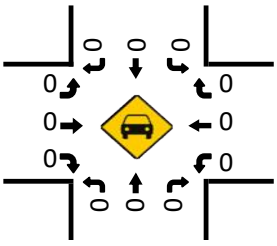
Cars (AM)



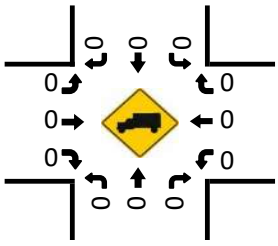
HT (AM)



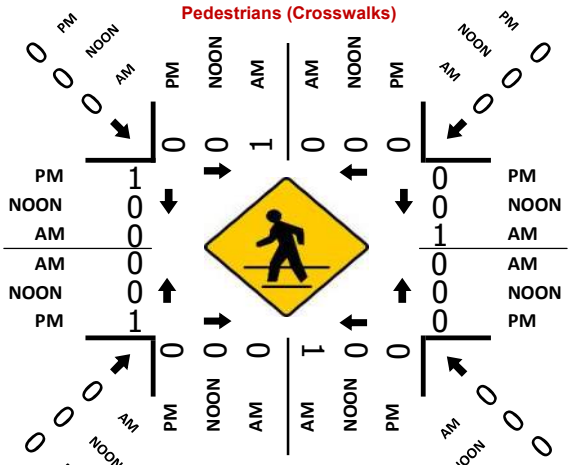
Cars (NOON)



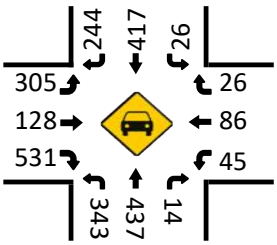
HT (NOON)



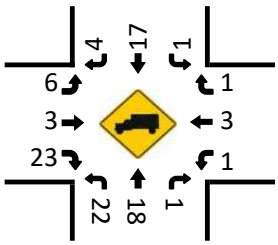
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

SR 211 & SR 53/SR 211

Peak Hour Turning Movement Count

ID: 25-180066-002
City: Braselton

Day: Tuesday
Date: 3/25/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2307	0	2529
PHF	0.92		0.97

SR 211 — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

SR 53/SR 211 — EASTBOUND

AM	NOON	PM	
1301	0	1067	⇦
2	0	2	↰ 1
0	0	0	↱ 0
429	0	876	→ 2
388	0	373	↘ 1
AM	NOON	PM	

SR 53/SR 211 — WESTBOUND

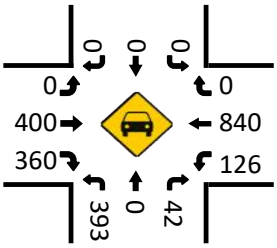
PM	NOON	AM	
0	0	0	↰ 0
654	0	894	← 2
79	0	137	↙ 1
1	0	1	↳ 0
1010	0	481	⇨
PM	NOON	AM	

SR 211 — NORTHBOUND

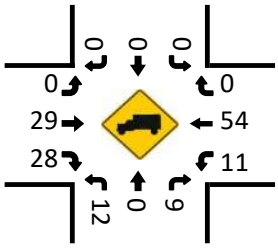
PM	452	0	411	0	133	PM
NOON	0	0	0	0	0	NOON
AM	525	0	405	0	51	AM

0 2 0 1

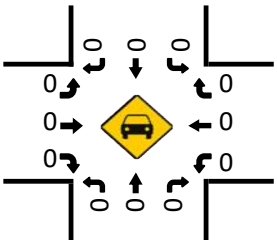
Cars (AM)



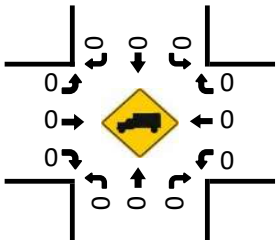
HT (AM)



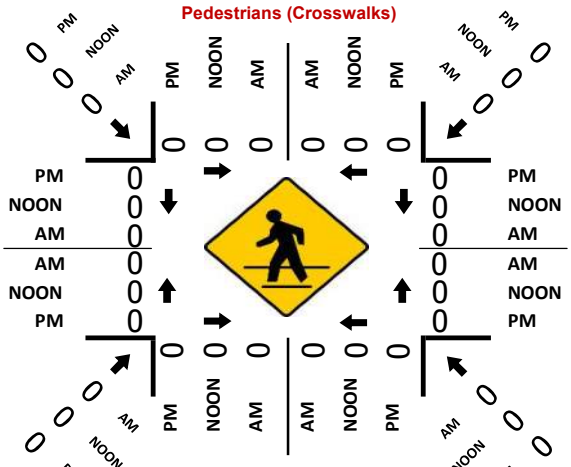
Cars (NOON)



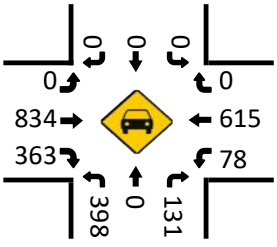
HT (NOON)



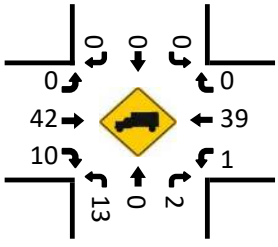
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

VOLUME

SR 211 Bet Ridgemoor Dr & Pleasant Hill Ln

Day: Tuesday
Date: 3/25/2025

City: Braselton
Project #: 25_180067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,114	6,253	0	0	12,367

DAILY TOTALS

15-Minutes Interval

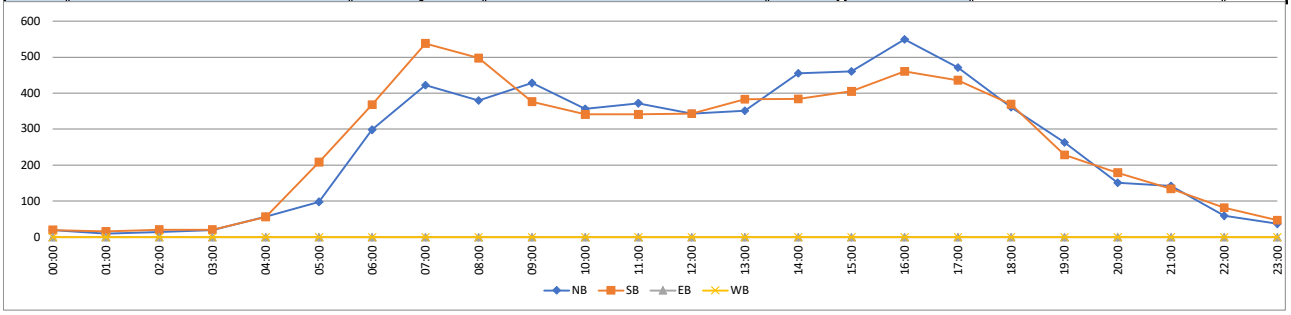
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	10	3			13	12:00	111	83			194
0:15	3	7			10	12:15	85	78			163
0:30	4	3			7	12:30	75	100			175
0:45	2	7			9	12:45	72	82			154
1:00	4	4			8	13:00	86	92			178
1:15	1	3			4	13:15	86	107			193
1:30	2	7			9	13:30	96	84			180
1:45	3	2			5	13:45	83	100			183
2:00	3	4			7	14:00	93	101			194
2:15	2	2			4	14:15	117	98			215
2:30	5	3			8	14:30	122	80			202
2:45	4	12			16	14:45	123	105			228
3:00	4	6			10	15:00	97	82			179
3:15	3	2			5	15:15	117	91			208
3:30	7	8			15	15:30	132	107			239
3:45	5	5			10	15:45	114	125			239
4:00	10	8			18	16:00	127	127			254
4:15	10	7			17	16:15	126	129			255
4:30	19	13			32	16:30	155	92			247
4:45	18	28			46	16:45	141	112			253
5:00	14	25			39	17:00	138	91			229
5:15	24	42			66	17:15	114	125			239
5:30	27	60			87	17:30	113	102			215
5:45	33	81			114	17:45	106	118			224
6:00	57	56			113	18:00	112	94			206
6:15	58	108			166	18:15	86	97			183
6:30	90	112			202	18:30	86	93			179
6:45	93	92			185	18:45	77	85			162
7:00	93	104			197	19:00	69	65			134
7:15	111	112			223	19:15	65	52			117
7:30	117	164			281	19:30	70	50			120
7:45	101	158			259	19:45	59	61			120
8:00	85	152			237	20:00	38	47			85
8:15	96	128			224	20:15	42	50			92
8:30	98	115			213	20:30	36	41			77
8:45	100	102			202	20:45	35	41			76
9:00	117	91			208	21:00	46	36			82
9:15	126	98			224	21:15	38	33			71
9:30	103	104			207	21:30	36	40			76
9:45	82	83			165	21:45	22	25			47
10:00	66	88			154	22:00	16	23			39
10:15	99	82			181	22:15	15	18			33
10:30	98	83			181	22:30	16	30			46
10:45	93	88			181	22:45	12	11			23
11:00	83	81			164	23:00	12	11			23
11:15	96	85			181	23:15	7	18			25
11:30	88	86			174	23:30	11	10			21
11:45	105	89			194	23:45	7	8			15
TOTALS	2472	2803	0	0	5275	TOTALS	3642	3450	0	0	7092
SPLIT %	47%	53%	0%	0%	43%	SPLIT %	51%	49%	0%	0%	57%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	19	20			39
01:00	02:00	10	16			26
02:00	03:00	14	21			35
03:00	04:00	19	21			40
04:00	05:00	57	56			113
05:00	06:00	98	208			306
06:00	07:00	298	368			666
07:00	08:00	422	538			960
08:00	09:00	379	497			876
09:00	10:00	428	376			804
10:00	11:00	356	341			697
11:00	12:00	372	341			713
12:00	13:00	343	343			686
13:00	14:00	351	383			734
14:00	15:00	455	384			839
15:00	16:00	460	405			865
16:00	17:00	549	460			1009
17:00	18:00	471	436			907
18:00	19:00	361	369			730
19:00	20:00	263	228			491
20:00	21:00	151	179			330
21:00	22:00	142	134			276
22:00	23:00	59	82			141
23:00	00:00	37	47			84

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2472	2803			5275
Peak Hour	8:45	7:30			7:30
Peak Volume	446	602			1001
Peak Hour Factor	0.885	0.918			0.891
Peak Period	12:00	to	00:00		
Volume	3642	3450			7092
Peak Hour	16:15	15:30			16:00
Peak Volume	560	488			1009
Peak Hour Factor	0.903	0.946			0.989
Peak Period	07:00	to	09:00		
Volume	801	1035			1836
Peak Hour	7:00	7:30			7:30
Peak Volume	422	602			1001
Peak Hour Factor	0.902	0.918			0.891
Peak Period	16:00	to	18:00		
Volume	1020	896			1916
Peak Hour	16:15	16:00			16:00
Peak Volume	560	460			1009
Peak Hour Factor	0.903	0.891			0.989



Prepared by National Data & Surveying Services

VOLUME

SR 211 Bet Ridgemoor Dr & Pleasant Hill Ln

Day: Wednesday
Date: 3/26/2025

City: Braselton
Project #: 25_180067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,171	6,344	0	0	12,515

DAILY TOTALS

15-Minutes Interval

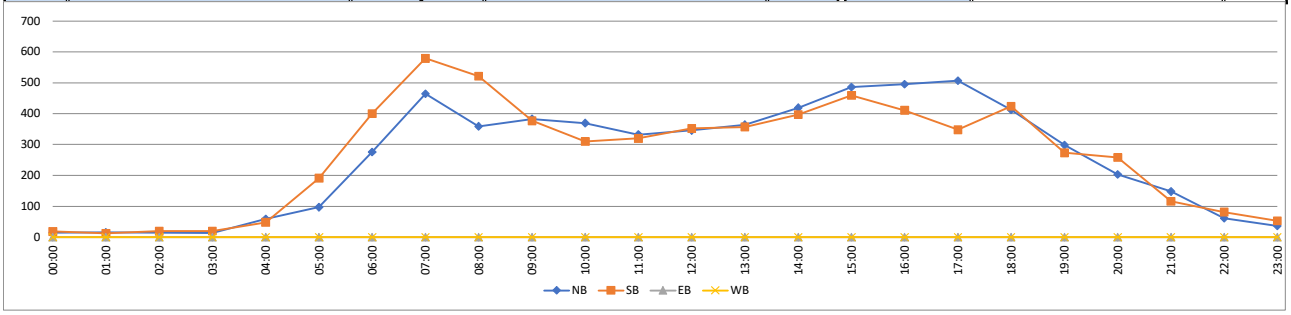
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	5	5			10	12:00	80	78			158
0:15	4	6			10	12:15	83	79			162
0:30	4	3			7	12:30	100	95			195
0:45	1	4			5	12:45	83	100			183
1:00	5	4			9	13:00	83	76			159
1:15	5	3			8	13:15	104	89			193
1:30	4	1			5	13:30	95	94			189
1:45	1	4			5	13:45	82	98			180
2:00	4	6			10	14:00	88	97			185
2:15	5	2			7	14:15	112	101			213
2:30	2	3			5	14:30	123	96			219
2:45	3	8			11	14:45	96	103			199
3:00	3	4			7	15:00	123	100			223
3:15	1	4			5	15:15	109	104			213
3:30	3	6			9	15:30	126	102			228
3:45	6	6			12	15:45	128	153			281
4:00	10	8			18	16:00	115	94			209
4:15	7	9			16	16:15	115	103			218
4:30	24	13			37	16:30	131	124			255
4:45	18	18			36	16:45	134	90			224
5:00	16	28			44	17:00	151	98			249
5:15	20	33			53	17:15	135	88			223
5:30	38	56			94	17:30	125	90			215
5:45	23	74			97	17:45	96	72			168
6:00	45	74			119	18:00	122	117			239
6:15	72	109			181	18:15	98	118			216
6:30	68	111			179	18:30	99	109			208
6:45	91	106			197	18:45	94	80			174
7:00	106	112			218	19:00	97	68			165
7:15	106	138			244	19:15	74	75			149
7:30	139	157			296	19:30	63	59			122
7:45	113	172			285	19:45	64	71			135
8:00	73	160			233	20:00	54	45			99
8:15	84	123			207	20:15	59	90			149
8:30	111	112			223	20:30	39	62			101
8:45	91	126			217	20:45	51	61			112
9:00	88	83			171	21:00	45	29			74
9:15	104	102			206	21:15	35	37			72
9:30	100	91			191	21:30	42	24			66
9:45	91	101			192	21:45	26	26			52
10:00	108	86			194	22:00	20	21			41
10:15	87	72			159	22:15	13	25			38
10:30	96	84			180	22:30	18	17			35
10:45	78	68			146	22:45	10	18			28
11:00	86	78			164	23:00	10	13			23
11:15	78	85			163	23:15	4	21			25
11:30	86	71			157	23:30	15	7			22
11:45	82	86			168	23:45	7	12			19
TOTALS	2395	2815	0	0	5210	TOTALS	3776	3529	0	0	7305
SPLIT %	46%	54%	0%	0%	42%	SPLIT %	52%	48%	0%	0%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	14	18			32
01:00	02:00	15	12			27
02:00	03:00	14	19			33
03:00	04:00	13	20			33
04:00	05:00	59	48			107
05:00	06:00	97	191			288
06:00	07:00	276	400			676
07:00	08:00	464	579			1043
08:00	09:00	359	521			880
09:00	10:00	383	377			760
10:00	11:00	369	310			679
11:00	12:00	332	320			652
12:00	13:00	346	352			698
13:00	14:00	364	357			721
14:00	15:00	419	397			816
15:00	16:00	486	459			945
16:00	17:00	495	411			906
17:00	18:00	507	348			855
18:00	19:00	413	424			837
19:00	20:00	298	273			571
20:00	21:00	203	258			461
21:00	22:00	148	116			264
22:00	23:00	61	81			142
23:00	00:00	36	53			89

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2395	2815			5210
Peak Hour	7:00	7:15			7:15
Peak Volume	464	627			1058
Peak Hour Factor	0.835	0.911			0.894
Peak Period	12:00	to	00:00		
Volume	3776	3529			7305
Peak Hour	16:30	15:45			15:45
Peak Volume	551	474			963
Peak Hour Factor	0.912	0.775			0.857
Peak Period	07:00	to	09:00		
Volume	823	1100			1923
Peak Hour	7:00	7:15			7:15
Peak Volume	464	627			1058
Peak Hour Factor	0.835	0.911			0.894
Peak Period	16:00	to	18:00		
Volume	1002	759			1761
Peak Hour	16:30	16:15			16:30
Peak Volume	551	415			951
Peak Hour Factor	0.912	0.837			0.932



Prepared by National Data & Surveying Services

VOLUME

SR 211 Bet Ridgemoor Dr & Pleasant Hill Ln

Day: Tuesday
Date: 3/25/2025

City: Braselton
Project #: 25_180067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,166	6,318	0	0	12,484

DAILY TOTALS

15-Minutes Interval

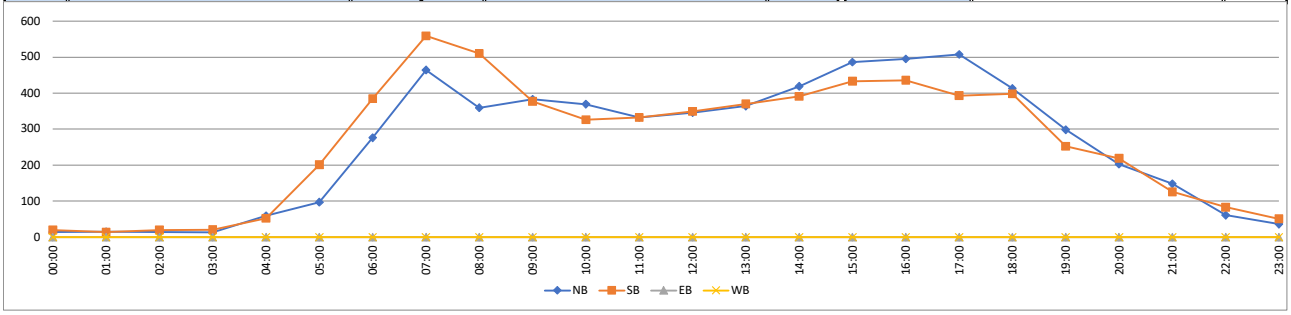
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	8	4			12	12:00	96	81			177
0:15	4	7			11	12:15	84	79			163
0:30	4	3			7	12:30	88	98			186
0:45	2	6			8	12:45	78	91			169
1:00	5	4			9	13:00	85	84			169
1:15	3	3			6	13:15	95	98			193
1:30	3	4			7	13:30	96	89			185
1:45	2	3			5	13:45	83	99			182
2:00	4	5			9	14:00	91	99			190
2:15	4	2			6	14:15	115	100			215
2:30	4	3			7	14:30	123	88			211
2:45	4	10			14	14:45	110	104			214
3:00	4	5			9	15:00	110	91			201
3:15	2	3			5	15:15	113	98			211
3:30	5	7			12	15:30	129	105			234
3:45	6	6			12	15:45	121	139			260
4:00	10	8			18	16:00	121	111			232
4:15	9	8			17	16:15	121	116			237
4:30	22	13			35	16:30	143	108			251
4:45	18	23			41	16:45	138	101			239
5:00	15	27			42	17:00	145	95			240
5:15	22	38			60	17:15	125	107			232
5:30	33	58			91	17:30	119	96			215
5:45	28	78			106	17:45	101	95			196
6:00	51	65			116	18:00	117	106			223
6:15	65	109			174	18:15	92	108			200
6:30	79	112			191	18:30	93	101			194
6:45	92	99			191	18:45	86	83			169
7:00	100	108			208	19:00	83	67			150
7:15	109	125			234	19:15	70	64			134
7:30	128	161			289	19:30	67	55			122
7:45	107	165			272	19:45	62	66			128
8:00	79	156			235	20:00	46	46			92
8:15	90	126			216	20:15	51	70			121
8:30	105	114			219	20:30	38	52			90
8:45	96	114			210	20:45	43	51			94
9:00	103	87			190	21:00	46	33			79
9:15	115	100			215	21:15	37	35			72
9:30	102	98			200	21:30	39	32			71
9:45	87	92			179	21:45	24	26			50
10:00	87	87			174	22:00	18	22			40
10:15	93	77			170	22:15	14	22			36
10:30	97	84			181	22:30	17	24			41
10:45	86	78			164	22:45	11	15			26
11:00	85	80			165	23:00	11	12			23
11:15	87	85			172	23:15	6	20			26
11:30	87	79			166	23:30	13	9			22
11:45	94	88			182	23:45	7	10			17
TOTALS	2445	2817	0	0	5262	TOTALS	3721	3501	0	0	7222
SPLIT %	46%	54%	0%	0%	42%	SPLIT %	52%	48%	0%	0%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	18	20			38
01:00	02:00	13	14			27
02:00	03:00	16	20			36
03:00	04:00	17	21			38
04:00	05:00	59	52			111
05:00	06:00	98	201			299
06:00	07:00	287	385			672
07:00	08:00	444	559			1003
08:00	09:00	370	510			880
09:00	10:00	407	377			784
10:00	11:00	363	326			689
11:00	12:00	353	332			685
12:00	13:00	346	349			695
13:00	14:00	359	370			729
14:00	15:00	439	391			830
15:00	16:00	473	433			906
16:00	17:00	523	436			959
17:00	18:00	490	393			883
18:00	19:00	388	398			786
19:00	20:00	282	252			534
20:00	21:00	178	219			397
21:00	22:00	146	126			272
22:00	23:00	60	83			143
23:00	00:00	37	51			88

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2445	2817			5262
Peak Hour	7:00	7:30			7:15
Peak Volume	444	608			1030
Peak Hour Factor	0.867	0.921			0.891
Peak Period	12:00	to	00:00		
Volume	3721	3501			7222
Peak Hour	16:30	15:45			15:45
Peak Volume	551	474			980
Peak Hour Factor	0.950	0.853			0.942
Peak Period	07:00	to	09:00		
Volume	814	1069			1883
Peak Hour	7:00	7:30			7:15
Peak Volume	444	608			1030
Peak Hour Factor	0.867	0.921			0.891
Peak Period	16:00	to	18:00		
Volume	1013	829			1842
Peak Hour	16:30	16:00			16:15
Peak Volume	551	436			967
Peak Hour Factor	0.950	0.940			0.963



0000139_0292 - 139-0292

- SRT 021100 R
County: Hall
Route number: 00005300
LRS section: 1391005300
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 34.1665067600397,

Site Data

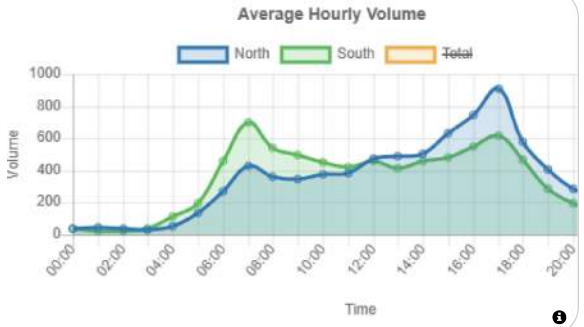


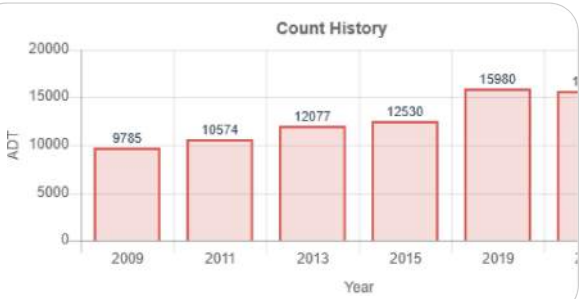
Count History

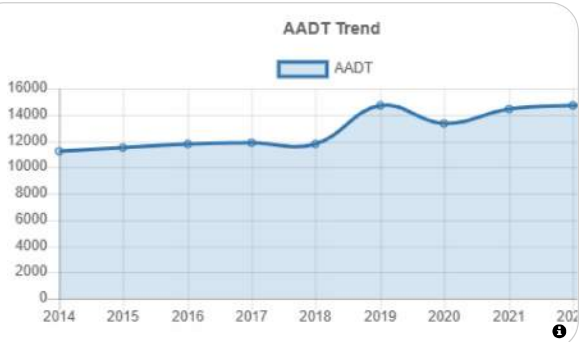
Year	Month	Count type	Duration	Count	ADT
2021	June	Class	48 hours	31,364	15,68
2019	August	Class	48 hours	31,959	15,98
2015	June	Class	48 hours	25,060	12,53
2013	June	Volume	48 hours	24,154	12,07
2011	September	Class	48 hours	21,149	10,57
2009	February	Class	48 hours	19,570	9,78

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	**Estim**
AADT	11,200	11,500	11,800	11,900	11,800	14,700	13,300	14,400	14,700	**14,80**
K-Factor	0.090	0.112	0.112	-	-	0.110	0.110	0.114	0.114	**0.114**
D-Factor	0.600	0.600	0.600	-	-	0.620	0.620	0.590	0.590	**0.590**
Future AADT	-	-	13,700	15,300	20,000	23,200	23,200	23,700	23,500	**24,20**







Vehicle Classification 2021

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.37%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**63.18%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**25.55%**
4. Buses 2- or 3-axle, full length.	**0.53%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**4.61%**
6. Single-unit trucks 3-axle, single-unit trucks.	**1.22%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.04%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**1.42%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**2.89%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.11%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.02%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.02%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.03%**

0000139_0545 - 139-0545

- CRT 130000 L
County: Hall
Route number: 00021100
LRS section: 1391021100
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 34.13548897, -83.83359503

Site Data

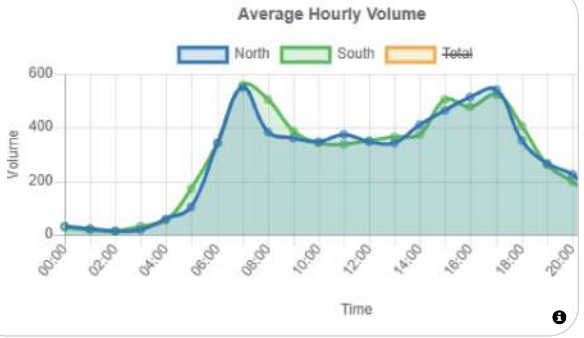


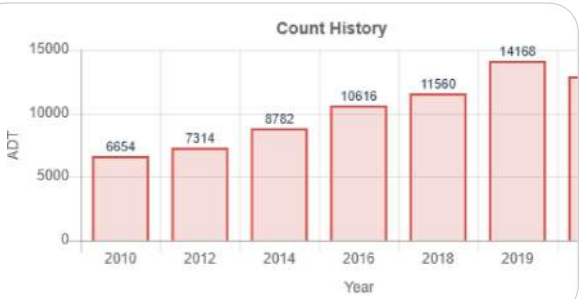
Count History

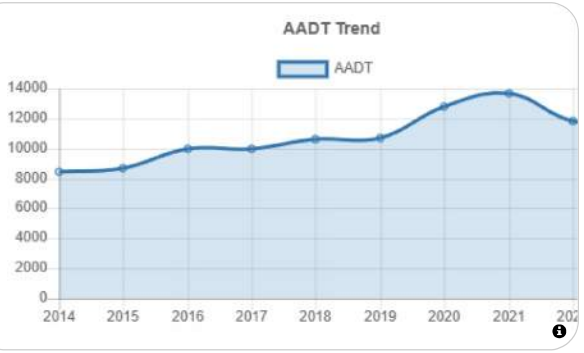
Year	Month	Count type	Duration	Count	ADT
2022	August	Class	48 hours	25,732	12,86
2019	December	Class	48 hours	28,337	14,16
2018	September	Class	48 hours	23,119	11,56
2016	July	Class	48 hours	21,231	10,61
2014	April	Volume	48 hours	17,564	8,782
2012	January	Volume	48 hours	14,627	7,314
2010	January	Class	48 hours	13,309	6,652

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimat**
AADT	8,420	8,700	9,950	10,000	10,600	10,700	12,800	13,700	11,800	**11,900**
K-Factor	0.099	0.099	0.112	-	0.094	0.094	0.111	0.111	0.095	**0.095**
D-Factor	0.500	0.500	0.600	-	0.550	0.550	0.570	0.570	0.530	**0.530**
Future AADT	-	-	16,400	21,800	20,600	20,300	20,300	23,200	21,700	**19,900**







Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.50%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**70.27%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**21.97%**
4. Buses 2- or 3-axle, full length.	**0.56%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**4.17%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.83%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.07%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.84%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.72%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.07%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.01%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0%**

HISTORICAL TRAFFIC COUNTS
Hall County, Georgia

Location	Counter ID									Forecast		Compounded Growth Rate	
		2015	2016	2017	2018	2019	2020	2021	2022	2025	2027	2025 - 2027	Percent
SR 211 n/o SR 347	139-0545		9,950		10,600		12,800		11,800	13,613	14,388	2.81%	24.37%
SR 53 e/o SR 211	139-0292	11,500				14,700		14,400		17,057	18,114	3.05%	30.68%
SR 53 w/o SR 211	139-0289		21,400		23,100		23,000		24,400	25,645	26,535	1.72%	44.95%
Data Taken From GDOT's Traffic Analysis & Data Application										**56,315**	**59,037**	**2.4%**	**100.00%**

Single-Family Attached Housing (215)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Attached Housing	37 DU				215	Dwelling Units				
Daily		**232**	116	116			T = 7.62 * X - 50.48	50%	50%	7.20
AM Peak Hour (One Hour from 7-9)		**14**	4	10			T = 0.52 * X - 5.7	31%	69%	0.48
PM Peak Hour (One Hour from 4-6)		**18**	10	8			T = 0.6 * X - 3.93	57%	43%	0.57
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**232**	116	116						
AM Peak Hour		**14**	4	10						
PM Peak Hour		**18**	10	8						

Note:

[1] Where: T = Trips; X = Density by Variable

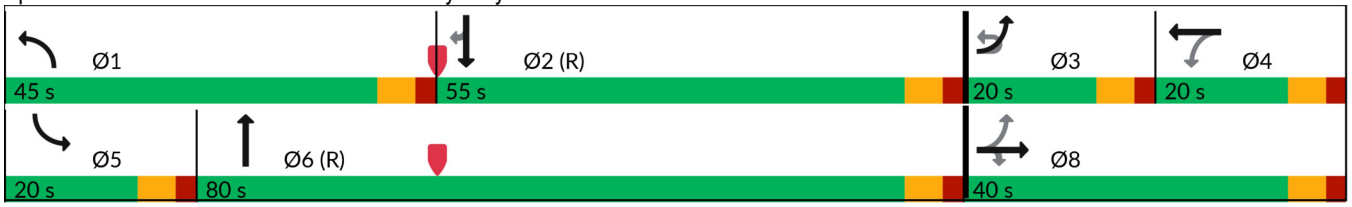
APPENDIX C:

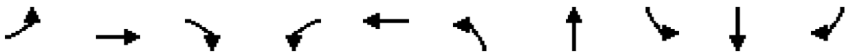
SYNCHRO REPORTS

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1	180	64	308	27	101	525	374	21	441	350
Future Volume (vph)	1	180	64	308	27	101	525	374	21	441	350
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		3	8			4	1	6	5	2	
Permitted Phases	3	8		8	4						2
Detector Phase	3	3	8	8	4	4	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	40.0	40.0	20.0	20.0	45.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	14.3%	28.6%	28.6%	14.3%	14.3%	32.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	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	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	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		33.4	33.4	33.4	13.5	13.5	30.5	86.0	7.3	58.2	58.2
Actuated g/C Ratio		0.24	0.24	0.24	0.10	0.10	0.22	0.61	0.05	0.42	0.42
v/c Ratio		0.82	0.15	0.55	0.23	0.85	0.82	0.40	0.24	0.64	0.45
Control Delay (s/veh)		73.8	43.0	8.1	62.9	93.7	62.0	16.3	69.3	38.6	6.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		73.8	43.0	8.1	62.9	93.7	62.0	16.3	69.3	38.6	6.5
LOS		E	D	A	E	F	E	B	E	D	A
Approach Delay (s/veh)			33.6			88.7		42.6		25.6	
Approach LOS			C			F		D		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 38.2	Intersection LOS: D
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr

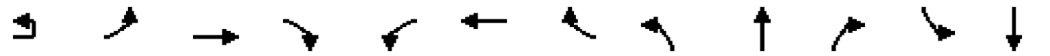




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	192	68	328	30	154	597	440	23	479	380
v/c Ratio	0.82	0.15	0.55	0.23	0.85	0.82	0.40	0.24	0.64	0.45
Control Delay (s/veh)	73.8	43.0	8.1	62.9	93.7	62.0	16.3	69.3	38.6	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.8	43.0	8.1	62.9	93.7	62.0	16.3	69.3	38.6	6.5
Queue Length 50th (ft)	150	49	0	26	130	269	214	21	345	21
Queue Length 95th (ft)	#236	92	82	60	#252	309	297	51	515	105
Internal Link Dist (ft)		1881			827		1407		3359	
Turn Bay Length (ft)						400		255		460
Base Capacity (vph)	234	448	601	135	188	929	1113	180	752	838
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.15	0.55	0.22	0.82	0.64	0.40	0.13	0.64	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	180	64	308	27	101	39	525	374	13	21	441
Future Volume (veh/h)	1	180	64	308	27	101	39	525	374	13	21	441
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826
Adj Flow Rate, veh/h		191	68	328	30	111	43	597	425	0	23	479
Peak Hour Factor		0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92
Percent Heavy Veh, %		6	3	11	0	3	0	5	4	15	0	5
Cap, veh/h		241	451	357	152	127	49	673	1126		31	784
Arrive On Green		0.10	0.24	0.24	0.10	0.10	0.10	0.20	0.61	0.00	0.02	0.43
Sat Flow, veh/h		1725	1856	1472	1004	1273	493	3374	1841	0	1810	1826
Grp Volume(v), veh/h		191	68	328	30	0	154	597	425	0	23	479
Grp Sat Flow(s),veh/h/ln		1725	1856	1472	1004	0	1767	1687	1841	0	1810	1826
Q Serve(g_s), s		13.7	4.0	30.4	3.9	0.0	12.0	24.1	16.3	0.0	1.8	28.4
Cycle Q Clear(g_c), s		13.7	4.0	30.4	3.9	0.0	12.0	24.1	16.3	0.0	1.8	28.4
Prop In Lane		1.00		1.00	1.00		0.28	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		241	451	357	152	0	177	673	1126		31	784
V/C Ratio(X)		0.79	0.15	0.92	0.20	0.00	0.87	0.89	0.38		0.75	0.61
Avail Cap(c_a), veh/h		241	451	357	152	0	177	940	1126		181	784
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		49.4	41.7	51.6	58.4	0.0	62.1	54.5	13.7	0.0	68.5	30.9
Incr Delay (d2), s/veh		16.5	0.2	27.9	0.6	0.0	34.6	7.8	1.0	0.0	30.4	3.5
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		6.9	1.8	13.7	1.0	0.0	7.2	10.7	6.7	0.0	1.1	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		65.9	41.8	79.5	59.1	0.0	96.7	62.3	14.7	0.0	98.9	34.5
LnGrp LOS		E	D	E	E		F	E	B		F	C
Approach Vol, veh/h			587			184			1022			502
Approach Delay, s/veh			70.7			90.6			42.5			37.4
Approach LOS			E			F			D			D

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	33.9	66.1	20.0	20.0	8.4	91.6		40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	26.1	30.4	15.7	14.0	3.8	18.3		32.4				
Green Ext Time (p_c), s	1.8	2.6	0.0	0.0	0.0	2.6		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	52.5
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

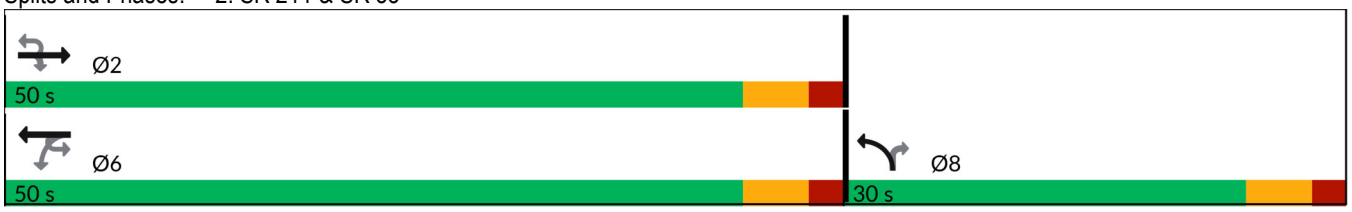


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	350
Future Volume (veh/h)	350
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	5
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	429	388	1	137	894	405	51
Future Volume (vph)	2	429	388	1	137	894	405	51
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	20.3	20.3	20.3		20.3	20.3	11.4	11.4
Actuated g/C Ratio	0.46	0.46	0.46		0.46	0.46	0.26	0.26
v/c Ratio	0.01	0.33	0.49		0.38	0.59	0.50	0.14
Control Delay (s/veh)	7.0	8.2	2.9		11.5	10.6	17.1	6.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	8.2	2.9		11.5	10.6	17.1	6.5
LOS	A	A	A		B	B	B	A
Approach Delay (s/veh)		5.7				10.8	15.9	
Approach LOS		A				B	B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 44.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 9.8	Intersection LOS: A
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	505	456	144	931	435	55
v/c Ratio	0.01	0.33	0.49	0.38	0.59	0.50	0.14
Control Delay (s/veh)	7.0	8.2	2.9	11.5	10.6	17.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	8.2	2.9	11.5	10.6	17.1	6.5
Queue Length 50th (ft)	0	37	0	21	80	46	0
Queue Length 95th (ft)	3	68	29	61	147	101	22
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	860
Base Capacity (vph)	469	3147	1438	765	3177	1920	797
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.16	0.32	0.19	0.29	0.23	0.07

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	429	388	1	137	894	405	51
Future Volume (veh/h)	2	429	388	1	137	894	405	51
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		505	456		143	931	435	55
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		1796	801		413	1811	678	274
Arrive On Green		0.53	0.53		0.53	0.53	0.20	0.20
Sat Flow, veh/h		3503	1522		557	3532	3428	1384
Grp Volume(v), veh/h		505	456		143	931	435	55
Grp Sat Flow(s),veh/h/ln		1706	1522		557	1721	1714	1384
Q Serve(g_s), s		3.6	8.8		8.4	7.6	5.1	1.4
Cycle Q Clear(g_c), s		3.6	8.8		11.9	7.6	5.1	1.4
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1796	801		413	1811	678	274
V/C Ratio(X)		0.28	0.57		0.35	0.51	0.64	0.20
Avail Cap(c_a), veh/h		3454	1541		683	3483	1893	764
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		5.7	7.0		9.0	6.7	16.0	14.6
Incr Delay (d2), s/veh		0.1	0.6		0.5	0.2	1.0	0.4
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.7	1.5		0.7	1.4	1.6	0.4
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		5.8	7.6		9.5	6.9	17.0	14.9
LnGrp LOS		A	A		A	A	B	B
Approach Vol, veh/h		961				1074	490	
Approach Delay, s/veh		6.7				7.3	16.8	
Approach LOS		A				A	B	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	28.9					28.9		14.6
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	10.8					13.9		7.1
Green Ext Time (p_c), s	5.2					8.9		1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	0	0	0	2	423	0	0	607	2
Future Vol, veh/h	5	0	5	0	0	0	2	423	0	0	607	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	83	83	92	92	92
Heavy Vehicles, %	2	2	2	4	2	8	2	5	5	9	6	2
Mvmt Flow	5	0	5	0	0	0	2	510	0	0	660	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1174	1174	660	1174	1176	510	662	0	0	510	0	0
Stage 1	660	660	-	514	514	-	-	-	-	-	-	-
Stage 2	514	514	-	660	662	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.28	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.372	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	169	192	463	167	191	552	927	-	-	1020	-	-
Stage 1	452	460	-	540	535	-	-	-	-	-	-	-
Stage 2	543	535	-	449	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	191	463	165	191	552	927	-	-	1020	-	-
Mov Cap-2 Maneuver	168	191	-	165	191	-	-	-	-	-	-	-
Stage 1	452	460	-	538	534	-	-	-	-	-	-	-
Stage 2	542	534	-	444	459	-	-	-	-	-	-	-

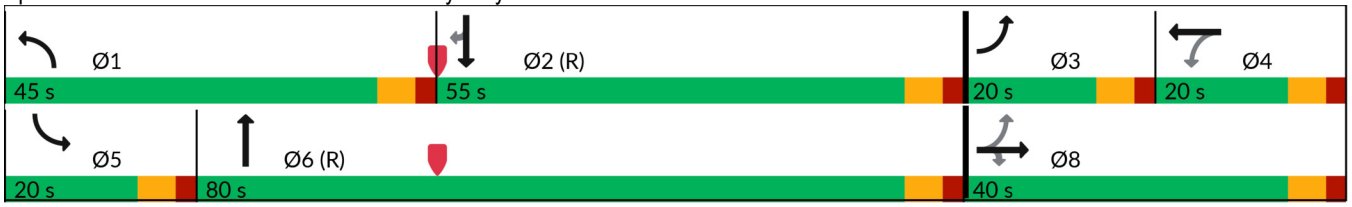
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.26	0	0.04	0
HCM LOS	C	A		

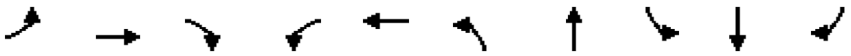
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	247	-	-	1020	-	-
HCM Lane V/C Ratio	0.002	-	-	0.044	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	20.3	0	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	311	131	554	46	89	365	455	27	434	248
Future Volume (vph)	311	131	554	46	89	365	455	27	434	248
Turn Type	pm+pt	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases	3	8			4	1	6	5	2	
Permitted Phases	8		8	4						2
Detector Phase	3	8	8	4	4	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	40.0	40.0	20.0	20.0	45.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	28.6%	28.6%	14.3%	14.3%	32.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	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	2.0
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	32.8	32.8	32.8	12.8	12.8	22.8	86.3	7.8	66.4	66.4
Actuated g/C Ratio	0.23	0.23	0.23	0.09	0.09	0.16	0.62	0.06	0.47	0.47
v/c Ratio	1.33	0.32	0.77	0.44	0.75	0.76	0.48	0.29	0.55	0.31
Control Delay (s/veh)	214.8	46.4	13.1	72.2	82.9	65.4	17.9	70.1	30.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	214.8	46.4	13.1	72.2	82.9	65.4	17.9	70.1	30.4	3.6
LOS	F	D	B	E	F	E	B	E	C	A
Approach Delay (s/veh)		80.5			79.9		38.7		22.5	
Approach LOS		F			E		D		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay (s/veh): 51.9	Intersection LOS: D
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr



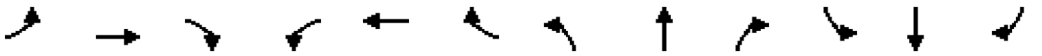


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	331	139	589	51	128	415	534	29	472	270
v/c Ratio	1.33	0.32	0.77	0.44	0.75	0.76	0.48	0.29	0.55	0.31
Control Delay (s/veh)	214.8	46.4	13.1	72.2	82.9	65.4	17.9	70.1	30.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	214.8	46.4	13.1	72.2	82.9	65.4	17.9	70.1	30.4	3.6
Queue Length 50th (ft)	~306	104	28	44	106	188	281	26	305	0
Queue Length 95th (ft)	#501	167	176	90	#193	230	386	60	449	53
Internal Link Dist (ft)		1881			827		1407		3359	
Turn Bay Length (ft)						400		255		460
Base Capacity (vph)	248	448	769	126	187	929	1117	180	858	871
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	0.31	0.77	0.40	0.68	0.45	0.48	0.16	0.55	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	131	554	46	89	27	365	455	15	27	434	248
Future Volume (veh/h)	311	131	554	46	89	27	365	455	15	27	434	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826	1826
Adj Flow Rate, veh/h	331	139	589	51	98	30	415	517	0	29	472	0
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	6	3	11	0	3	0	5	4	15	0	5	5
Cap, veh/h	261	451	357	125	136	42	486	1119		37	885	
Arrive On Green	0.10	0.24	0.24	0.10	0.10	0.10	0.14	0.61	0.00	0.02	0.48	0.00
Sat Flow, veh/h	1725	1856	1472	738	1363	417	3374	1841	0	1810	1826	1547
Grp Volume(v), veh/h	331	139	589	51	0	128	415	517	0	29	472	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1472	738	0	1780	1687	1841	0	1810	1826	1547
Q Serve(g_s), s	14.0	8.6	34.0	9.3	0.0	9.8	16.8	21.4	0.0	2.2	25.2	0.0
Cycle Q Clear(g_c), s	14.0	8.6	34.0	9.3	0.0	9.8	16.8	21.4	0.0	2.2	25.2	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	451	357	125	0	178	486	1119		37	885	
V/C Ratio(X)	1.27	0.31	1.65	0.41	0.00	0.72	0.85	0.46		0.78	0.53	
Avail Cap(c_a), veh/h	261	451	357	125	0	178	940	1119		181	885	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.5	43.4	53.0	60.9	0.0	61.1	58.5	15.0	0.0	68.2	25.1	0.0
Incr Delay (d2), s/veh	147.5	0.4	303.7	2.1	0.0	13.1	4.4	1.4	0.0	28.8	2.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	3.9	42.4	1.8	0.0	5.1	7.3	8.8	0.0	1.3	11.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	202.0	43.8	356.7	63.0	0.0	74.2	62.9	16.3	0.0	97.0	27.4	0.0
LnGrp LOS	F	D	F	E		E	E	B		F	C	
Approach Vol, veh/h		1059			179			932			501	
Approach Delay, s/veh		267.3			71.0			37.0			31.4	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	73.8	20.0	20.0	8.9	91.1		40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	18.8	27.2	16.0	11.8	4.2	23.4		36.0				
Green Ext Time (p_c), s	1.4	2.6	0.0	0.2	0.0	3.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	129.6
HCM 7th LOS	F

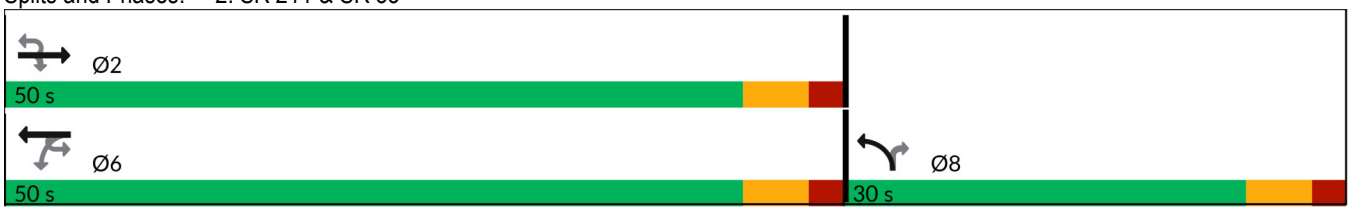
Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	876	373	1	79	654	411	133
Future Volume (vph)	2	876	373	1	79	654	411	133
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	26.3	26.3	26.3		26.3	26.3	12.7	12.7
Actuated g/C Ratio	0.51	0.51	0.51		0.51	0.51	0.25	0.25
v/c Ratio	0.01	0.60	0.45		0.41	0.39	0.53	0.35
Control Delay (s/veh)	6.5	10.6	2.5		15.2	8.5	20.9	11.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.5	10.6	2.5		15.2	8.5	20.9	11.7
LOS	A	B	A		B	A	C	B
Approach Delay (s/veh)		8.2				9.2	18.6	
Approach LOS		A				A	B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 51.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	1031	439	83	681	442	143
v/c Ratio	0.01	0.60	0.45	0.41	0.39	0.53	0.35
Control Delay (s/veh)	6.5	10.6	2.5	15.2	8.5	20.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.5	10.6	2.5	15.2	8.5	20.9	11.7
Queue Length 50th (ft)	0	97	0	13	55	56	12
Queue Length 95th (ft)	3	172	27	52	111	129	62
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	860
Base Capacity (vph)	633	2876	1351	343	2903	1674	720
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.36	0.32	0.24	0.23	0.26	0.20

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	876	373	1	79	654	411	133
Future Volume (veh/h)	2	876	373	1	79	654	411	133
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		1031	439		82	681	442	143
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		1902	848		273	1918	677	273
Arrive On Green		0.56	0.56		0.56	0.56	0.20	0.20
Sat Flow, veh/h		3503	1522		343	3532	3428	1384
Grp Volume(v), veh/h		1031	439		82	681	442	143
Grp Sat Flow(s),veh/h/ln		1706	1522		343	1721	1714	1384
Q Serve(g_s), s		9.4	8.8		9.7	5.3	5.8	4.5
Cycle Q Clear(g_c), s		9.4	8.8		19.1	5.3	5.8	4.5
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1902	848		273	1918	677	273
V/C Ratio(X)		0.54	0.52		0.30	0.36	0.65	0.52
Avail Cap(c_a), veh/h		3069	1369		390	3095	1682	679
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		6.9	6.7		12.9	6.0	18.1	17.6
Incr Delay (d2), s/veh		0.2	0.5		0.6	0.1	1.1	1.6
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	1.6		0.6	1.1	2.0	1.3
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		7.1	7.2		13.5	6.1	19.2	19.1
LnGrp LOS		A	A		B	A	B	B
Approach Vol, veh/h		1470				763	585	
Approach Delay, s/veh		7.1				6.9	19.2	
Approach LOS		A				A	B	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	33.3					33.3		15.7
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	11.4					21.1		7.8
Green Ext Time (p_c), s	10.3					6.1		1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	9.6
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	4	0	0	0	5	547	0	0	420	5
Future Vol, veh/h	4	0	4	0	0	0	5	547	0	0	420	5
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	-	-	-	0	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	83	83	92	92	92
Heavy Vehicles, %	2	2	2	4	2	8	2	5	5	9	6	2
Mvmt Flow	4	0	4	0	0	0	5	659	0	0	457	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1126	1126	457	1126	1132	659	462	0	0	659	0	0
Stage 1	457	457	-	670	670	-	-	-	-	-	-	-
Stage 2	670	670	-	457	462	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.28	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.372	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	182	205	604	180	203	453	1099	-	-	897	-	-
Stage 1	584	568	-	443	455	-	-	-	-	-	-	-
Stage 2	447	455	-	580	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	180	203	604	178	202	453	1099	-	-	897	-	-
Mov Cap-2 Maneuver	180	203	-	178	202	-	-	-	-	-	-	-
Stage 1	584	568	-	440	452	-	-	-	-	-	-	-
Stage 2	443	452	-	576	565	-	-	-	-	-	-	-

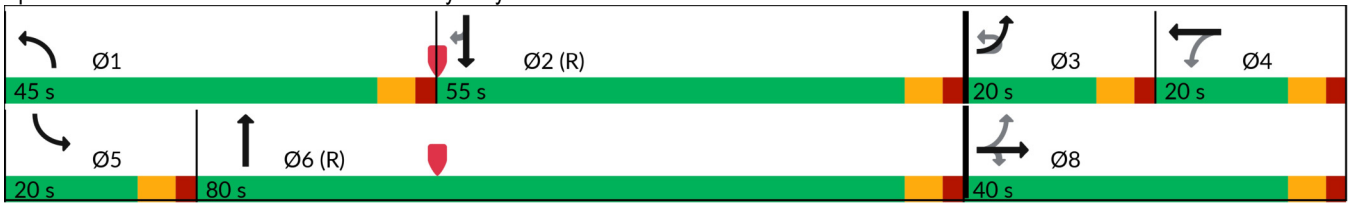
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.37	0	0.07	0
HCM LOS	C	A		

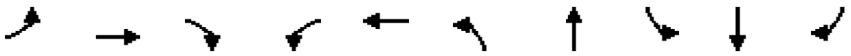
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	278	-	-	897	-	-
HCM Lane V/C Ratio	0.005	-	-	0.031	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	18.4	0	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0	-	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1	203	72	347	30	114	591	421	24	496	394
Future Volume (vph)	1	203	72	347	30	114	591	421	24	496	394
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		3	8			4	1	6	5	2	
Permitted Phases	3	8		8	4						2
Detector Phase	3	3	8	8	4	4	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	40.0	40.0	20.0	20.0	45.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	14.3%	28.6%	28.6%	14.3%	14.3%	32.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	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	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	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		34.0	34.0	34.0	14.0	14.0	33.2	85.2	7.5	54.8	54.8
Actuated g/C Ratio		0.24	0.24	0.24	0.10	0.10	0.24	0.61	0.05	0.39	0.39
v/c Ratio		0.96	0.17	0.58	0.25	0.92	0.85	0.45	0.27	0.76	0.54
Control Delay (s/veh)		99.0	43.2	8.1	63.3	105.5	61.9	17.5	69.8	46.1	11.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		99.0	43.2	8.1	63.3	105.5	61.9	17.5	69.8	46.1	11.3
LOS		F	D	A	E	F	E	B	E	D	B
Approach Delay (s/veh)			42.0			98.7		43.0		31.7	
Approach LOS			D			F		D		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 42.9	Intersection LOS: D
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr

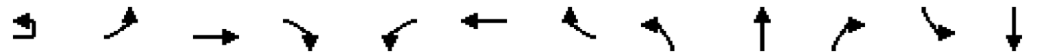




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	217	77	369	33	173	672	495	26	539	428
v/c Ratio	0.96	0.17	0.58	0.25	0.92	0.85	0.45	0.27	0.76	0.54
Control Delay (s/veh)	99.0	43.2	8.1	63.3	105.5	61.9	17.5	69.8	46.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.0	43.2	8.1	63.3	105.5	61.9	17.5	69.8	46.1	11.3
Queue Length 50th (ft)	173	56	0	28	149	303	252	23	424	64
Queue Length 95th (ft)	#312	101	88	64	#296	346	346	55	#649	181
Internal Link Dist (ft)		1881			827		1407		3359	
Turn Bay Length (ft)						400		255		460
Base Capacity (vph)	225	448	632	134	188	929	1103	180	708	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.17	0.58	0.25	0.92	0.72	0.45	0.14	0.76	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	203	72	347	30	114	44	591	421	15	24	496
Future Volume (veh/h)	1	203	72	347	30	114	44	591	421	15	24	496
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826
Adj Flow Rate, veh/h		216	77	369	33	125	48	672	478	0	26	539
Peak Hour Factor		0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92
Percent Heavy Veh, %		6	3	11	0	3	0	5	4	15	0	5
Cap, veh/h		227	451	357	147	128	49	747	1123		33	744
Arrive On Green		0.10	0.24	0.24	0.10	0.10	0.10	0.22	0.61	0.00	0.02	0.41
Sat Flow, veh/h		1725	1856	1472	959	1277	490	3374	1841	0	1810	1826
Grp Volume(v), veh/h		216	77	369	33	0	173	672	478	0	26	539
Grp Sat Flow(s),veh/h/ln		1725	1856	1472	959	0	1767	1687	1841	0	1810	1826
Q Serve(g_s), s		14.0	4.6	34.0	4.5	0.0	13.7	27.1	19.1	0.0	2.0	34.8
Cycle Q Clear(g_c), s		14.0	4.6	34.0	4.5	0.0	13.7	27.1	19.1	0.0	2.0	34.8
Prop In Lane		1.00		1.00	1.00		0.28	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		227	451	357	147	0	177	747	1123		33	744
V/C Ratio(X)		0.95	0.17	1.03	0.22	0.00	0.98	0.90	0.43		0.79	0.72
Avail Cap(c_a), veh/h		227	451	357	147	0	177	940	1123		181	744
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		51.6	41.9	53.0	58.7	0.0	62.9	53.0	14.4	0.0	68.4	34.9
Incr Delay (d2), s/veh		46.6	0.2	56.1	0.8	0.0	61.3	9.9	1.2	0.0	32.4	6.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		9.6	2.1	17.8	1.1	0.0	9.2	12.2	7.9	0.0	1.2	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		98.2	42.0	109.1	59.5	0.0	124.1	62.9	15.5	0.0	100.9	41.0
LnGrp LOS		F	D	F	E		F	E	B		F	D
Approach Vol, veh/h			662			206			1150			565
Approach Delay, s/veh			97.8			113.8			43.2			43.7
Approach LOS			F			F			D			D

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	63.0	20.0	20.0	8.6	91.4		40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	29.1	36.8	16.0	15.7	4.0	21.1		36.0				
Green Ext Time (p_c), s	1.9	2.5	0.0	0.0	0.0	3.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	62.9
HCM 7th LOS	E

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

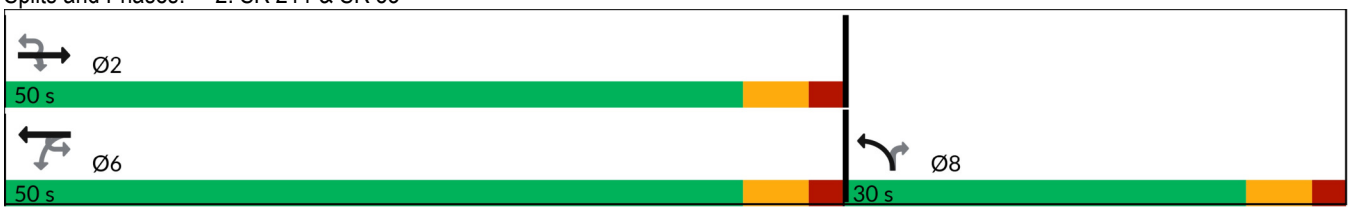


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	394
Future Volume (veh/h)	394
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	5
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	483	437	1	154	1006	456	57
Future Volume (vph)	2	483	437	1	154	1006	456	57
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	24.1	24.1	24.1		24.1	24.1	13.1	13.1
Actuated g/C Ratio	0.48	0.48	0.48		0.48	0.48	0.26	0.26
v/c Ratio	0.01	0.35	0.52		0.43	0.64	0.55	0.15
Control Delay (s/veh)	7.5	8.7	3.0		13.0	11.6	19.5	6.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	8.7	3.0		13.0	11.6	19.5	6.6
LOS	A	A	A		B	B	B	A
Approach Delay (s/veh)		6.0				11.8	18.1	
Approach LOS		A				B	B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 49.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	568	514	161	1048	490	61
v/c Ratio	0.01	0.35	0.52	0.43	0.64	0.55	0.15
Control Delay (s/veh)	7.5	8.7	3.0	13.0	11.6	19.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	8.7	3.0	13.0	11.6	19.5	6.6
Queue Length 50th (ft)	0	46	0	26	102	60	0
Queue Length 95th (ft)	3	86	30	79	195	130	25
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	860
Base Capacity (vph)	357	2940	1381	673	2968	1725	724
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.19	0.37	0.24	0.35	0.28	0.08

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	483	437	1	154	1006	456	57
Future Volume (veh/h)	2	483	437	1	154	1006	456	57
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		568	514		160	1048	490	61
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		1928	860		376	1944	700	283
Arrive On Green		0.57	0.57		0.57	0.57	0.20	0.20
Sat Flow, veh/h		3503	1522		497	3532	3428	1384
Grp Volume(v), veh/h		568	514		160	1048	490	61
Grp Sat Flow(s),veh/h/ln		1706	1522		497	1721	1714	1384
Q Serve(g_s), s		4.5	11.5		12.9	9.9	6.9	1.9
Cycle Q Clear(g_c), s		4.5	11.5		17.4	9.9	6.9	1.9
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1928	860		376	1944	700	283
V/C Ratio(X)		0.29	0.60		0.43	0.54	0.70	0.22
Avail Cap(c_a), veh/h		2888	1288		516	2912	1583	639
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		5.9	7.4		10.4	7.1	19.2	17.2
Incr Delay (d2), s/veh		0.1	0.7		0.8	0.2	1.3	0.4
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	2.3		1.0	2.1	2.4	0.5
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		6.0	8.1		11.2	7.3	20.5	17.6
LnGrp LOS		A	A		B	A	C	B
Approach Vol, veh/h		1082				1208	551	
Approach Delay, s/veh		7.0				7.8	20.2	
Approach LOS		A				A	C	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	35.4					35.4		16.6
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	13.5					19.4		8.9
Green Ext Time (p_c), s	6.0					10.0		1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	0	0	0	2	476	0	0	683	2
Future Vol, veh/h	5	0	5	0	0	0	2	476	0	0	683	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	83	83	92	92	92
Heavy Vehicles, %	2	2	2	4	2	8	2	5	5	9	6	2
Mvmt Flow	5	0	5	0	0	0	2	573	0	0	742	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1320	1320	742	1320	1322	573	745	0	0	573	0	0
Stage 1	742	742	-	578	578	-	-	-	-	-	-	-
Stage 2	578	578	-	742	745	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.28	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.372	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	134	157	415	132	156	507	863	-	-	966	-	-
Stage 1	407	422	-	498	501	-	-	-	-	-	-	-
Stage 2	501	501	-	404	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	156	415	130	156	507	863	-	-	966	-	-
Mov Cap-2 Maneuver	133	156	-	130	156	-	-	-	-	-	-	-
Stage 1	407	422	-	496	499	-	-	-	-	-	-	-
Stage 2	500	499	-	399	421	-	-	-	-	-	-	-

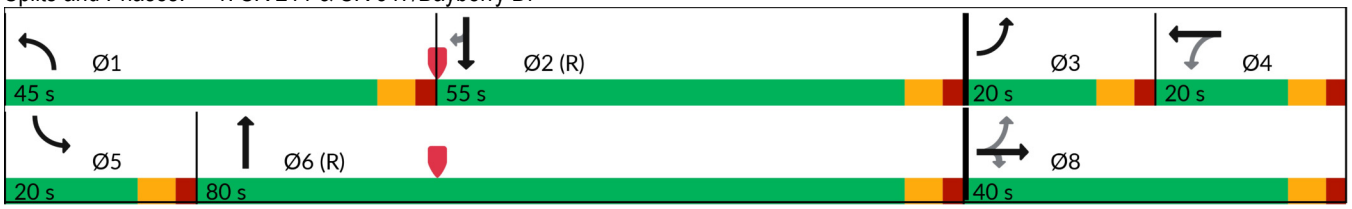
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.85	0	0.03	0
HCM LOS	C	A		

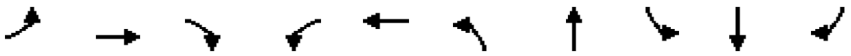
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	202	-	-	966	-	-
HCM Lane V/C Ratio	0.003	-	-	0.054	-	-	-	-	-
HCM Ctrl Dly (s/v)	9.2	0	-	23.8	0	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	350	147	623	52	100	411	512	30	488	279
Future Volume (vph)	350	147	623	52	100	411	512	30	488	279
Turn Type	pm+pt	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases	3	8			4	1	6	5	2	
Permitted Phases	8		8	4						2
Detector Phase	3	8	8	4	4	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	40.0	40.0	20.0	20.0	45.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	28.6%	28.6%	14.3%	14.3%	32.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	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	2.0
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	33.3	33.3	33.3	13.3	13.3	25.0	85.5	8.0	63.7	63.7
Actuated g/C Ratio	0.24	0.24	0.24	0.10	0.10	0.18	0.61	0.06	0.46	0.46
v/c Ratio	1.54	0.36	0.89	0.48	0.80	0.79	0.54	0.32	0.64	0.35
Control Delay (s/veh)	297.8	46.9	25.5	73.8	88.8	64.6	19.6	70.7	35.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	297.8	46.9	25.5	73.8	88.8	64.6	19.6	70.7	35.0	3.8
LOS	F	D	C	E	F	E	B	E	D	A
Approach Delay (s/veh)		113.3			84.5		39.3		25.5	
Approach LOS		F			F		D		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.54	
Intersection Signal Delay (s/veh): 64.9	Intersection LOS: E
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr



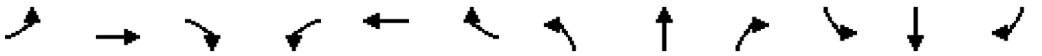


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	372	156	663	57	143	467	601	33	530	303
v/c Ratio	1.54	0.36	0.89	0.48	0.80	0.79	0.54	0.32	0.64	0.35
Control Delay (s/veh)	297.8	46.9	25.5	73.8	88.8	64.6	19.6	70.7	35.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	297.8	46.9	25.5	73.8	88.8	64.6	19.6	70.7	35.0	3.8
Queue Length 50th (ft)	~400	118	132	50	121	211	336	29	369	0
Queue Length 95th (ft)	#603	186	#394	99	#230	253	457	65	541	57
Internal Link Dist (ft)		1881			827		1407		3359	
Turn Bay Length (ft)						400		255		460
Base Capacity (vph)	241	448	753	125	187	929	1108	180	824	865
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.54	0.35	0.88	0.46	0.76	0.50	0.54	0.18	0.64	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	147	623	52	100	30	411	512	17	30	488	279
Future Volume (veh/h)	350	147	623	52	100	30	411	512	17	30	488	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826	1826
Adj Flow Rate, veh/h	372	156	663	57	110	33	467	582	0	33	530	0
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	6	3	11	0	3	0	5	4	15	0	5	5
Cap, veh/h	250	451	357	119	137	41	540	1114		43	855	
Arrive On Green	0.10	0.24	0.24	0.10	0.10	0.10	0.16	0.61	0.00	0.02	0.47	0.00
Sat Flow, veh/h	1725	1856	1472	678	1370	411	3374	1841	0	1810	1826	1547
Grp Volume(v), veh/h	372	156	663	57	0	143	467	582	0	33	530	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1472	678	0	1782	1687	1841	0	1810	1826	1547
Q Serve(g_s), s	14.0	9.7	34.0	11.6	0.0	11.0	18.9	25.6	0.0	2.5	30.4	0.0
Cycle Q Clear(g_c), s	14.0	9.7	34.0	11.6	0.0	11.0	18.9	25.6	0.0	2.5	30.4	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	451	357	119	0	178	540	1114		43	855	
V/C Ratio(X)	1.49	0.35	1.85	0.48	0.00	0.80	0.86	0.52		0.77	0.62	
Avail Cap(c_a), veh/h	250	451	357	119	0	178	940	1114		181	855	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.0	43.8	53.0	61.9	0.0	61.6	57.3	16.0	0.0	68.0	27.9	0.0
Incr Delay (d2), s/veh	240.3	0.5	395.2	2.9	0.0	22.6	4.3	1.8	0.0	25.1	3.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.8	4.5	51.5	2.1	0.0	6.1	8.2	10.6	0.0	1.5	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	294.2	44.3	448.2	64.9	0.0	84.3	61.6	17.7	0.0	93.0	31.2	0.0
LnGrp LOS	F	D	F	E		F	E	B		F	C	
Approach Vol, veh/h		1191			200			1049			563	
Approach Delay, s/veh		347.2			78.7			37.3			34.9	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	28.4	71.6	20.0	20.0	9.3	90.7		40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	20.9	32.4	16.0	13.6	4.5	27.6		36.0				
Green Ext Time (p_c), s	1.5	2.8	0.0	0.1	0.0	3.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	162.5
HCM 7th LOS	F

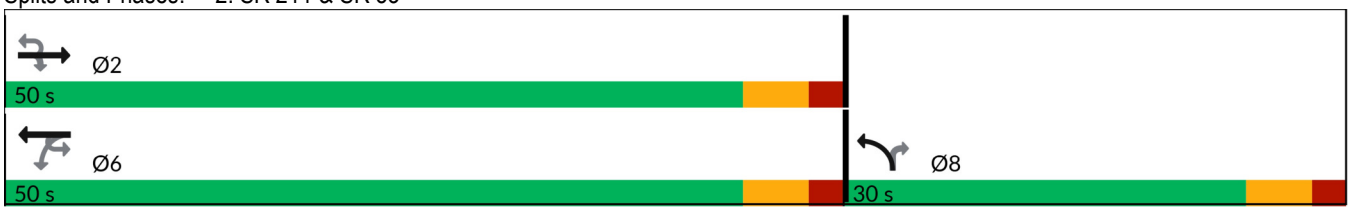
Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	986	420	1	89	736	463	150
Future Volume (vph)	2	986	420	1	89	736	463	150
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	30.9	30.9	30.9		30.9	30.9	14.6	14.6
Actuated g/C Ratio	0.53	0.53	0.53		0.53	0.53	0.25	0.25
v/c Ratio	0.01	0.65	0.48		0.55	0.42	0.59	0.41
Control Delay (s/veh)	7.0	11.7	2.6		24.0	9.1	23.5	16.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	11.7	2.6		24.0	9.1	23.5	16.8
LOS	A	B	A		C	A	C	B
Approach Delay (s/veh)		9.0				10.7	21.9	
Approach LOS		A				B	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 58.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	1160	494	94	767	498	161
v/c Ratio	0.01	0.65	0.48	0.55	0.42	0.59	0.41
Control Delay (s/veh)	7.0	11.7	2.6	24.0	9.1	23.5	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	11.7	2.6	24.0	9.1	23.5	16.8
Queue Length 50th (ft)	0	129	0	18	72	77	27
Queue Length 95th (ft)	3	214	29	80	135	150	87
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	860
Base Capacity (vph)	503	2621	1282	251	2646	1484	634
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.44	0.39	0.37	0.29	0.34	0.25

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	986	420	1	89	736	463	150
Future Volume (veh/h)	2	986	420	1	89	736	463	150
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		1160	494		93	767	498	161
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		2067	922		232	2085	688	278
Arrive On Green		0.61	0.61		0.61	0.61	0.20	0.20
Sat Flow, veh/h		3503	1522		287	3532	3428	1384
Grp Volume(v), veh/h		1160	494		93	767	498	161
Grp Sat Flow(s),veh/h/ln		1706	1522		287	1721	1714	1384
Q Serve(g_s), s		12.6	11.7		17.7	7.0	8.4	6.5
Cycle Q Clear(g_c), s		12.6	11.7		30.3	7.0	8.4	6.5
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2067	922		232	2085	688	278
V/C Ratio(X)		0.56	0.54		0.40	0.37	0.72	0.58
Avail Cap(c_a), veh/h		2424	1081		262	2444	1328	536
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		7.3	7.1		16.3	6.2	23.2	22.4
Incr Delay (d2), s/veh		0.2	0.5		1.1	0.1	1.5	1.9
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.9	2.5		1.0	1.6	3.1	2.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		7.5	7.6		17.5	6.3	24.6	24.3
LnGrp LOS		A	A		B	A	C	C
Approach Vol, veh/h		1654				860	659	
Approach Delay, s/veh		7.6				7.5	24.6	
Approach LOS		A				A	C	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	43.5					43.5		18.4
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	14.6					32.3		10.4
Green Ext Time (p_c), s	11.8					5.2		2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	4	0	0	0	5	616	0	0	473	5
Future Vol, veh/h	4	0	4	0	0	0	5	616	0	0	473	5
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	-	-	-	0	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	83	83	92	92	92
Heavy Vehicles, %	2	2	2	4	2	8	2	5	5	9	6	2
Mvmt Flow	4	0	4	0	0	0	5	742	0	0	514	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1267	1267	514	1267	1273	742	520	0	0	742	0	0
Stage 1	514	514	-	753	753	-	-	-	-	-	-	-
Stage 2	753	753	-	514	520	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.28	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.372	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	146	169	560	144	167	406	1047	-	-	834	-	-
Stage 1	543	535	-	399	417	-	-	-	-	-	-	-
Stage 2	402	417	-	540	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	167	560	142	166	406	1047	-	-	834	-	-
Mov Cap-2 Maneuver	144	167	-	142	166	-	-	-	-	-	-	-
Stage 1	543	535	-	395	414	-	-	-	-	-	-	-
Stage 2	398	414	-	535	532	-	-	-	-	-	-	-

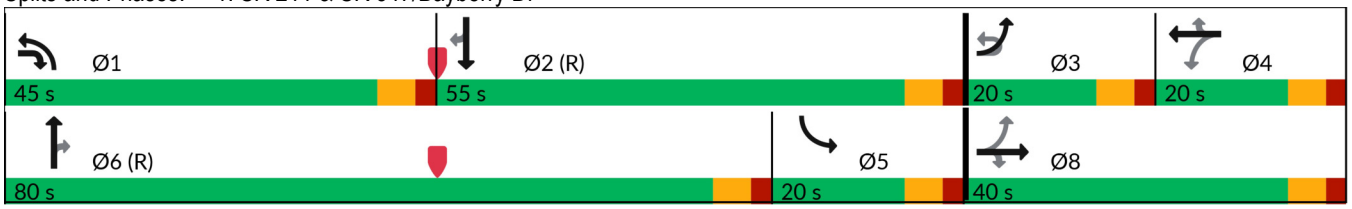
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.3	0	0.06	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	229	-	-	834	-	-
HCM Lane V/C Ratio	0.005	-	-	0.038	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	21.3	0	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0	-	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	267	72	347	30	114	44	591	512	15	24	590
Future Volume (vph)	1	267	72	347	30	114	44	591	512	15	24	590
Turn Type	custom	pm+pt	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases		3	8	1		4		1	6		5	2
Permitted Phases	3	8		8	4		4			6		
Detector Phase	3	3	8	1	4	4	4	1	6	6	5	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	40.0	45.0	20.0	20.0	20.0	45.0	80.0	80.0	20.0	55.0
Total Split (%)	14.3%	14.3%	28.6%	32.1%	14.3%	14.3%	14.3%	32.1%	57.1%	57.1%	14.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	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	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	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	6.0	6.0
Lead/Lag	Lead	Lead		Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		32.4	32.4	72.2	12.9	12.9	12.9	33.7	83.6	83.6	10.8	55.8
Actuated g/C Ratio		0.23	0.23	0.52	0.09	0.09	0.09	0.24	0.60	0.60	0.08	0.40
v/c Ratio		0.60	0.18	0.26	0.27	0.74	0.16	0.84	0.28	0.02	0.19	0.47
Control Delay (s/veh)		50.5	43.7	9.6	64.3	86.7	1.2	60.2	15.7	0.1	61.7	33.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		50.5	43.7	9.6	64.3	86.7	1.2	60.2	15.7	0.1	61.7	33.7
LOS		D	D	A	E	F	A	E	B	A	E	C
Approach Delay (s/veh)			29.1			63.2			39.1			27.7
Approach LOS			C			E			D			C

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 34.4	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

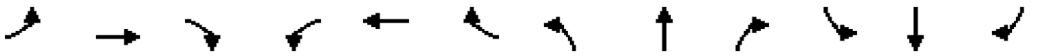
Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	462
Future Volume (vph)	462
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	55.0
Total Split (%)	39.3%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	55.8
Actuated g/C Ratio	0.40
v/c Ratio	0.64
Control Delay (s/veh)	18.3
Queue Delay	0.0
Total Delay (s/veh)	18.3
LOS	B
Approach Delay (s/veh)	
Approach LOS	

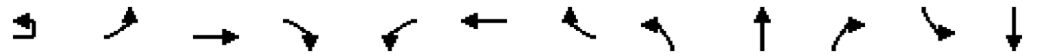
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	285	77	369	33	125	48	672	582	17	26	641	502
v/c Ratio	0.60	0.18	0.26	0.27	0.74	0.16	0.84	0.28	0.02	0.19	0.47	0.64
Control Delay (s/veh)	50.5	43.7	9.6	64.3	86.7	1.2	60.2	15.7	0.1	61.7	33.7	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.5	43.7	9.6	64.3	86.7	1.2	60.2	15.7	0.1	61.7	33.7	18.3
Queue Length 50th (ft)	111	56	51	28	112	0	300	153	0	22	231	153
Queue Length 95th (ft)	155	101	77	64	#196	0	346	188	0	54	306	301
Internal Link Dist (ft)		1881			827			1407			3359	
Turn Bay Length (ft)	360		390			100	610		330	590		405
Base Capacity (vph)	484	448	1491	134	184	309	929	2072	885	180	1371	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.17	0.25	0.25	0.68	0.16	0.72	0.28	0.02	0.14	0.47	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	267	72	347	30	114	44	591	512	15	24	590
Future Volume (veh/h)	1	267	72	347	30	114	44	591	512	15	24	590
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826
Adj Flow Rate, veh/h		284	77	369	33	125	48	672	582	0	26	641
Peak Hour Factor		0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92
Percent Heavy Veh, %		6	3	11	0	3	0	5	4	15	0	5
Cap, veh/h		443	401	1133	130	153	132	747	1849		230	1507
Arrive On Green		0.09	0.22	0.22	0.08	0.08	0.08	0.22	0.53	0.00	0.13	0.43
Sat Flow, veh/h		3346	1856	2591	959	1856	1610	3374	3497	1422	1810	3469
Grp Volume(v), veh/h		284	77	369	33	125	48	672	582	0	26	641
Grp Sat Flow(s),veh/h/ln		1673	1856	1295	959	1856	1610	1687	1749	1422	1810	1735
Q Serve(g_s), s		10.6	4.8	13.1	4.6	9.3	3.0	27.1	13.2	0.0	1.8	18.0
Cycle Q Clear(g_c), s		10.6	4.8	13.1	4.6	9.3	3.0	27.1	13.2	0.0	1.8	18.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		443	401	1133	130	153	132	747	1849		230	1507
V/C Ratio(X)		0.64	0.19	0.33	0.25	0.82	0.36	0.90	0.31		0.11	0.43
Avail Cap(c_a), veh/h		474	451	1203	147	186	161	940	1849		230	1507
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		51.0	44.9	25.9	61.1	63.2	35.9	53.0	18.7	0.0	54.1	27.5
Incr Delay (d2), s/veh		2.7	0.2	0.2	1.0	20.7	1.7	9.9	0.4	0.0	0.2	0.9
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.5	2.2	4.0	1.2	5.3	1.6	12.2	5.3	0.0	0.8	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		53.7	45.1	26.0	62.1	83.9	37.5	62.9	19.1	0.0	54.3	28.4
LnGrp LOS		D	D	C	E	F	D	E	B		D	C
Approach Vol, veh/h			730			206			1254			1169
Approach Delay, s/veh			38.8			69.6			42.6			34.2
Approach LOS			D			E			D			C

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	66.8	18.7	17.5	23.8	80.0		36.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	29.1	40.0	12.6	11.3	3.8	15.2		15.1				
Green Ext Time (p_c), s	1.9	3.9	0.1	0.2	0.0	4.0		1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	40.5
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

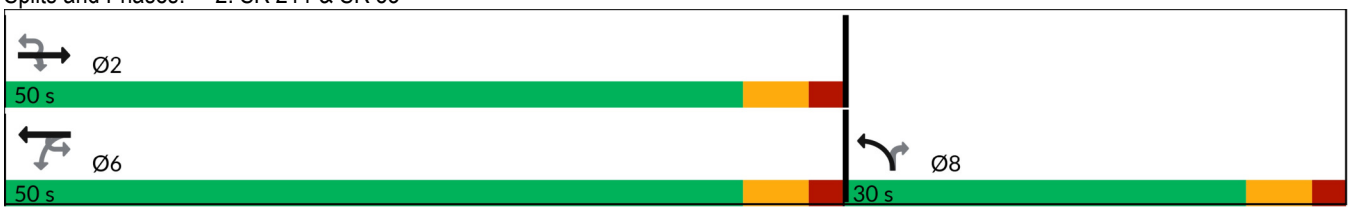


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	462
Future Volume (veh/h)	462
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	502
Peak Hour Factor	0.92
Percent Heavy Veh, %	5
Cap, veh/h	672
Arrive On Green	0.43
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	502
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	38.0
Cycle Q Clear(g_c), s	38.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	672
V/C Ratio(X)	0.75
Avail Cap(c_a), veh/h	672
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	33.2
Incr Delay (d2), s/veh	7.4
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	15.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	40.6
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	483	515	1	184	1006	538	87
Future Volume (vph)	2	483	515	1	184	1006	538	87
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	26.2	26.2	26.2		26.2	26.2	15.2	15.2
Actuated g/C Ratio	0.48	0.48	0.48		0.48	0.48	0.28	0.28
v/c Ratio	0.01	0.35	0.58		0.52	0.64	0.61	0.21
Control Delay (s/veh)	8.0	9.4	3.4		15.9	12.5	21.2	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	9.4	3.4		15.9	12.5	21.2	6.2
LOS	A	A	A		B	B	C	A
Approach Delay (s/veh)		6.3				13.0	19.1	
Approach LOS		A				B	B	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 54.2		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.64		
Intersection Signal Delay (s/veh): 11.8	Intersection LOS: B	
Intersection Capacity Utilization 62.3%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2: SR 211 & SR 53



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	568	606	193	1048	578	94
v/c Ratio	0.01	0.35	0.58	0.52	0.64	0.61	0.21
Control Delay (s/veh)	8.0	9.4	3.4	15.9	12.5	21.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	9.4	3.4	15.9	12.5	21.2	6.2
Queue Length 50th (ft)	0	50	0	36	111	76	0
Queue Length 95th (ft)	3	97	32	109	219	171	32
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	
Base Capacity (vph)	330	2794	1353	640	2821	1607	696
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.20	0.45	0.30	0.37	0.36	0.14

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	483	515	1	184	1006	538	87
Future Volume (veh/h)	2	483	515	1	184	1006	538	87
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		568	606		192	1048	578	94
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		2020	901		345	2036	755	305
Arrive On Green		0.59	0.59		0.59	0.59	0.22	0.22
Sat Flow, veh/h		3503	1522		455	3532	3428	1384
Grp Volume(v), veh/h		568	606		192	1048	578	94
Grp Sat Flow(s),veh/h/ln		1706	1522		455	1721	1714	1384
Q Serve(g_s), s		5.2	17.2		22.8	11.4	10.1	3.6
Cycle Q Clear(g_c), s		5.2	17.2		28.0	11.4	10.1	3.6
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2020	901		345	2036	755	305
V/C Ratio(X)		0.28	0.67		0.56	0.51	0.77	0.31
Avail Cap(c_a), veh/h		2351	1049		389	2370	1288	520
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		6.4	8.8		13.2	7.7	23.4	20.8
Incr Delay (d2), s/veh		0.1	1.4		1.4	0.2	1.7	0.6
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.3	4.0		1.8	2.8	3.8	1.1
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		6.5	10.2		14.7	7.9	25.0	21.4
LnGrp LOS		A	B		B	A	C	C
Approach Vol, veh/h		1174				1240	672	
Approach Delay, s/veh		8.4				8.9	24.5	
Approach LOS		A				A	C	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	43.8					43.8		20.1
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	19.2					30.0		12.1
Green Ext Time (p_c), s	6.3					7.8		2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes
User approved ignoring U-Turning movement.

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

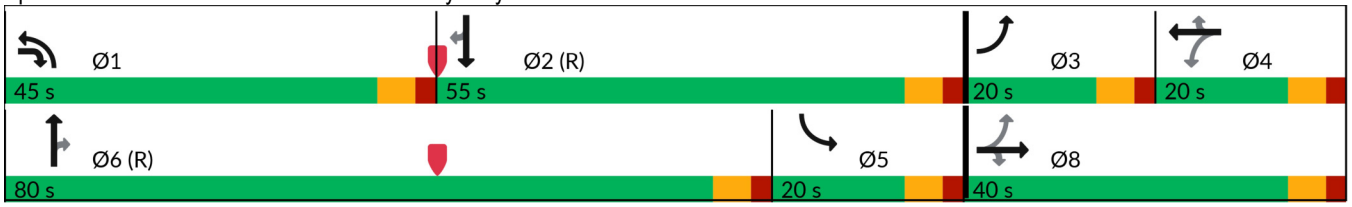
Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	10	298	762	861
Demand Flow Rate, veh/h	10	315	800	917
Vehicles Circulating, veh/h	1098	609	133	185
Vehicles Exiting, veh/h	4	324	975	739
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.7	9.0	6.2	7.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	L	LT	TR	LT	TR
Assumed Moves	LTR	L	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1420	1420	1350	1420	1350	1420
B (Slope)	8.501e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	10	315	376	424	431	486
Cap Entry Lane, veh/h	558	846	1194	1268	1139	1213
Entry HV Adj Factor	1.000	0.946	0.953	0.953	0.939	0.939
Flow Entry, veh/h	10	298	358	404	405	457
Cap Entry, veh/h	558	801	1138	1209	1070	1140
V/C Ratio	0.018	0.372	0.315	0.334	0.379	0.401
Control Delay, s/veh	6.7	9.0	6.2	6.1	7.3	7.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	2	1	1	2	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	147	623	52	100	30	411	611	17	30	597	358
Future Volume (vph)	421	147	623	52	100	30	411	611	17	30	597	358
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1		4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Detector Phase	3	8	1	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	40.0	45.0	20.0	20.0	20.0	45.0	80.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	28.6%	32.1%	14.3%	14.3%	14.3%	32.1%	57.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	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	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	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	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	32.3	32.3	64.8	12.3	12.3	12.3	26.5	83.7	83.7	10.9	63.2	63.2
Actuated g/C Ratio	0.23	0.23	0.46	0.09	0.09	0.09	0.19	0.60	0.60	0.08	0.45	0.45
v/c Ratio	0.90	0.37	0.52	0.52	0.68	0.11	0.74	0.33	0.02	0.24	0.42	0.44
Control Delay (s/veh)	69.9	47.6	20.2	77.4	82.3	0.8	60.7	16.4	0.1	63.0	28.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.9	47.6	20.2	77.4	82.3	0.8	60.7	16.4	0.1	63.0	28.1	5.8
LOS	E	D	C	E	F	A	E	B	A	E	C	A
Approach Delay (s/veh)		41.2			67.5			33.6			21.1	
Approach LOS		D			E			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 34.4	Intersection LOS: C
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr

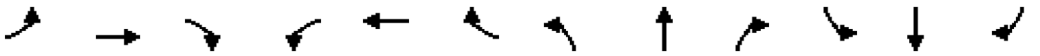




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	448	156	663	57	110	33	467	694	19	33	649	389
v/c Ratio	0.90	0.37	0.52	0.52	0.68	0.11	0.74	0.33	0.02	0.24	0.42	0.44
Control Delay (s/veh)	69.9	47.6	20.2	77.4	82.3	0.8	60.7	16.4	0.1	63.0	28.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.9	47.6	20.2	77.4	82.3	0.8	60.7	16.4	0.1	63.0	28.1	5.8
Queue Length 50th (ft)	186	119	174	50	98	0	208	188	0	28	211	20
Queue Length 95th (ft)	#269	186	211	99	163	0	247	229	0	64	290	99
Internal Link Dist (ft)		1881			827			1407			3359	
Turn Bay Length (ft)	360		390			100	610		330	590		405
Base Capacity (vph)	500	448	1488	125	184	309	929	2074	886	180	1552	886
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.35	0.45	0.46	0.60	0.11	0.50	0.33	0.02	0.18	0.42	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	421	147	623	52	100	30	411	611	17	30	597	358
Future Volume (veh/h)	421	147	623	52	100	30	411	611	17	30	597	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826	1826
Adj Flow Rate, veh/h	448	156	663	57	110	33	467	694	0	33	649	389
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	6	3	11	0	3	0	5	4	15	0	5	5
Cap, veh/h	532	446	1037	117	181	157	540	1849		186	1634	729
Arrive On Green	0.10	0.24	0.24	0.10	0.10	0.10	0.16	0.53	0.00	0.10	0.47	0.47
Sat Flow, veh/h	3346	1856	2591	678	1856	1610	3374	3497	1422	1810	3469	1547
Grp Volume(v), veh/h	448	156	663	57	110	33	467	694	0	33	649	389
Grp Sat Flow(s),veh/h/ln	1673	1856	1295	678	1856	1610	1687	1749	1422	1810	1735	1547
Q Serve(g_s), s	14.0	9.8	28.9	11.6	8.0	2.1	18.9	16.3	0.0	2.3	17.0	24.9
Cycle Q Clear(g_c), s	14.0	9.8	28.9	11.6	8.0	2.1	18.9	16.3	0.0	2.3	17.0	24.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	532	446	1037	117	181	157	540	1849		186	1634	729
V/C Ratio(X)	0.84	0.35	0.64	0.49	0.61	0.21	0.86	0.38		0.18	0.40	0.53
Avail Cap(c_a), veh/h	532	451	1044	119	186	161	940	1849		186	1634	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	44.1	33.8	62.3	60.6	36.5	57.3	19.4	0.0	57.4	24.1	26.2
Incr Delay (d2), s/veh	11.6	0.5	1.3	3.1	5.4	0.7	4.3	0.6	0.0	0.5	0.7	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.5	9.0	2.1	4.1	1.1	8.2	6.5	0.0	1.1	7.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.1	44.6	35.1	65.3	66.1	37.1	61.6	20.0	0.0	57.9	24.8	29.0
LnGrp LOS	E	D	D	E	E	D	E	B		E	C	C
Approach Vol, veh/h		1267			200			1161			1071	
Approach Delay, s/veh		46.5			61.1			36.7			27.3	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	28.4	71.9	20.0	19.6	20.4	80.0		39.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	20.9	26.9	16.0	13.6	4.3	18.3		30.9				
Green Ext Time (p_c), s	1.5	5.6	0.0	0.0	0.0	5.0		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	38.7
HCM 7th LOS	D

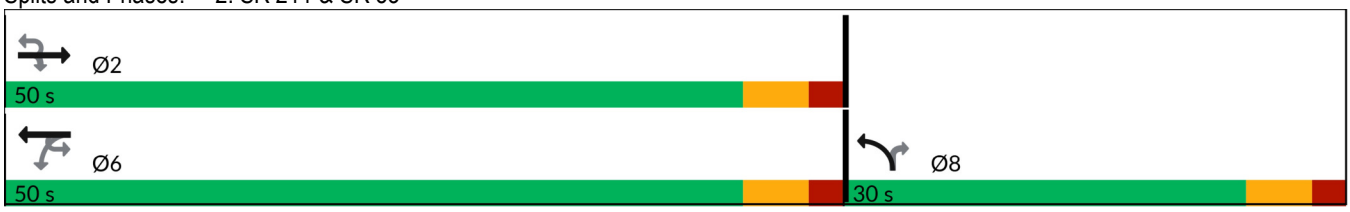
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	986	507	1	122	736	559	186
Future Volume (vph)	2	986	507	1	122	736	559	186
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	34.4	34.4	34.4		34.4	34.4	17.4	17.4
Actuated g/C Ratio	0.53	0.53	0.53		0.53	0.53	0.27	0.27
v/c Ratio	0.01	0.64	0.55		0.76	0.42	0.66	0.48
Control Delay (s/veh)	8.0	12.8	3.0		45.1	10.0	25.9	19.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	12.8	3.0		45.1	10.0	25.9	19.4
LOS	A	B	A		D	A	C	B
Approach Delay (s/veh)		9.5				15.0	24.3	
Approach LOS		A				B	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 64.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 14.3	Intersection LOS: B
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	1160	596	128	767	601	200
v/c Ratio	0.01	0.64	0.55	0.76	0.42	0.66	0.48
Control Delay (s/veh)	8.0	12.8	3.0	45.1	10.0	25.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	12.8	3.0	45.1	10.0	25.9	19.4
Queue Length 50th (ft)	0	160	0	37	90	118	47
Queue Length 95th (ft)	3	234	32	#149	147	182	112
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	
Base Capacity (vph)	456	2418	1250	227	2441	1343	580
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.48	0.48	0.56	0.31	0.45	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	986	507	1	122	736	559	186
Future Volume (veh/h)	2	986	507	1	122	736	559	186
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		1160	596		127	767	601	200
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		2082	929		206	2099	766	309
Arrive On Green		0.61	0.61		0.61	0.61	0.22	0.22
Sat Flow, veh/h		3503	1522		260	3532	3428	1384
Grp Volume(v), veh/h		1160	596		127	767	601	200
Grp Sat Flow(s),veh/h/ln		1706	1522		260	1721	1714	1384
Q Serve(g_s), s		14.5	18.1		29.5	8.1	11.9	9.5
Cycle Q Clear(g_c), s		14.5	18.1		44.0	8.1	11.9	9.5
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2082	929		206	2099	766	309
V/C Ratio(X)		0.56	0.64		0.62	0.37	0.78	0.65
Avail Cap(c_a), veh/h		2082	929		206	2099	1141	461
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		8.3	9.0		23.7	7.1	26.4	25.4
Incr Delay (d2), s/veh		0.3	1.5		5.4	0.1	2.2	2.3
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.8	4.6		2.4	2.1	4.6	3.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		8.6	10.5		29.1	7.2	28.5	27.7
LnGrp LOS		A	B		C	A	C	C
Approach Vol, veh/h		1756				894	801	
Approach Delay, s/veh		9.3				10.3	28.3	
Approach LOS		A				B	C	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	50.0					50.0		22.1
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	20.1					46.0		13.9
Green Ext Time (p_c), s	11.4					0.0		2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	14.0
HCM 7th LOS	B

Notes
User approved ignoring U-Turning movement.

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	8	347	952	649
Demand Flow Rate, veh/h	8	366	999	692
Vehicles Circulating, veh/h	899	788	146	217
Vehicles Exiting, veh/h	10	357	761	937
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	12.9	7.3	6.3
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	L	LT	TR	LT	TR
Assumed Moves	LTR	L	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1420	1420	1350	1420	1350	1420
B (Slope)	8.501e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	8	366	470	529	325	367
Cap Entry Lane, veh/h	661	727	1180	1254	1106	1181
Entry HV Adj Factor	1.000	0.948	0.952	0.954	0.939	0.937
Flow Entry, veh/h	8	347	447	505	305	344
Cap Entry, veh/h	661	689	1123	1196	1038	1107
V/C Ratio	0.012	0.504	0.398	0.422	0.294	0.311
Control Delay, s/veh	5.6	12.9	7.3	7.3	6.4	6.3
LOS	A	B	A	A	A	A
95th %tile Queue, veh	0	3	2	2	1	1

APPENDIX D:

TURN LANE EVALUATIONS

GDOT Turn Lane Evaluations

ID	Intersection	Movement / Turn Lane	Turn Volume	GDOT Criteria	GDOT Criteria met?	Personal Vehicle Distribution	Truck Distribution	Volume	Threshold
3	SR 211 & Site Driveway	SBL	1608 LT/Day	250 LT/Day	YES	40%	55%	1,608	250
		NBR	2237 RT/Day	75 RT/Day	YES	60%	45%	2,237	75
		NBR	58 LT/Day	250 LT/Day	NO	50%	0%	58	250

		TOTAL	IN	OUT
Personal Vehicles	**Daily**	**6,754**	**3,377**	**3,377**
	AM Peak Hour	503	245	258
	PM Peak Hour	558	263	295
Trucks	**Daily**	**936**	**468**	**468**
	AM Peak Hour	34	18	16
	PM Peak Hour	52	27	25

4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

Right turn deceleration lanes must be constructed at no cost to the Department if the daily site generated Right Turn Volumes (RTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-6. Passing lane sections fall under the criteria for two or more lanes.

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6000	>=6000	<10000	>=10000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

APPENDIX E:

INTERSECTION CONTROL EVALUATION (ICE)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 11/13/2023

GDOT PI#:	N/A	Request By:	GDOT		
County:	Hall	GDOT District: 1 - Gainesville			
Major Road:	SR 211	Road Class:	Minor Arterial	Speed Limit:	45 mph
Crossing Road:	Ridgemoor/Site	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Suburb/Transition		
Intersection Control:	New Intersection or Other			Project ID:	N/A
Prepared By:	NV5			Date:	4/1/2025
Project Purpose:	Evaluate different intersection control for a new driveway for a Mixed-Use Development of Residential & Industrial				

Existing Data Year:	2025
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	2.4%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

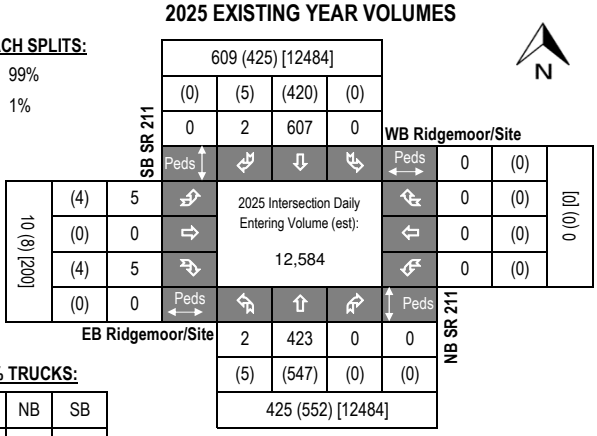
SR 211: 99%

Ridgemoor/Site: 1%

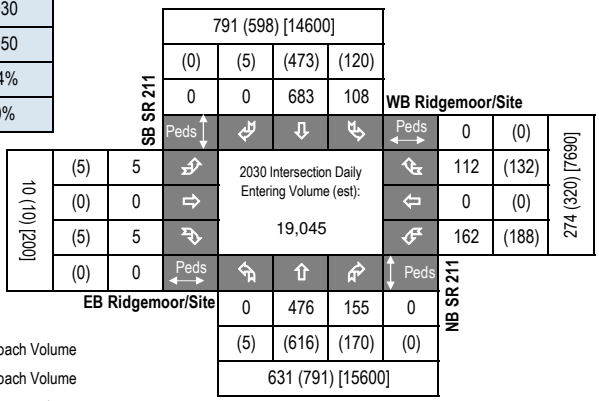
PEAK HR % TRUCKS:

EB	WB	NB	SB
1%	1%	5%	5%

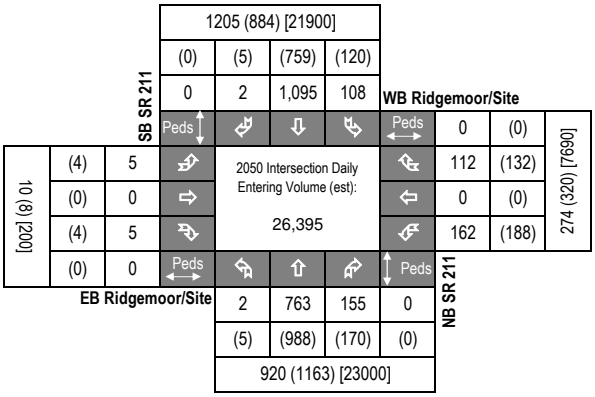
2025 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

GDOT PI #	N/A
Project Location:	SR 211 @ Ridgemoor/Site
Existing Control:	New Intersection or Other
Prepared by:	NV5
Date:	4/1/2025

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**No**	**No**	**No**	**Yes**	**Yes**	Works with existing conditions, but future conditions propose a median
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Causes too much delay to SR 211
	Mini Roundabout	No	No	No	No	No	No	No	Not applicable to the widened highway
	Single Lane Roundabout	No	No	No	No	No	No	No	Not applicable to the widened highway
	Multilane Roundabout	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Safest for side street traffic; eliminates U-turns for trucks
	RCUT (stop control)	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Currently proposed by PI 0007233
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not significantly different from an RCUT
	High-T (unsignalized)	No	No	No	No	No	No	No	Out of scale of the project
	Offset-T Intersections	No	No	No	No	No	No	No	Not applicable
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an Interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an Interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Safest for trucks
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Out of scale of the project
	RCUT (signalized)	No	No	No	No	No	No	No	Not a significant improvement over unsignalized R-Cut
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Out of scale of the project
	Continuous Green-T	No	No	No	No	No	No	No	Many driveways on west side of the roadway impacted
	Jughandle	No	No	No	No	No	No	No	Out of scale of the project
	Quadrant Roadway	No	No	No	No	No	No	No	Out of scale of the project
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an Interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an Interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an Interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

Project Location: SR 211 @ Ridgemoor/Site
Existing Intersection Control: New Intersection or Other
Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
County: Hall
Area: Suburb/Transitic

GDOT PI #: N/A
Prepared by: NV5
Date: 4/1/2025

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2030 Opening Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2030 Opening Yr No-Build Peak Hr Intersection V/C	0.00	0.00
2050 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2050 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
Angle	0	0	0	0	0	#DIV/0!
Head-On	0	0	0	0	0	#DIV/0!
Rear End	0	0	0	0	0	#DIV/0!
Sideswipe - same	0	0	0	0	0	#DIV/0!
Sideswipe - opposite	0	0	0	0	0	#DIV/0!
Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
TOTALS:	0	0	0	0	0	0

Crash Type

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	Multilane Roundabout	RCUT (stop control)	Traffic Signal	N/A
Project Cost: (From CostEst Worksheet)	*Additional description here*	*Additional description here*	*Additional description here*	*Add LT bay(s) on major ST*	*Additional description here*
Construction Cost	$0	$1,770,000	$693,000	$283,000	
ROW Cost	$0	$0	$0	$0	
Environmental Cost	$0	$0	$0	$0	
Reimbursable Utility Cost	$0	$22,000	$10,000	$5,000	
Design & Contingency Cost	$0	$683,000	$231,000	$127,000	
Cost Adjustment (justification req'd)	0%	0%	0%	0%	
Total Cost	$0	$2,475,000	$934,000	$415,000	
Traffic Operations:		*User Cost Override*			
Traffic Analysis Software Used	Synchro	Synchro	Synchro	Synchro	
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	
2050 Design Yr Build Intersection Delay	500.0 sec / 500.0 sec	10.1 sec / 10.5 sec	20.0 sec / 30.8 sec	10.4 sec / 11.9 sec	
2050 Design Yr Build Intersection V/C	2.92 / 3.67	0.61 / 0.66	0.56 / 0.73	0.67 / 0.72	
Safety Analysis:					
Predefined CRF: PDO	0%	0%	0%	0%	
Predefined CRF: Fatal/Inj	0%	0%	0%	0%	
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None	None	None	
Archaeology Resources	None	None	None	None	
Graveyard	None	None	None	None	
Stream	None	None	None	None	
Underground Tank/Hazmat	None	None	None	None	
Park Land	None	None	None	None	
EJ Community	None	None	None	None	
Wooded Area	None	None	None	None	
Wetland	None	None	None	None	
Stakeholder Posture:	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
	[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*				
Local Community Support	Unknown	Unknown	Unknown	Unknown	
GDOT Support	Unknown	Unknown	Unknown	Unknown	
Final ICE Stage 2 Score:	-4.6	3.4	4.5	5.3	
Rank of Control Type Alternatives:	4	3	2	1	
Final Intersection Control Selection:	**3 - Multilane Roundabout**				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): The development is not expected to warrant a traffic signal until full-build out, so a signal may not be the best solution. A roundabout is considered safer for the expected heavy truck movements that are expected from the industrial portion of the development. It is noted that the developer will likely contribute right-of-way for the roundabout.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.3| Revised 11/13/2023

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 211 @ Ridgemoor/Site
County: Hall
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Existing Intersection Control: New Intersection or Other

GDOT PI # (or N/A): N/A
Requested By: GDOT
Prepared By: NV5
Date: 4/1/2025
Waiver Request Type: Driveway Permit

Traffic and Operations Data:[1,2]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	12,484	
Existing Minor Street Avg Daily Traffic (ADT):	0	
Analysis Period:	AM Peak	PM Peak
2030 Opening Yr Peak Hour Intersection Delay:	7.1 sec	0.7 sec
2030 Opening Yr Peak Hour Intersection V/C:	0.40	0.47
2050 Design Yr Peak Hour Intersection Delay:	10.1 sec	10.5 sec
2050 Design Yr Peak Hour Intersection V/C:	0.61	0.66

Crash Data (Required):[3]

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
	Angle	0	0	0	0	0	#DIV/0!
	Head-On	0	0	0	0	0	#DIV/0!
	Rear End	0	0	0	0	0	#DIV/0!
	Sideswipe - same	0	0	0	0	0	#DIV/0!
	Sideswipe - opposite	0	0	0	0	0	#DIV/0!
	Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
	TOTALS:	0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): A mixed-use development consisting of just over 1.7M sq.ft. of warehousing, 350 townhomes, and 350 apartments is proposed on the east side of SR 211 north of Union Church Road. The addition of heavy trucks wanting to head south from the site towards I-85 presents a safety concern for the area, and a Multilane Roundabout would be the safest option to allow vehicles to move efficiently through the new intersection.

Proposed Intersection Control: Multilane Roundabout

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

[1] *Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2*

[2] *ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.*

[3] *Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)*

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

Project Narrative for

5401 Old Winder Highway – 80.0 +/- Acres

Amended 04/04/2025

LOCATION – 5401 Old Winder Highway (Hwy 211)
Braselton, GA 30517

ACERAGE – 80.0 +/- Acres

APPLICANT – K2P Land Partners, LLC

CURRENT ZONING – AR-1

PROPOSED ZONING – R-MF (Residential – Multi-Family)

Summary

The accompanying application seeks a rezoning on the existing AR-1 zoned parcel 15039A000007, on 80.0+/- acres located on 5401 Old Winder Highway in Braselton, Hall County, Georgia. The intent is to develop a residential community consisting of approximately 350 multi-family units, and a mixture of 350 townhomes and stacked cottages. All multi-family units will be available for rent, and all other units will be available for purchase. The density will be approximately 9 units per acre and shall not exceed 12 units per acre in accordance with the R-MF density standard set forth in the 2025 Hall County, Georgia Unified Development Code.

Site Description

The tract has is located along Georgia State Route 211 (Old Winder Highway). The overall tract is mostly rectangular in shape. Domestic water is provided by the City of Gainesville. Hall County will serve the site for sewer services. There are no known impediments to its successful development for the purposes intended. All roads shall be designed and constructed to Hall County standards and dedicated to Hall County at the expense of the Applicant. Thereafter, all roadways within this development shall be designated as public and shall be maintained by Hall County. Entrance will comply with all state DOT requirements.

Adjacencies

The property abuts AR-1 and PCD to the North, PCD and PRD to the South, PCD to the East, and State Route 211 is located to the West, along with AR-1 and PCFD zonings.

Architectural Materials & Site Improvements

The builder intends to build:

- Apartment Project: Will not exceed 350 units total in 7 Multi-Family Buildings
  - The four buildings to the West will be 75' x 240'split level, consisting of 3 stories above ground-level and 4 stories if the first floor is below ground-level.
  - The three Multi-Family buildings located to the East of the other Multi-Family buildings will be 75' x 400' split level, consisting of 3 stories above ground-level and 4 stories if the first floor is below ground-level.
- Single Family Attached Townhomes and Stacked Cottages
  - Will not exceed 350 units
- Front facades and sides of each townhome and stacked cottage shall be composed of brick, stone, or a combination of the two, excluding gables, which shall be composed of a masonry product.
- Vinyl siding is prohibited.
- The garage door shall constitute no more than 70% of the width of the individual townhome or stacked cottage unit.
- All residential driveways shall measure no less than 22ft from the right of way to the front of the garage door.
- The development shall feature internal sidewalks, no less than 5ft in width, constructed on both sides of all internal streets.
- Final review and approval of building elevations is subject to the Director or Assistant Director of Planning and Development, or their designee.
- Sodded yards (4 sides)
- Speed tables in coordination with Hall County Engineering

Conditions

- There shall be a mandatory Homeowners Association (HOA).
- The amenity area shall include:
  - Apartments – guest parking, outdoor pavilion, picnic area, pool, playground, mail kiosk, and pickleball court. The amenity areas shall be completed at 50% of final build-out.
  - Stacked Cottages – guest parking, outdoor pavilion, picnic area, playground, and mail kiosk. The amenity areas shall be completed at 50% of final build-out.

- The following language shall be places upon the final plat of the 80-acre R-MF project: "Owners and users of this property are informed of motor raceway venues nearby, and should expect noise, crowds, and other effects associated with such venues." All conditions of zoning shall be made part of any plats created for the development.
- The development shall be designed so that all state waters and required buffers (50ft and 75ft) do not encroach on any individual townhome or stacked cottage.
- All designated open space within the development shall be commonly held and shall not be individually held by any homeowner.

Parking

All parking shall comply with the standards set forth in the 2025 Hall County, Georgia Unified Development Code as follows:

Townhome and Stacked Cottage Parking	2 spaces per dwelling unit plus 1 guest space for every 4 dwelling units
Multi-Family Parking	2 spaces per dwelling unit plus 1 guest space for every 15 dwelling units

Internal Signage

The Developer and/or Builder shall be allowed to post permanent directional signs and monuments within the Community to direct traffic to sales and recreation centers and to identify differing residential areas. All permanent internal signage must be outside of any Right of Way or Utility Easement with a Landscape and Signage easement recorded on the Final Plat. Temporary Sales and Marketing signs not exceeding 32 square feet per sign face and 8 feet in height may be used along the property frontage of Old Winder Highway.

Model Home Permits

The development shall be limited to a maximum of one (1) townhome building and one (1) stacked cottage prior to approval and recording of the Final Plat. Model home permits may be issued prior to Final Plat recording provided that hard surface (crusher run) access is provided, and fire protection (functioning hydrant) is located within 500 feet of any structure under construction. No certificate of occupancy permit shall be issued prior to Final Plat recording.

Sales and Construction Trailers

Applicant is requesting the ability to install one leasing trailer for apartments, one sales trailer for the townhomes and stacked cottages, and two constructions trailer with associated parking areas in locations to be determined at the time of final plat approval.

Entry Monument Signage

Applicant is requesting permission for an entry monument type of sign with a natural stone base with a sign size (monument base and signage) totaling approximately 42 SF. The entrance may include the following structural items:

- Masonry walls
- Wood or PVC fencing
- Illuminated Signage in accordance with the Hall County Sign Ordinance
- Ornamental Sculpture
- Landscaping and Irrigation

Traffic Study

A Traffic Study was conducted by NV5 Engineers and Consultants, Inc. 10745 Westside Way, Suite 300, Alpharetta, GA 30009. The following recommendations were made:

- The access point to be constructed opposite Pleasant Hill Lane to reduce potential for conflicting turns at the intersection
- Construction of a multilane roundabout at the proposed site access driveway, initially being developed as a single-lane roundabout until the GDOT project is completed
    - The initial single-lane roundabout will be constructed by the developer.

Conceptual Master Plan

The development of the community shall be controlled by the Conceptual Master Plan (the "Plan") attached as exhibit "A". The plan is considered conceptual in nature, and as such may require minor modifications during the engineering and development process. Modifications to the locations and arrangement of lots, roads, amenities, and other improvements that do not conflict with specific standards and requirements of these conditions may be made by the Developer so long as such modifications do not change the land use, increase the overall density of the project or reduce any established exterior buffers or setbacks.

REQUIRED CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of Hall County requires the Applicant to raise Federal and State constitutional objections during the M-U master plan application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the Hall County Development Code, facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and

just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Hall County Development Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use 7 of its land while not substantially advancing legitimate state interests.

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the Hall County Board of Commissioners to approve the zoning conditions as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Hall County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the M-U zoning request would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the Hall County Board of Commissioners to approve this Application for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth 8 hereinabove.

Applicant reserves all due process rights granted to them under O.C.G.A. 36-66-5.1. et. seq, to petition the courts for review of a local government's exercise of zoning, administrative, or quasi-judicial powers, as set forth in those code sections and statutes.

Conclusion

For the foregoing reasons, the Applicant respectfully requests that this rezoning to R-MF of an existing AR-1 zoning be granted as requested by the Applicant. If there are any questions about this request, you may contact:

K2P Land Partners, LLC

ATTN: Mike Phelps

390 Brogdon Road

Suwanee, GA 30024

[redacted]

mphelps@bfhcompany.com

K2P Land Partners, LLC

ATTN: Cameron Henderson

390 Brogdon Road

Suwanee, GA 30024

678-978-6782

Steve Gilliam

Smith, Gilliam, Williams and Miles

340 Jesse Jewell Parkway, Suite 300

Gainesville, GA 30501

770-536-3381

sgilliam@sgwmfirm.com

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

Project Narrative for

5401 Old Winder Highway – 200.00 +/- Acres

Amended 04/04/2025

LOCATION – 5401 Old Winder Highway (Hwy 211)
Braselton, GA 30517

ACERAGE – 200.0 +/- Acres

APPLICANT – K2P Land Partners, LLC

CURRENT ZONING – AR-1

PROPOSED ZONING – I-I (Light-Industrial)

Summary

The accompanying application seeks a rezoning on the existing AR-1 zoned parcel 15039A000007, on 200.0+/- acres located on 5401 Old Winder Highway in Braselton, Hall County, Georgia. The intent is to develop approximately 1,750,000 SF of light industrial warehouse space. The industrial space shall not exceed 80% of the site coverage in accordance with the I-I standard set forth in the 2025 Hall County, Georgia Unified Development Code.

Site Description

The tract is located along Georgia State Route 211 (Old Winder Highway). The overall tract is mostly rectangular in shape. Domestic water is provided by the City of Gainesville. Hall County will serve the site for sewer services. There are no known impediments to its successful development for the purposes intended. All roads shall be designed and constructed to Hall County standards and dedicated to Hall County at the expense of the Applicant. Thereafter, all roadways within this development may be designated as public, but the determination as to whether it shall be maintained by Hall County or a property ownership association will be made at a later date. Entrance will comply with all state DOT requirements.

Adjacencies

The property abuts AR-1 and PCD to the North, PCD and PRD to the South, PCD to the East, and State Route 211 is located to the West, along with AR-1 and PCFD zonings.

Street Address:
Smith Gilliam Williams & Miles, P.A.
340 Jesse Jewell Parkway, Suite 300
Gainesville, GA 30501

In Your Community. In Your Corner.

Architectural Materials & Site Improvements

The builder intends to build:

- Approximately 1,718,640 SF of Light-Industrial warehouse space
  - Building 1: 500,000 SF, Cross Dock
    - Two 185' Truck Courts
  - Building 2: 500,000 SF, Cross Dock
    - Two 185' Truck Courts
  - Building 3: 301,000 SF, Rear Load
    - One 185' Truck Court
  - Building 4: 301,000 SF, Rear Load
    - One 135'-185' Truck Court
  - Building 5: 116,640 SF, Rear Load
    - One 135' Truck Court
- Buildings shall not exceed 55ft in height.
- The proposed building designs include tilt-wall concrete, cross docks, rear load docks, and truck courts.
- While the proposed site plan, renderings, elevations, and building designs may be updated and are subject to change, the final design will comply with applicable Unified Development Code Requirements.
- Speed tables in coordination with Hall County Engineering

Parking

Applicant is proposing approximately 890 employee parking spaces around the light-industrial warehouses. The site plan is subject to change, but shall comply with the standards set forth in the 2025 Hall County, Georgia Unified Development Code as follows:

Light Industrial	1.5 spaces per 5,000 square feet

Internal Signage

The Developer and/or Builder shall be allowed to post permanent directional signs and monuments within the light-industrial warehouse development to direct traffic to sales and leasing centers and to identify differing areas. All permanent internal signage must be outside of any Right of Way or Utility Easement with a Landscape and Signage easement recorded on the Final Plat. Temporary Sales and Marketing signs not exceeding 32 square feet per sign face and 8 feet in height may be used along the property frontage of Old Winder Highway.

Entry Monument Signage

Applicant is requesting permission for an entry monument type of sign with a natural stone base with a sign size (monument base and signage) totaling approximately 42 SF. The entrance may include the following structural items:

- Masonry walls
- Wood or PVC fencing
- Illuminated Signage in accordance with the Hall County Sign Ordinance
- Ornamental Sculpture
- Landscaping and Irrigation

Traffic Study

A Traffic Study was conducted by NV5 Engineers and Consultants, Inc. 10745 Westside Way, Suite 300, Alpharetta, GA 30009. The following recommendations were made:

- The access point to be constructed opposite Pleasant Hill Lane to reduce potential for conflicting turns at the intersection
- Construction of a multilane roundabout at the proposed site access driveway, initially being developed as a single-lane roundabout until the GDOT project is completed
    - The initial single-lane roundabout will be constructed by the developer.

Conceptual Master Plan

The development of the light-industrial warehouse development shall be controlled by the Conceptual Master Plan (the "Plan") attached as exhibit "A". The plan is considered conceptual in nature, and as such may require modifications during the engineering and development process. Modifications to the locations and arrangement of lots, roads, and other improvements that do not conflict with specific standards and requirements of these conditions may be made by the Developer so long as such modifications do not change the land use, increase the overall density of the project or reduce any established exterior buffers or setbacks.

REQUIRED CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of Hall County requires the Applicant to raise Federal and State constitutional objections during the I-I master plan application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the Hall County Development Code, facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Applicant are unconstitutional

in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Hall County Development Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use 7 of its land while not substantially advancing legitimate state interests.

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the Hall County Board of Commissioners to approve the zoning conditions as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Hall County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the M-U zoning request would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the Hall County Board of Commissioners to approve this Application for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth 8 hereinabove.

Applicant reserves all due process rights granted to them under O.C.G.A. 36-66-5.1. et. seq, to petition the courts for review of a local government's exercise of zoning, administrative, or quasi-judicial powers, as set forth in those code sections and statutes.

Conclusion

For the foregoing reasons, the Applicant respectfully requests that this rezoning to I-I of an existing AR-1 zoning be granted as requested by the Applicant. If there are any questions about this request, you may contact:

K2P Land Partners, LLC

ATTN: Mike Phelps

390 Brogdon Road

Suwanee, GA 30024

[redacted]

mphelps@bfhcompany.com

K2P Land Partners, LLC

ATTN: Cameron Henderson

678-978-6782

Steve Gilliam

Smith, Gilliam, Williams and Miles

340 Jesse Jewell Parkway, Suite 300

Gainesville, GA 30501

770-536-3381

sgilliam@sgwmfirm.com

CITY OF
GAINESVILLE

WATER RESOURCES

April 4, 2025

Smith, Gilliam, Williams & Miles, P.A.
Attn: Amanda Graham
P.O. Box 1098
Gainesville, GA 30503-1098

Re: Water Availability
Proposed Mixed-Use Development
5401 Old Winder Highway
Parcel: 15039A 000007

Dear Amanda,

The purpose of this letter is to confirm the availability of water service to the above referenced property.

The City of Gainesville owns and operates an existing 12-inch ductile iron water main in the right-of-way of Old Winder Highway.

Currently, the City has adequate domestic water capacity to serve the proposed residential components of your proposed mixed-use development. The warehouse components of the development will be reviewed upon submittal based on the water demands of each prospective tenant. This letter of water availability does not guarantee or confirm fire flow pressures and/or volumes for fire protection systems related to the proposed warehouses.

This confirmation of water availability is good for one year from the date of this letter at which time, it will become null and void unless engineered plans have been submitted for issuance of a development permit.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford
Permitting Services and GIS Manager

cc: Tracy Robar, P.E., Engineering and Construction Division Manager
Chris Thornhill, Project Manager

Outlook

5401 Old winder Highway - Water Availability

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Fri 5/2/2025 12:37 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Nick Swafford <NSwafford@gainesvillega.gov>
Sent: Friday, May 2, 2025 11:48 AM
To: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Cc: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>; Tracy Robar <TRobar@gainesvillega.gov>
Subject: RE: 5401 Old winder Highway - Water Availability

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Katie,

With respect to this project and others in the future requiring letters of water availability, The City of Gainesville will confirm (or deny) the availability of **domestic** water service for a proposed development. However, the City cannot confirm or guarantee adequate fire protection water volumes or pressures for a proposed fire protection system that may be needed for a development. Any fire protection water demands above and beyond the capability of the City's existing water system must be mitigated by the developer at the sole expense of the developer.

Please let me know if you have any concerns or questions.

Thanks,

Nick Swafford
Permitting Services & GIS Manager
Department of Water Resources

GAINESVILLE

O | 770.538.2452
www.gainesville.org

300 Henry Ward Way, Ste. 305
Gainesville, GA 30501

From: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Sent: Friday, May 2, 2025 10:10 AM
To: Nick Swafford <NSwafford@gainesvillega.gov>

Cc: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Subject: [EXTERNAL] 5401 Old winder Highway - Water Availability

CAUTION:*This email originated from outside the City of Gainesville networks. Be aware of phishing, and remember CoG DoIT will never ask for your password or other personal information in email. Do not open up attachments or click on links unless you are absolutely sure it is legit and safe.. When in doubt, click the Phish Alert button or contact the CoG DoIT Help Desk***

Hi Nick,

I tried giving you a call, but for some reason the call is not going through. I am curious about a statement made from an applicant for an industrial development up for rezoning. The address is 5401 Old Winder Highway.

Please see our comment in black and the applicant response in red. Can you confirm the accuracy of this and if they need anything more from your end? Site plan and narrative attached.

- No water commitment for the industrial site; narrative notes review will be case-by-case per tenant demand. **Applicant requests a guaranteed minimum amount of water service for warehouse space, and anything beyond the standard shall be reviewed on a case by case basis. Applicant has developed 8 warehouses in Hall County with water provided by various municipal water providers and the demand for each project has been reviewed on a case by case basis based on tenant demand.**

You can reach me at 864.221.7579 if you would like to chat about it.

Thank you,

Katie Greenway, MURP
Planning and Zoning Administrator
Hall County Government
Office: 770-297-2649
Website: www.hallcounty.org

HALL COUNTY
GEORGIA
We have it all in Hall

Hall County Government
PUBLIC WORKS AND UTILITIES

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

BILL NASH, P.E.
Director

William (Bill) H. King III, P.E.
Assistant Director

April 17, 2025

Cameron Henderson
554 West Main Street, Suite 700
Buford, Georgia 30518

Subject: Sanitary Sewer Letter of Availability
5401 Old Winder Highway
Parcel Id No.: 15039A000007
Braselton, Georgia 30517

Dear Cameron Henderson,

In response to your request, this letter will serve as confirmation that Hall County has sufficient volume to serve 5401 Old Winder Highway, Braselton, Georgia, 30517 for a proposed 700 residential units + light industrial(2.5 million s.f.) (estimated average daily flow of 162,500 GPD for multi-family residential) at this time. The nearest sanitary sewer main to this address is on the property.

Sanitary sewer capacity allocation is available on a first come, first serve basis: by purchasing the sewer taps. As such, this "availability" letter does not guarantee capacity. Additionally, this letter is non-transferable and expires after 12 months Also, if the project design changes, this letter is void and a new "availability" letter must be obtained.

If you have any questions or need more information, please call the Hall County Public Works and Utilities Department at 770-531-6800

Sincerely,

William (Bill) H. King III, P.E.

Application for Sewer Availability Letter

Date: April 14, 2025

Name of Applicant: Cameron Henderson Contact Number: 678-978-6782

Address of Applicant: 554 West Main Street, Suite 700

City: Buford State: GA Zip: 30518 E-mail: cameron@atlaslanddev.com

Name of Agent: Steven P. Gilliam Contact Number: 770-536-3381

Address of Agent: 340 Jesse Jewell Parkway, Suite 300

City: Gainesville State: GA Zip: 30506 E-mail: sgilliam@sgwmfirm.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS: (Please check the purpose of letter request and fill in all applicable information legibly and completely.)

AVAILABILITY: ☐ General Availability ☒ Rezoning ☐ Conditional Use Permit

Availability letters will require a minimum of one week from the date of application submittal.

Request from AR-1 (Present Zoning) to R-MF & I-1 (Mixed Use) (Requested Zoning)

For the Purpose of 700 Residential Units (Apartments & Townhomes) + Light Industrial (2.5 million s.f.) (Type of Development)

Address of Property: 5401 Old Winder Highway, Braselton, GA 30517

Nearest Intersection to Property: Ga Hwy 211 & Ga Hwy 53

Size of Tract: 273.73 Ac. acre(s), Lane Lot Number(s): n/a , District(s): GMD 392

Development Estimate Average Daily Sewer Flow (GPD): 162,500 GPD (700 Res.Units * 200 gpd + 900 Emp.* 25 gpd)

Property Tax Parcel Number: 15039A00007 Proposed number of Lots: _____

(Below: For properties within protected watershed districts only) n/a

Gross Density: _____ units per acre Net Density: _____ units per acre

Estimated amount of impervious surface: _____ Minimum Lot Size: _____

Notary
Mark Sintich

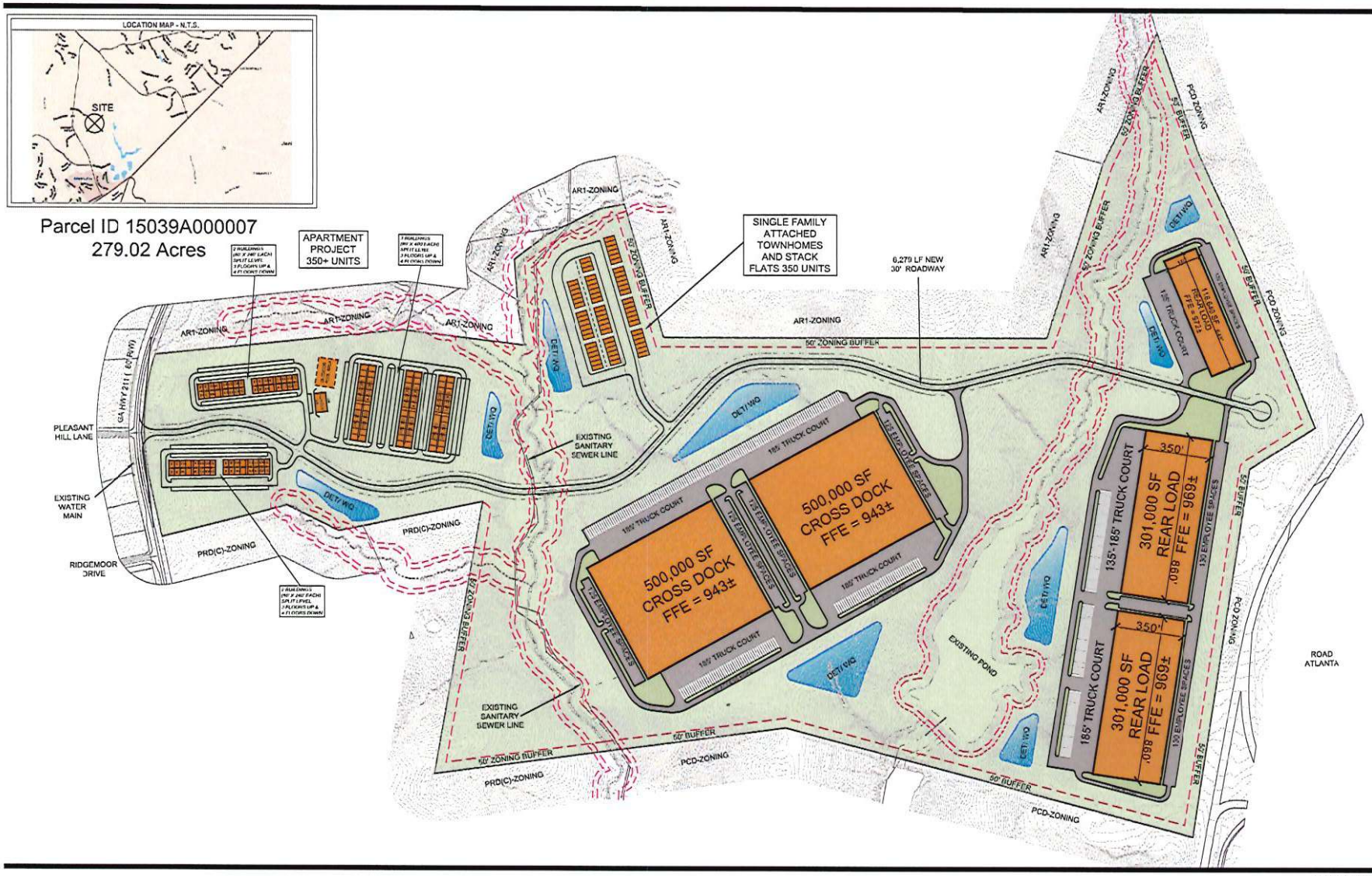
Signature of Owner(s)/Agent(s)

Cameron Henderson
Printed Name of Owner(s)/Agent(s)

Title of Agent

Notary Seal
Mark Sintich
NOTARY PUBLIC
WALTON COUNTY, GEORGIA
My Commission Expires
03/16/2029

E&A# 25-069



GRAPHIC SCALE

500 0 250 500 1000 2000

(IN FEET)

1 inch = 500 ft.

S.R. 211 SITE
HALL COUNTY

03/24/2025

NORTH

TEL770.452.7849
2951 FLOWERS ROAD SOUTH, SUITE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

E&A EBERLY & ASSOCIATES

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Outlook

HCPC Tentative Agenda 6.16.25

From Emily McGahee (Environmental Health) <emcgahee@hallcounty.org>
Date Tue 5/13/2025 9:01 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kelly Hairston (Environmental Health) <khairston@hallcounty.org>; Chad Harper (Environmental Health) <charper@hallcounty.org>

Item 1, 5183 Glen Forrest Drive, Ozoemena: All proposed structures must meet all residential permitting requirements and/or required setbacks to existing septic system.

Item 2, 5235/5241 Winder Hwy, Genuine Mapping: Must meet all Environmental Health commercial septic system permitting requirements. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation may be required after review of business plan.

Item 3, 3654 Friendship Rd, Taylor Morrison: No comment. Public sewer.

Item 4, 3654 Thompson Bridge Rd, Fifth Third Bank: No comment. Public sewer.

Items 5A/B, 2978 Athens Hwy, Mistry: Must meet all Environmental Health commercial septic system permitting requirements. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation may be required after review of business plan.

Item 6, 2620/2634 Barrett Rd, Dowdy: Must meet all Environmental Health commercial septic system permitting requirements if able to be permitted by Environmental Health. Environmental Health can only permit residential strength wastewater; therefore, non-domestic wastewater will be required to be disposed of through public sewer or an EPD permitted system. Further determination will be made during the civil plan review process.

Item 7, 5401 Old Winder Hwy, K2P Land Partners: No comment. Public sewer.

Item 8, 5401 Old Winder Hwy, K2P Land Partners: No comment. Public sewer.

Emily McGahee
Hall County Environmental Health
Hall County Government Center
2875 Browns Bridge Road
Mailing: PO Box 5901
Gainesville, GA 30504
(770) 531-3973 (phone)
emcgahee@hallcounty.org

Outlook

GDOT Comment on 5401 Old Winder Hwy, Braselton

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Wed 5/28/2025 12:36 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Nembhard, Nakia L <NNembhard@dot.ga.gov>
Sent: Wednesday, May 28, 2025 10:28 AM
To: Lynn Taylor (Planning) <ltaylor@hallcounty.org>
Cc: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Subject: RE: GDOT Comment on 5401 Old Winder Hwy, Braselton

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

If they are intending to connect to SR 211 there will need to be coordination for both items 7 and 8.

Thanks,

Nakia Nembhard
Civil Engineer 3

Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy Suite 100
Gainesville, GA, 30501

(678) 332-8200 Cell
(770) 533-8496 Office

From: Lynn Taylor (Planning) <ltaylor@hallcounty.org>
Sent: Tuesday, May 27, 2025 10:14 AM
To: Nembhard, Nakia L <NNembhard@dot.ga.gov>
Cc: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Subject: RE: GDOT Comment on 5401 Old Winder Hwy, Braselton

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I am checking in with you to be sure that your comment for this project is correct. Attached is the agenda for June 16, 2025, Hall County Planning Commission meeting. For Items 7 and 8 you stated “no coordination with GDOT.” This project proposes a new connection to Old Winder/SR211. Their traffic study mentions a planned highway widening in this area.

Thank you for confirming your response to these items.

Sincerely,

Lynn Taylor
Senior Planner
Hall County Community Development and Infrastructure
2875 Browns Bridge Road, Gainesville, GA 30503
Office Direct: (770) 297-4541
Email: ltaylor@hallcounty.org

All **PLAT** and **BUILDING PERMIT** submittals may be submitted online through Accela. Plat inquiries may be submitted to plats@hallcounty.org. Zoning inquiries may be submitted to planning@hallcounty.org.

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let’s band together to end human trafficking in Georgia.

Outlook

RE: Tentative Agenda for the June 16, 2025 Hall County Planning Commission Meeting

From Nembhard, Nakia L <NNembhard@dot.ga.gov>
Date Thu 5/8/2025 10:24 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

1. No coordination with GDOT.
2. Will require GDOT coordination.
3. Will require GDOT coordination.
4. Will require GDOT coordination.
5. Will require GDOT coordination.
6. Will require GDOT coordination.
7. No coordination with GDOT.
8. No coordination with GDOT.

Thanks,

Nakia Nembhard
Civil Engineer 3

Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy Suite 100
Gainesville, GA, 30501

(678) 332-8200 Cell
(770) 533-8496 Office

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Thursday, May 8, 2025 9:46 AM
Subject: Tentative Agenda for the June 16, 2025 Hall County Planning Commission Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

Here is the Tentative Agenda and Maps for the **June 16, 2025** Hall County Planning Commission Meeting. Please use the links to review the documents and respond with comments to Hall County Planning and Development. Failure to provide comments in a timely manner may result in the information not being included in the staff report.

When submitting comments, please include the name of the applicant along with the address of the property with the corresponding comment.

Comments are due by **Friday, May 16, 2025.** Email comments to Beth (bgarmon@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

CALL TO ORDER

AGENDA REVIEW

APPROVAL OF MINUTES – June 2, 2025

NEW BUSINESS

1. **5183 Glen Forrest Drive | Variance to section 4.3 |** to reduce the minimum yards | on a 1.72± acre tract located on the south side of Glen Forrest Drive, approximately 1,363 feet from its intersection with Glen Forrest Court | Zoned R-1; Tax Parcel 15043K000021 **| Proposed Use: Bring an existing residence into compliance |** * Commission District 1 | **Chinyere Ozoemena, applicant**

2. **5235 & 5241 Winder Highway | Variance to Section 6.2 |** GCOD Transitional Buffers | on a combined 1.47± acre traced located on the northeast side of Winder Highway, approximately 2,665 feet from its intersection with Howington Road | Zoned I-1; Tax Parcels 15028 000019 & 15028 000029 **| Proposed use: Office/warehouse |** *Commission District 1 | **Genuine Mapping & Design c/o Ben Drerup**

3. **3654 Friendship Road, 3760, 3746 & 3778 Friendship Circle | Special Use |** to amend conditions of zoning | on a 116.04± acre tract located on the south side of Friendship Circle at its intersection with Friendship Place | Zoned PRD; Tax Parcels 15048 000008, 000007, 000025C, & 000204A **| Proposed use: Model homes & construction trailer |** **Commission District 1 | **Taylor Morrison of GA, LLC, applicant**

4. **3654 Thompson Bridge Road | Special Use |** to amend conditions of zoning | on a 1.37± acre tract located on the northeast side of Thompson Bridge Road, approximately 736 feet from its intersection with Southers Road | Zoned PCD; Tax Parcel 10104 000002 **| Proposed use: Financial Institution |** ** Commission District 2 | **Fifth Third Bank c/o Tammala Brooks, applicant**

5. **(A) 2978 Athens Highway | Rezone |** from Light Industrial (I-1) to Highway Business (H-B) | on a 1.12± acre tract located on the southwest side of Athens Highway at its intersection with Baker Road | Zoned I-1; Tax Parcel 15023 000173 | **Proposed use: Convenience store with fuel sales** | ** Commission District 3 | **Asif Mistry, applicant**

   (B) 2978 Athens Highway | Special Use | for fuel sales in GCOD | on a 1.12± acre tract located on the southwest side of Athens Highway at its intersection with Baker Road | Zoned I-1; Tax Parcel 15023 000173 **| Proposed use: Convenience store with fuel sales |** ** Commission District 3 | **Asif Mistry, applicant**

6. **2620 & 2634 Barrett Road | Rezone |** from Light Industrial (I-1) and Agricultural Residential 1 (AR-1) to Heavy Industrial (I-2) | on a combined 4.42± acre tract located on the southeast of Athens Highway, at its intersection with Barrett Road | Zoned I-1 & AR-1; Tax Parcels 15023A000037 & 15023A000007 | **Proposed use: Repackaging of processed animal products** | ** Commission District 3 | **Degaria Dowdy, applicant**

7. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

8. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) **| Proposed use: Industrial park |** ** Commission District 1 | **K2P Land Partners, LLC, applicant**

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision.

The Hall County Board of Commissioners will hear appeals at a public hearing Thursday, July 24, 2025, at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, July 24, 2025. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Kaitlyn Elliott

Planning Commission Clerk

Hall County Community Development and Infrastructure

(770) 531-6810 www.hallcounty.org

HALL COUNTY
GEORGIA
We have it all in Hall

Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize

Outlook

RE: Tentative Agenda for the June 16, 2025 Hall County Planning Commission Meeting

From Joseph Boyd (GHMPO) <jboyd@hallcounty.org>
Date Thu 5/15/2025 9:13 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>

Hi Kaitlyn and Beth – please see below for my comments on the June 16th agenda. I'm sure the applicants already know this, but figured I'd list them just in case. Thanks!

1. Genuine Mapping & Design / Ben Drerup – 5235 & 5241 Winder Hwy, Braselton, GA
   a. This parcel is along State Route 53/Winder Hwy, which is scheduled to be widened (GH-040 / 0013310) by 2051 (current estimate; very possible will occur sooner). Right-of-way impacts to this parcel will not be known until the Pre-Engineering phase begins, which is currently scheduled in FY 2030.

2. K2P Land Partners, LLC - 5401 Old Winder Hwy
   a. This parcel is along State Route 211/Old Winder Hwy, which is scheduled to be widened (GH-025 / PI 0007233) beginning in FY 2029. Right-of-way authorization begins on 7/28/2026. Applicant should coordinate with GDOT District 1 on those impacts.

Joseph Boyd, AICP
MPO Director
Gainesville-Hall Metropolitan Planning Organization
2875 Browns Bridge Road, Gainesville, GA 30504
(770) 297-5541 | www.ghmpo.org

GAINESVILLE-HALL
Metropolitan Planning Organization

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Tuesday, May 13, 2025 1:50 PM
To: Joseph Boyd (GHMPO) <jboyd@hallcounty.org>
Subject: Fw: Tentative Agenda for the June 16, 2025 Hall County Planning Commission Meeting

Good Afternoon,

I was informed by Beth to add you to the Tentative Agenda mailing list. This is the last agenda that went out for the June 16, 2025 meeting.

Kaitlyn Elliott
Planning Commission Clerk
Hall County Community Development and Infrastructure
(770) 531-6810 www.hallcounty.org

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

PUBLIC WORKS AND
UTILITIES DIRECTOR
Bill Nash, P.E.

Hall County Government

COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
PUBLIC WORKS AND UTILITIES

M E M O R A N D U M

To: Beth Garmon, Director of Planning and Zoning

From: Bill Nash, Director of Public Works and Utilities

Date: May 16, 2025

Subject: June 16, 2025 - Hall County Planning Commission Agenda

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the June 16, 2025 meeting. Upon review, we provide the following comments.

NEW BUSINESS

1. **5183 Glen Forrest Drive | Variance to section 4.3 |** to reduce the minimum yards | on a 1.72± acre tract located on the south side of Glen Forrest Drive, approximately 1,363 feet from its intersection with Glen Forrest Court | Zoned R-1; Tax Parcel 15043K000021 **| Proposed Use: Bring an existing residence into compliance |** * Commission District 1 | **Chinyere Ozoemena, applicant**

a. **Engineering**: No comment
b. **Traffic:** No comment
c. **Utilities:** No sewer in area. Gainesville water

2. **5235 & 5241 Winder Highway | Variance to Section 6.2 |** GCOD Transitional Buffers | on a combined 1.47± acre traced located on the northeast side of Winder Highway, approximately 2,665 feet from its intersection with Howington Road | Zoned I-1; Tax Parcels 15028 000019 & 15028 000029 **| Proposed use: Office/warehouse |** *Commission District 1 **| Genuine Mapping & Design c/o Ben Drerup**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

Show FEMA and Hall County studied Flood plains that are present on site.

b. **Traffic:** No comment
c. **Utilities:** Sanitary sewer is available to these via a force main on the south side of Winder Hwy. A pump station will be required.

3. **3654 Friendship Road, 3760, 3746 & 3778 Friendship Circle | Special Use |** to amend conditions of zoning | on a 116.04± acre tract located on the south side of Friendship Circle at its intersection with Friendship Place | Zoned PRD; Tax Parcels 15048 000008, 000007, 000025C, & 000204A **| Proposed use: Model homes & construction trailer |** **Commission District 1 | **Taylor Morrison of GA, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Show FEMA and Hall County studied Flood plains that are present on site.
b. **Traffic:** No comment
c. **Utilities:** The new Friendship Road gravity sewer line runs through this property. It is available for connection.

4. **3654 Thompson Bridge Road | Special Use |** to amend conditions of zoning | on a 1.37± acre tract located on the northeast side of Thompson Bridge Road, approximately 736 feet from its intersection with Southers Road | Zoned PCD; Tax Parcel 10104 000002 **| Proposed use: Financial Institution |** ** Commission District 2 | **Fifth Third Bank c/o Tammala Brooks, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
b. **Traffic:** No comment
c. **Utilities:** Gainesville sanitary sewer service area.

5. **(A) 2978 Athens Highway | Rezone |** from Light Industrial (I-1) to Highway Business (H-B) | on a 1.12± acre tract located on the southwest side of Athens Highway at its intersection with Baker Road | Zoned I-1; Tax Parcel 15023 000173 | **Proposed use: Convenience store with fuel sales |** ** Commission District 3 | **Asif Mistry, applicant**

(B) 2978 Athens Highway | Special Use | for fuel sales in GCOD | on a 1.12± acre tract located on the southwest side of Athens Highway at its intersection with Baker Road | Zoned I-1; Tax Parcel 15023 000173 **| Proposed use: Convenience store with fuel sales |** ** Commission District 3 | **Asif Mistry, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
b. **Traffic:** GDOT permit required for proposed Athens Hwy (SR 11/ US 129) access.
Proposed Baker Road access will need to meet Hall County commercial standards
c. **Utilities:** Sanitary sewer is only available at this site via a force main. A pump station will be required.

6. **2620 & 2634 Barrett Road | Rezone |** from Light Industrial (I-1) and Agricultural Residential 1 (AR-1) to Heavy Industrial (I-2) | on a combined 4.42± acre tract located on the southeast of Athens Highway, at its intersection with Barrett Road | Zoned I-1 & AR-1; Tax Parcels 15023A000037 & 15023A000007 | **Proposed use: Repackaging of processed animal products** | ** Commission District 3 | **Degaria Dowdy, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
b. **Traffic:** Driveways will need to meet County industrial standards
c. **Utilities:** No sanitary sewer service in area. Hall County/Gainesville shared service area.

7. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage. Show stream buffer and impervious setback from wrested vegetation not centerline of stream
b. **Traffic:** GDOT comments required. GDOT approval and permit required for proposed Old Winder Hwy (SR 211) access.
We have questions regarding proposed parkway. This should be discussed with County Engineering. Additional comments may be necessary
c. **Utilities:** Hall County sanitary sewer runs through the site.

8. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) **| Proposed use: Industrial park |** ** Commission District 1 | **K2P Land Partners, LLC, applicant**
9.

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage. Show stream buffer and impervious setback from wrested vegetation not centerline of stream
b. **Traffic:** GDOT comments required. GDOT approval and permit required for proposed Old Winder Hwy (SR 211) access.
We have questions regarding proposed parkway. This should be discussed with County Engineering. Additional comments may be necessary
c. **Utilities:** Hall County sanitary sewer runs through the site.

Outlook

August 4, 20225 HCPC meeting - Old Winder Hwy Rezoning Application

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Thu 7/31/2025 9:25 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Sent: Thursday, July 31, 2025 9:18 AM
To: Chris Braswell (Personal) <[redacted]; Chris Braswell (Planning) <cbraswell@hallcounty.org>; Frank (Personal)[redacted]; Frank Sosebee (Planning) <frsosebee@hallcounty.org>; Shannon Davidson <[redacted]; Shannon Davidson (Planning) <sdavidson@hallcounty.org>; Stan [redacted] Stan Hunt <shunt@hallcounty.org>; Andre Castleberry [redacted]
Cc: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>; Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Subject: August 4, 20225 HCPC meeting - Old Winder Hwy Rezoning Application

Good morning, Planning Commissioners.

Chairman Braswell sent over an email back in June seeking some guidance from the county regarding the street design for 5401 Old Winder Highway. This morning, we received a follow up response from Brent Cook, County Engineer, to his original comments, and I wanted to share his additional thoughts with the board. Please see below: (Brent's original comments from June 2025 are in green and the follow up comment from this morning 7.31.2025 are in red.)
……

In reviewing the Agenda for our 6/16/2025 PC meeting, I have a few concerns/questions regarding Items #8 and #9. My questions/concerns are specifically related to traffic issues that are internal to the proposed residential (Item #8) and industrial (Item #9) applications. While I realize that there are GDOT plans for future improvements to Hwy 211, the Traffic Impact Study, the site plan nor the applicant's narrative do not address internal traffic issues. Obviously, detailed engineering is not required at this point of the application process, but there doesn't appear to be any thoughts or ideas provided in the application that address this issue.

Can you inquire of Hall Co Traffic Engineering (HCTE) what they believe the most practical and safest type of street design that might be appropriate for this type of development? Including:

- Their design thoughts should include not only the number of vehicles per day but also the mixture of vehicles, e.g., several hundred passenger vehicles mixing with approximately 936 heavy trucks per day, within the development.

Yes, I would like to see:

- a vehicle distribution on the road network. This means an diagram at each intersection of the movement volumes.
- the vehicle classification at each intersection. This is the mixture of the vehicles making each movement.

- Because of this unusual vehicle mixture, I would like to see an access management plan that better incorporates driveway locations that accommodate expected peak hour turning movement queueing and ensure safe operations for all users.

None of these were included. They can be provided outside of the TIS with a simple Traffic Engineering (TE) report for each internal intersection with the main "parkway". The access management plan can be shown in the TE with how the queueing is accommodated.

- What type of street is needed? i.e., a four-lane divided parkway with a median?
- If a 4-lane parkway is proposed, it needs to plan to carry this section to the last driveway.
  - The 4-lane roadway should include left and right turn lanes at each intersection as appropriate, that meet minimum storage and taper lengths.
- If they desire to stop it short of the last driveway, they need to provide a traffic engineering report justifying the transition to a 2-lane roadway.

In the last meeting, I understood the "parkway" was proposed to be a 3-lane section (2 thru lanes and a two-way-left-turn-lane). However, the updated site plan only shows a 2 lane roadway. Again, use the TE's to verify this will result in an adequate level of service and sufficient queueing distance. At a minimum, left turn lane will be required on the roadway that would easily be accommodated if constructed as a 3-lane section.

- Should alternatives to the normal street construction standards need to be increased to handle heavier (by weight) truck traffic. Should bonding requirements be changed to reflect a change in the construction design? After all, if the applicants are approved (in some form), the internal roadway will become the responsibility of the County to maintain at some point in the future.
- I would expect a pavement typical section that is consistent with a GDOT commercial driveway permit, shown below:

REQUIRED PAVEMENT SPECIFICATIONS
1 1/4"--------- 9.5 mm SUPERPAVE
2"--------19 mm SUPERPAVE
8"--------25mm SUPERPAVE
12"----------GRADED AGGREGATE BASE COURSE

This is for informational purposes to notify the applicant this is the pavement spec we will require on the LDP.

Beyond these questions, I am concerned about the proximity of the first driveway as you enter from SR 211. The site plan I've seen shows 2 lanes entering at SR 211 and then dropping a right turn lane at the first driveway which is very close to SR 211. Additionally, this location does not appear to show left turn lane which is extremely unsafe. Additionally, this short spacing does not allow for safe weaving movements. This access point needs to be relocated farther away from SR 211 or they need to consider treatments that offer a safer operational environment.

I understand the submitted traffic study recommends a single lane roundabout at the SR 211 intersection. I would like to see how the expansion to a multi-lane roundabout would impact the first internal access points.

I do believe a roundabout (both single lane and multi-lane) would only require a single departure from and single approach lane to SR 211 A roundabout can process a lot of traffic safely and wouldn't necessitate multiple driveway lanes. But, as previously stated, the first internal driveway as shown is concerning no matter the SR 211 intersection treatment.

These concerns seem to have been resolved with the transition to a 3-lane section. Please make sure that the site plan submitted for permitting reflects the 3-lane section and the TE studies have adequately addressed the peak hour queueing.

.....

As always, please let me know if you have any questions.

Thank you,

Katie Greenway - MURP
Planning and Zoning Administrator
Hall County Community Development and Infrastructure
(direct office) 770-297-2649
klgreenway@hallcounty.org

Outlook

Fire Comments

From John Hornick (Fire Services) <jhornick@hallcounty.org>
Date Wed 5/14/2025 1:47 PM
To Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

June 16, 2025 Hall County Planning Commission Meeting
5401 Old Winder Highway | Rezone | from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) **|** on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane **|** Zoned AR-1; Tax Parcel 15039A000007(pt) **| Proposed use: Industrial park |** ** Commission District 1 **| K2P Land Partners, LLC, applicant**

Hall County Fire Marshals Office will require the following code requirements below to be applied to the proposed industrial development.

International Fire Code D104.2 Buildings exceeding 62,000 square feet in area.

Buildings or facilities having a gross *building area* of more than 62,000 square feet shall be provided with two separate and *approved* fire apparatus access roads.

International Fire Code D104.3 Remoteness.

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

Each building shall be required to have its own fire pump to provide support to the fire protection system that will be installed.

International Fire Code 510.1 Emergency responder radio coverage in new buildings.

New buildings shall have *approved* radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building.

The requirements mentioned above are not all inclusive, additional requirements / modifications may be required during the development review process.

Regards,

John Hornick, NPQ Fire Service Plans Examiner 1
Lieutenant, Hall County Fire Rescue
Hall County Government
Main: 770-531-6838 | Cell: 404-597-0083
Website: www.Hallcounty.org

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

May 28, 2025

Re: Rezoning of 5401 Old Winder Highway, Braselton, Georgia 30517

We hope that this letter finds you well. To initiate a connection and establish a line of communication within our community, I, Steven P. Gilliam and developer K2P Land Partners, LLC, would like to inform you that rezoning applications have been submitted to the Hall County Board of Commissioners to rezone 84.304+/- acres as a residential development, and 194.108+/- acres as a light-industrial development on 5401 Old Winder Highway, Braselton, Georgia (the "Property"). The zoning public notice signs have recently been posted on the property.

The residential development will consist of approximately 320 multi-family units and a mixture of 380 townhomes and rear-loaded stacked townhomes, preserving a proposed 35% or 30 acres of open space with all setbacks consistent with Hall County's zoning requirements.

The light-industrial development will consist of approximately 1,719,640 SF of light industrial warehouse space, divided into four separate buildings, preserving a proposed 60% or 120 acres of open space with all setbacks consistent with Hall County's zoning requirements.

We would like to invite you to join us for a neighborhood informational meeting at **Mulberry Creek Community Center, located at 4491 JM Turk Road, Flowery Branch, Georgia 30542, on Wednesday, June 11, 2025, at 6:30PM.** We will be happy to answer any questions you may have and further explain the proposed development.

I have enclosed for your convenience the Conceptual Site Plan, which illustrates the proposed development.

We are committed to keeping you all informed during the process of our application. If you have any questions, comments, or concerns, please do not hesitate to contact me or Amanda Graham, my legal assistant, at Smith, Gilliam, Williams and Miles, P.A. at 770-536-3381 or at agraham@sgwmfirm.com.

Sincerely,

/s/ Steven P. Gilliam

Attorney for K2P Land Partners, LLC

Amanda Graham

Amanda M. Graham

Legal Assistant to Steven P. Gilliam

C: K2P Land Partners, LLC

Street Address:
Smith Gilliam Williams & Miles, P.A.
340 Jesse Jewell Parkway, Suite 300
Gainesville, GA 30501

Outlook

5401 old winder hwy

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Mon 6/2/2025 10:40 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Amanda Graham <agraham@sgwmfirm.com>
Sent: Monday, June 2, 2025 10:24 AM
To: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc: Steve Gilliam <sgilliam@sgwmfirm.com>
Subject: FW: 5401 old winder hwy

Good morning, Beth,

I hope you had a nice weekend. I received the below e-mail from neighboring property owner, Darrell Capps, regarding the 5401 Old Winder Hwy community meeting.

Best,
Amanda

Amanda Graham

Legal Assistant
Smith, Gilliam, Williams & Miles, P.A.

(770) 536-3381 P.O. Box 1098 340 Jesse Jewell Parkway, Suite 300
agraham@sgwmfirm.com Gainesville, Georgia 30503-1098 Gainesville, Georgia 30501

SMITH GILLIAM
WILLIAMS & MILES

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From: Darrell Capps <[redacted]
Sent: Saturday, May 31, 2025 12:41 PM
To: Amanda Graham <agraham@sgwmfirm.com>
Subject: 5401 oldwinder hwy

Thank you for the letter with information on this project,,we're excited about this project, and hope all goes well in getting it passed. Progress is coming this way with all the growth and we embrace the changes, we've live here on oldwinder hwy for 39 years we're so glad for all the growth it helps us go to places much closer to our home.WE'LL definitely be at the meeting thank you,,Darrell and Glenda Capps.

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Outlook

Hwy211 Development @ Pleasant Hill Lane

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Wed 6/11/2025 1:49 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Sent: Wednesday, June 11, 2025 1:47 PM
[redacted]
Cc: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>; Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Subject: From: lenpalm2000 [redacted]
Sent: Tuesday, June 10, 2025 2:18:27 PM
To: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc: B.Garmon@hallcounty.org <B.Garmon@hallcounty.org>
Subject: Hwy211 Development @ Pleasant Hill Lane

Good afternoon Ms. Garmon,
We live across the street, on Pleasant Hill Lane, of the purposed Lt Industrial and multi residential development. We are strongly apposed to this development. Hwy 211 cannot handle this.
There are so many massive warehouses that are new in the area sitting empty , for example, Jesse Cronic road and Park 85.
The expansion of 211 is not even going to begin until 2029. It takes us some times 45 minutes to get to 85 which is 3 miles away.
This development is over 700 residential and several warehouses, one that is over a million square feet.
Please consider the negative impact this development plus all the development that has already been started down near Union Church road impacts us already.
Thank you for your consideration
Len Palmer-Davis

Sent via the Samsung Galaxy S20 FE 5G, an AT&T 5G smartphone

Outlook

5401 Old Winder Highway

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Mon 6/16/2025 2:11 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Amanda Graham <agraham@sgwmfirm.com>
Sent: Monday, June 16, 2025 11:42 AM
To: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc: Steve Gilliam <sgilliam@sgwmfirm.com>; Cameron Henderson <cameron@atlaslanddev.com>; Mike Phelps <mphelps@bfhcompany.com>; Jon Davis <jdavis@crowholdings.com>
Subject: RE: 5401 Old Winder Highway

Good morning, Beth,

As discussed with Steve earlier this morning, we would like to request to table the residential and light-industrial rezoning applications for 5401 Old Winder Highway (HZON25-0021 and HZON25-0022) to the Hall County Planning Commission Hearing scheduled for Monday, August 4, 2025. If you need any additional information at this time, please let me know.

Thank you,
Amanda Graham

Amanda Graham

Legal Assistant
Smith, Gilliam, Williams & Miles, P.A.

(770) 536-3381 P.O. Box 1098 340 Jesse Jewell Parkway, Suite 300
agraham@sgwmfirm.com Gainesville, Georgia 30503-1098 Gainesville, Georgia 30501

SMITH GILLIAM
WILLIAMS & MILES

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Outlook

Town Hall meeting on Monday

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Mon 8/4/2025 8:48 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Sarah Petito <[redacted]
Sent: Sunday, August 3, 2025 8:46 PM
To: Katie L. Greenway (Planning) <klgreenway@hallcounty.org>
Subject: Town Hall meeting on Monday

You don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening Ms. Greenway,

I was hoping to come to the town hall meeting Monday evening regarding 5401 Old Winder Hwy and 1661 Friendship Rd building development proposals, but can't make it anymore, as my oldest is sick.

I live in Flowery Branch, and have been a resident here since 2021. We live in Boulder Creek neighborhood off Spout Springs, so not a new build. When we moved in, construction work was still being completed on Spout Springs, for which we are thankful.

However, I'm writing this evening to hopefully be included in any emails/voices at the meeting that are opposed to these developments.

This area in Hall county (off Friendship road, 211, now Hwy 53) simply doe NOT have the infrastructure to support the intended builds. Traffic is increasingly insane, particularly at the Friendship Road and Spout Springs intersection, as well as 211 leading up to Chick fil A Braselton FROM 53. Certain turns in these areas are awful and dangerous. While not in the area I'm talking about, I already hate the couple of newer developments on Spout Springs going south - there are just not any safe areas to make a left turn, thus causing potential accidents on a two lane road that drives fast.

There is no reason for the county to approve these projects from an infrastructure perspective - we just don't have the capacity to support more and more people that you're inviting to live and work in the area. I realize what is happening is par for the course - I grew up in Gwinnett county, which is overrun and has awful traffic, and now those people are fleeing to Hall/the "hills" of Habersham, White, etc. Jackson county is becoming a mess of traffic and overloaded roads.

Please consider whatever people talk about at the meeting regarding concerns for this zoning application.

Thanks so much,

Sarah Petito


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: K2P LAND PARTNERS, LLC
REQUEST: REZONE FROM AR-1 TO I-1 FOR AN INDUSTRIAL PARK
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: Aug. 4, 2025
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: Sept. 11, 2025
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.

The applicant is required to post the public notice sign not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

THE ZONING SIGN MUST BE POSTED NO EARLIER THAN MAY 09, 2025 AND NO LATER THAN MAY 18, 2025.

THE ORGINAL SIGNED AFFIDAVIT MUST BE AND RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN MAY 18, 2025 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.

Failure to comply will result in a delay of the application.

AFFIDAVIT

By my signature, I, Dave Loftus (Please Print Name)**, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** May 15, 2025 (Date) **for** 5401 Old Winder HWY (Name application filed as).

Signature _____
(The original document is required)

Revised September 2021

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

September 8, 2025

Beth Garmon, Director of Planning and Zoning
bgarmon@hallcounty.org

Re: 5401 Old Winder Highway Rezonings; HZON25-0021 and HZON25-0022

Dear Beth,

The above-mentioned rezoning applications are slated to be heard by the Board of Commissioners on Thursday, September 11, 2025. I am requesting that the two applications be tabled to the Tuesday, October 7, 2025, Board of Commissioners Hearing, since Commissioner Powell will not be able to attend the September 11, 2025 meeting.

Thank you in advance for making this request known to the Board of Commissioners.

With cordial regards, I remain,

Sincerely,

/s/ Steven P. Gilliam

Cc: Cameron Henderson
Mike Phelps
Jon Davis

Street Address:
Smith Gilliam Williams & Miles, P.A.
340 Jesse Jewell Parkway, Suite 300
Gainesville, GA 30501

In Your Community. In Your Corner.

AGENDA ITEM

Public Hearing to amend Hall County's Zoning Map as follows:

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 513/2025

SUBJECT: **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | Commission District 1 | **K2P Land Partners, LLC, applicant**

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: BG

Recommendation:
Denial

Purpose of Request:
5401 Old Winder Highway | Rezone | from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | Commission District 1 | **K2P Land Partners, LLC, applicant**

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Attorney	Administration
KE	BG	JL	CR
Clerk			
JR			

Attachments:

Board Memo
Recommendation Report
Application
Narrative
Site Plan
Plat
Survey
Maps
Elevations
Renderings
Deed
Legal Description
DRI
Traffic Impact Study
Water Availability
Sewer Availability
Previous Narrative
Environmental Health Comment
GDOT Comment
GHMPO Comment
Public Works Comment
Supplemental Traffic Information — Hall County, County Engineer
Fire Comment
Letter To Community
Public Comment
Notice Sign
Request to Table

Hall County Government
PLANNING AND ZONING

HALL COUNTY
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POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | f: 770.531.3902

PLANNING AND ZONING
DIRECTOR
Beth Garmon

To: David Gibbs, Chairman
Kathy Cooper, District 1 Commissioner
Billy Powell, District 2 Commissioner
Gregg Poole, District 3 Commissioner
Jeff Stowe, District 4 Commissioner

From: Beth Garmon, Director of Planning & Zoning

Date: August 25, 2025

Subject: **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract | Zoned AR-1; Tax Parcel 15039A000007(pt) **| Proposed use: 700 unit residential development |K2P Land Partners, LLC, applicant**

The request before you is from K2P Land Partners, LLC to rezone from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) for a 700 unit residential development. This item is located within Commission District 1.

At their August 4, 2025 meeting, the Hall County Planning Commission voted to recommend **denial (5-0).**

Staff recommendation: **Approval, with conditions,** as the proposed development is consistent with the "Regional Activity Nodes and Corridors" future land use designation in the Comprehensive Plan.

Public Comments

- August 4, 2025 HCPC: There were **three (3) comments submitted** in advance of the Planning Commission meeting, one in favor and two in opposition, and **five (5) people spoke in opposition during the public hearing.**
- June 16, 2025 HCPC: **Two (2) comments were submitted**, one in favor and one in opposition, in advance of the meeting. No public hearing was held.

HALL COUNTY PLANNING COMMISSION
RECOMMENDATION REPORT

Applicant ..... K2P Land Partners, LLC

Request ..... **Rezone** | from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF)

Proposed Use ..... 700 unit residential development

Size ..... 84.30± acres

Zoning ..... **Current:** Agricultural Residential 1 (AR-1) | **Proposed:** Residential Multi-Family (R-MF)

Location ..... **5401 Old Winder Highway |** Tax Parcel 15039A 000007 (pt)

Commission District ..... One

Planning Commission Date ..... August 4, 2025
June 16, 2025

Staff Recommendation ..... **Approval, with conditions,** as the proposed development is consistent with the "Regional Activity Nodes and Corridors" future land use designation in the Comprehensive Plan.

Record Number..... HZON25-0021

Planning Commission Recommendation ..... Denial

Vote: 5-0

Excerpts from the minutes of the August 4, 2025 meeting

Motion: A motion to remove from the table was made by Frank Sosebee and seconded by Stan Hunt. Vote: 5-0

Applicant's Presentation:

Katie Greenway, Planning and Zoning Administrator, presented a summary of the request.

Steve Gilliam, 340 Jesse Jewel Parkway, Gainesville, presented the request. The applicant is requesting to rezone an 84.30± acre portion of a tract from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) to allow a 700 unit residential development consisting of 320 apartment units and 380 townhomes and stacked flats with various amenity features. The overall proposed density for the

development is 8.3 units per acre. The subject parcel is bordered by State Route 211/Old Winder Highway to the west. The site is currently undeveloped and wooded with streams and tributaries, as well as areas throughout the property which have been designated as being within the County Studied and FEMA flood zones. A concurrent request has been submitted to rezone the remainder of the subject parcel, 194.11± acres, to Light Industrial (I-1) to accommodate approximately 1,719,640 square feet of proposed warehouse space (HZON25-0022).

Cameron Henderson, 4641 Quailwood Drive, Flowery Branch, presented the request.

Public Forum:

Helen Palmer-Davis, 5429 Pleasant Hill Lane, Braselton, spoke in opposition. Concerns raised were an increase in traffic, the proposed roundabout's capacity to handle the increased traffic, decrease in surrounding property values, and the additional traffic from the proposed industrial park's trucks and employees.

Donna Guyton, 5416 Old Winder Highway, Braselton, spoke in opposition. Concerns raised were an increase in traffic, the potential impact to school bus traffic, and the traffic caused by the industrial park's trucks and employees. Ms. Guyton stated this development is not "smart growth" for the area and does not match the current character of the area.

Phil Davis, 5429 Pleasant Hill Lane, Braselton, spoke in opposition. Mr. Davis states he is not opposed to growth but wants "smart growth" and does not believe this is. Concerns raised were increased traffic due to residents of the proposed residential development and truck traffic from the industrial development. He also brought up concerns regarding the one-way ingress and egress from the development and states that the current roadways cannot accommodate this increased traffic. He encourages the Planning Commission to consider the request only after the Highway 211 widening project is completed.

Jill Cooper, 5125 Old Winder Highway, Braselton, spoke in opposition. Concerns raised were the limited access into the development compared to the number of residents and employees and that the proposed development does not match the current character of the community.

Korey Anderson, 5179 Stately Oaks Drive, Flowery Branch, spoke in opposition. Concerns raised were the amount of approved high-density development that have not yet been built-out, and that the applicant's traffic study cannot account for the traffic of these other developments if they are developed.

Rebuttal

The applicant stated this application follows the county's Comprehensive Plan for this area. The roundabout proposed has been approved by GDOT and when the road is widened, it will become a double roundabout. The applicant explained that the development would be phased to coincide with the current projected timeline of GDOT's road widening project.

Planning Commission Comments:

Mr. Sosebee asked for a further breakdown of the trips per day included in the traffic study. Mr. Henderson stated there were 7,690 trips anticipated per day with 936 of those being trucks and the remainder being personal vehicles. Mr. Henderson stated GDOT's recommendations are based on peak hours, which are 7:30 am to 8:30 am, as well as 4:30 pm to 5:30 pm. Mr. Sosebee asked if there was a breakdown during those peak hours. Mr. Henderson stated there would be an estimated 263 trips into the development and 273 trips out of the development for a total of 537 trips per weekday during the morning peak hours. Mr. Sosebee clarified this would be in addition to the current traffic on Old Winder Highway. Mr. Henderson stated that the 273 trips would be in addition to current traffic.

***Motion:* A motion to deny was made by Frank Sosebee and seconded by Shannon Davidson. Vote: 5-0**

Excerpts from the minutes of the June 16, 2025 meeting

Applicant's Presentation:

Vamsee Polamarasetty, Planner, stated the applicant has requested to table to the August 4, 2025 meeting.

***Motion:* A motion to table to August 4, 2025 was made by Frank Sosebee and seconded by Shannon Davidson. Vote: 4-0 (Varner absent)**

Staff recommends APPROVAL of the applicant's request with the following conditions:

1. The property shall be developed in accordance with the site plan revised on July 15, 2025, and as described in the amended project narrative dated July 16, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to 320 apartments and 380 total townhomes or stacked flats.

3. The minimum heated floor area (HFA) for the townhomes shall be 1,800 square feet. The minimum heated floor area (HFA) for the stacked flats shall be 1,400 square feet.

4. All townhomes shall provide two-car garages in addition to driveways that can accommodate two cars parked side-by-side. Garages may be front or rear-loaded.

5. All stacked flats shall provide a one-car garage per flat, at minimum, in addition to driveways that can accommodate one parked car. Garages may be front or rear-loaded.

6. Amenities including playgrounds, outdoor pavilions, picnic areas, pool, pickleball court, and mail kiosks shall be completed prior to the issuance of fifty percent (50%) of the certificates of occupancy. Additional amenities may be constructed by the developer subject to the review and approval of the Director of Planning and Zoning, or their designee.

7. Model homes shall be limited to one townhome building and one stacked flat building prior to approval and recording of the Final Plat. Model home permits may be issued prior to Final Plat recording provided that hard surface (crusher run) access is provided and fire protection (functioning hydrant) is located within 500 feet of any structure under construction. No certificates of occupancy shall be issued to a residence prior to Final Plat recording.

8. Developer is allowed a maximum of one sales office trailer for the townhome/stacked flats portion of the development. This office shall be removed at time of sale of the last unit. One temporary leasing office trailer is permitted for the apartment complex which shall be removed upon issuance of the Certificate of Occupancy for the apartment building containing the permanent leasing office.

9. The restrictive covenants for the subdivision and the documents establishing the property owner's association shall be submitted for review. These documents shall include a provision that assures maintenance of the amenity package through adequate assessment of the subdivision property and would provide for establishing a lien against any property failing to pay said assessment. These documents shall be recorded simultaneously with the final plat and/or prior to the sale of any lots within the subdivision.

10. Access to the development shall be approved by Hall County Engineering and/or the Georgia Department of Transportation, as applicable. The recommendations of the traffic study, subject to final review and approval by both Hall County Engineering and the Georgia Department of Transportation, shall be implemented. Any costs associated with these improvements shall be the responsibility of the developer. It shall be the developer's responsibility to obtain any required approvals or permits.

11. All designated open space within the development shall be commonly held and maintained and shall not be the responsibility of any individual homeowner(s). This common open space ownership shall be included in the deeds created for each lot.

12. The development shall be served by public sewer, with the obtainment of all required easements and other construction costs such as a lift station and force main to be the responsibility of the developer.

13. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

14. The following statement regarding the potential impacts of industrial operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with the existing and commercial and industrial practices which may take place on adjacent and nearby properties including, but not limited to, noise, odors, dust, the operation of machinery and

motor vehicles. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

15. The following statement regarding the potential impacts of the nearby motor raceway shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with the existing motor raceway venue on adjacent and nearby properties including but not limited to noise, odors, dust, the operation of motor vehicles, traffic, crowds, and other effects associated with such venues. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

16. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering.

17. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

The following are variances requested by the applicant, and shall warrant determination by the Board should it choose to approve the submitted narrative and site plan:

1. 7.3.a.F.2.e – Townhouse Use Standard
    a. Buildings containing more than three attached units must be designed so that facades and roofs are staggered or offset by at least 3 feet for every grouping of three units.
        i. The applicant proposes an offset of zero to 2 feet for every grouping of two units.

2. 8.6.4.F – Residential temporary signs
    a. Residential temporary signs are temporary signs on residentially zoned property. Residential temporary signs must meet the following standards:
    - The sign may not exceed 6 square feet in area.
    - Signs must be at least 15 feet from side and rear property lines.
        i. The applicant proposes temporary sales and marketing signs not exceeding 32 square feet per sign face and 8 feet in height along the property frontage of Old Winder Highway. The number of signs nor length of time are specified.

Summary Analysis

The applicant is requesting to rezone an 84.30± acre portion of a tract from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) to allow a 700 unit residential development consisting of 320 apartment units and 380 townhomes and stacked flats with various amenity features. The overall proposed density for the development is 8.3 units per acre.

The subject parcel is bordered by State Route 211/Old Winder Highway to the west. The site is currently undeveloped and wooded with streams and tributaries, as well as areas throughout the property which

have been designated to be within the County Studied and FEMA flood zones. A concurrent request has been submitted to rezone the remainder of the subject parcel, 194.11± acres, to Light Industrial (I-1) to accommodate approximately 1,719,640 square feet of proposed warehouse space (HZON25-0022).

The surrounding properties are zoned and developed as outlined below:

North: Agricultural Residential 1 (AR-1) – Developed with single-family residences and undeveloped parcels.
East: Planned Commercial Development (PCD) – Road Atlanta Raceway
South: Planned Residential Development (PRD) – Reveille master-planned development, currently undeveloped.
West: Agricultural Residential 1 (AR-1) – Developed with single-family residences and undeveloped parcels.

Per the submitted site plan and narrative, the applicant proposes six multi-family buildings, 4 stories in height, to accommodate 320 apartment units. Two separate neighborhoods of townhomes and stacked flats are proposed totaling 380 units. Community amenities for the apartments will include guest parking, outdoor pavilion, picnic area, pool, playground, mail kiosk, and pickleball courts. Not all amenities referenced in the narrative are shown on the submitted site plan. Several parks are identified throughout the development which may also include these amenities. All amenities are proposed to be completed by 50% of final build out and the applicant states that the minimum open space requirement of 30% will be met.

Per the submitted narrative and "Typical Lot Layout" diagrams, the townhome developments will be a combination of front-loaded and rear-loaded units having a minimum heated floor area of 1,800 square feet, and the rear-loaded stacked flats will each have a minimum heated floor area of 1,400 square feet. The townhome product features a two-car garage while the stacked flat product includes a single-car garage for each flat. All driveways will have a minimum width of 16 feet and a minimum length of 22 feet from the garage face to the edge of right-of-way. Sidewalks 5 feet in width will be provided on both sides of the streets throughout the development. The submitted site plan does not distinguish between the townhomes and stacked flats, or the front-loaded and rear-loaded products.

Per the narrative, the applicant requests model homes for one townhome building and one stacked flat building prior to approval and recording of the Final Plat. The applicant also requests one sales trailer for the townhome and stacked flats development and one leasing office for the apartment development.

The applicant notes that the entry monument signage and internal directional signage will comply with the Hall County Unified Development Code (UDC). Sales and marketing signage is proposed, which is not allowed within the UDC and is identified as an exception in this report.

Water service will be provided by the City of Gainesville Department of Water Resources as confirmed by an availability letter dated April 24, 2025. Sanitary sewer services will be provided by Hall County as confirmed by an availability letter dated May 6, 2025.
Per the submitted site plan and narrative, the development will be accessed by a new road constructed off Old Winder Highway, which will simultaneously serve the proposed industrial development of approximately 1,719,640 square feet of light industrial warehouse space (HZON25-0022) subject to board approval. The access is located approximately midway between Pleasant Hill Lane and Ridgemoor Drive with a proposed right turn lane out of the development. The traffic impact study (excerpt below)

references the future widening of SR 211 and a multi-lane roundabout at the intersection of the new development; the roundabout is not shown on the site plan; however, an existing and future conditions concept plan was provided depicting how the entrance will be designed prior to and after the future multi-lane roundabout.

Per the submitted traffic impact study conducted by NV5 and updated on June 3, 2025, the following improvements are recommended:

> "While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed."

The development standards for the project are described in the table below:

Development Standard	Apartments	Townhomes/Stacked flats	Required	Compliance
Site Area	84.30± acres		1 acre minimum	Complies
Density	8.3 U/A		12 U/A maximum	Complies
Open Space	35% (30 acres)		30%	Complies
Sidewalks	5 feet on both sides of street		5 feet	Complies
Number of Units	320	380	N/A	N/A
Minimum Lot Area	N/A	2,200 sf	2,000 sf	Complies
Min. Lot Frontage	N/A	24 feet	N/A	Complies
Maximum Height	4 stories	3 stories	75 feet	Unknown*
Minimum Heated Floor Area	not specified	1400 sf stacked flat 1800 sf townhome	N/A	N/A
Front Yard	40 feet	15 feet or 20 feet for front-loaded	20 feet	Complies
Side Yard	10 feet	20 feet between buildings	7 feet	Complies
Rear Yard	20 feet	15 feet or 20 feet for rear-loaded	20 feet	Complies
Offset	N/A	0-2 feet	3 feet* (7.3.1.F.2.e)	Deficient
Note 1: Minimum standards for lots and yards are only applicable for the overall development tract. Note 2: Items marked with an asterisk (*) do not conform to the UDC or are unspecified in the application				

Based on the future land use plan, staff finds the requested rezoning *is consistent* with the Hall County Comprehensive Plan and the future land use designation of Regional Activity Nodes and Corridors. These are areas that either bring visitors from the region or can support future development with a regional draw. New development in these areas should include a combination of retail, office, civic, and residential uses that can contribute to a live-work-play environment. This range of development types

may not always be at the same intensity across the county: new development needs to be scaled in the context of the area's infrastructure capacity. New development should also emphasize high-quality building and site design, including dedicated open/civic space, walkability, and a sense of place. Where there is residential development, a maximum density of up to 16 dwellings per acre may be permitted at the discretion of the Board of Commissioners.

On June 2, 2025, Hall County staff received Development of Regional Impact (DRI) review findings from Adam Hazell, Planning Director with Georgia Mountains Regional Commission (GMRC). These findings determined that the project does not present any potential adverse interjurisdictional impacts. One comment was provided by Carol Flaute, Senior Community Planner with the Northeast Georgia Regional Commission, which states: "The stream that flows through the project site is a tributary of the Mulberry River, upstream of a municipal water intake for the Town of Braselton. Additionally, the reach of the Mulberry River into which the tributary flows is listed by the Georgia EPD as "not supporting" due to fecal coliform bacteria and impacts on the macroinvertebrate community (EPD 2024 Integrated 305(b)/303(d) List). Please ensure that the project is designed to minimize disruption to the existing streams, including minimizing erosion and controlling stormwater runoff to avoid degradation of downstream water quality. Low impact design measures like bioswales, rain gardens, and/or other green infrastructure are encouraged."

Zoning Analysis

When considering a zoning amendment to the zoning maps, the Planning Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning is suitable in view of the use and development of adjacent and nearby property. The surrounding area consists of a variety of land uses which include residential, agricultural, and commercial uses.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **No, it is not anticipated that the proposed rezoning will adversely affect the existing use or usability of adjacent or nearby properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property has reasonable economic use as currently zoned, however, the applicant cannot develop the property as proposed without approval by the Board of Commissioners.**

Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **If approved, the use is not anticipated to cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service. Per the submitted traffic study, the addition of traffic from the proposed site is expected to increase delays only marginally at the two studied intersections, allowing them to continue operating similarly to no-build conditions.**

d) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area **The proposed use is consistent with the intent of the Regional Activity Nodes and Corridors future land use designation in the Comprehensive Plan which supports future development with a regional draw. New development in these areas should include a combination of retail, office, civic, and residential uses that can contribute to a live-work-play environment. This range of development types may not always be at the same intensity across the county: new development needs to be scaled in the context of the area's infrastructure capacity. New development should also emphasize high-quality building and site design, including dedicated open/civic space, walkability, and a sense of place. Where there is residential development, a maximum density of up to 16 dwellings per acre may be permitted at the discretion of the Board of Commissioners.**

e) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

f) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property values including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

g) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

h) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property. **The property is currently undeveloped and forested.**

i) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**

j) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed zoning is Residential Multi-Family (R-MF). The property is surrounded by residentially-zoned property to the north, west, and south. The property zoned PRD to the southwest of the subject property includes multi-family residential uses. The change would not create an isolated district unrelated to the surrounding developments and districts.**

k) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

l) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The request does not appear to be out of scale with the needs of the immediate neighborhood or the county.**

m) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are other properties within the County that support residential multi-family uses based on the Future Land Use Map.**

n) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

o) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

p) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

11.2.6.E - Submission requirements

1. Any person or persons requesting a change in the official zoning map or use subject to approval of the County Commission must file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in this Sec 11.2. to cover administrative and advertising costs, in the Planning and Zoning Department office. Such person or persons or their authorized agent must appear in person at the public hearing held to consider the district change. **The proposal meets the requirement. The applicant has paid the appropriate fees and understands that someone must be present at both the Hall County Planning Commission meeting and the voting meeting of the Hall County Board of Commissioners.**

2. All applications for a change of zoning classification or use subject to approval of the County Commission must include:

    a. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in this Sec. 11.2. **The proposal provides a narrative outlining the intent of the development; however, the applicant has not prepared a response to each of the criteria listed in 11.2.6.E.2.**

    b. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the Planning Commission and County Commission may evaluate the application based on the most intense possible land use permitted in the proposed district. **The proposal meets the requirement; however, the submitted site plan does not distinguish the number of units of each product type in reference to the 380 requested townhomes and stacked flats.**

c. For any application for a slow rate land treatment system as defined in 7.6.9.D.1, additional requirements apply. **This standard is not applicable to the applicant's request.**

d. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study must be submitted prior to consideration of the application by the County Commission. At the applicant's expense, the traffic impact study must be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The Engineering Department must review the traffic impact study and forward any comments to the County Commission. **The applicant submitted a traffic impact study conducted by NV5 and updated on June 3, 2025 which includes the following recommendations:**

"While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed. Other than improvements at the proposed access to SR 211, no changes to the surrounding intersections are necessary to mitigate the impact of the proposed development."

Development Support and Constraints

Hall County Environmental Health
In an email dated May 13, 2025, Emily McGahee stated, "No comment. Public sewer."

Georgia Department of Transportation
In an email dated May 28, 2025, Nakia Nembhard, GDOT Civil Engineer 3, stated that GDOT coordination is required.

Gainesville-Hall Metropolitan Planning Organization
In an email dated May 15, 2025, Joseph Boyd, MPO Director, provided the following comment:

"This parcel is along State route 211/Old Winder Hwy, which is scheduled to be widened (GH-025/PI 0007233) beginning in FY2029. Right-of-way authorization begins on 7/28/2026. Applicant should coordinate with GDOT District 1 on those impacts."

Hall County Public Works and Utilities
In a memo dated May 16, 2025, Bill Nash, Director of Public Works and Utilities, provided the following comments:

Engineering:
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline.

Traffic:

GDOT comments required. GDOT approval and permit required for proposed Old Winder Hwy (SR 211) access.
We have questions regarding proposed parkway. This should be discussed with County Engineering.
Additional comments may be necessary.

Utilities
Hall County sanitary sewer runs through the site.

Hall County Fire Marshal
In an email dated May 14, 2025, John Hornick, NPQ Fire Service Plans Examiner 1, stated, "Hall County Fire Marshal's Office will require the following code requirements below to be applied to the 700 unit residential development.

International Fire Code D106.2 Projects having more than 200 dwelling units.
Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

International Fire Code D106.3 Remoteness.
Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

International Fire Code D105.1 Where required.
Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, *approved* aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet wall, whichever is greater.

International Fire code 105.2 Width.
Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulder, in the immediate vicinity of the building or portion thereof.

International Fire Code 105.3 Proximity to building.
One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building.

The requirements mentioned above are not all inclusive, additional requirements/modifications may be required during the development review process."

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 | f: 770-531-3902

HALL COUNTY
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ZONING APPLICATION

Applicant (Name & Mailing Address)

K2P Land Partners, LLC
390 Brogdon Road
Suwanee, GA 30024
Phone [redacted]
Email Address mphelps@bfhcompany.com

Property Owner (Name & Mailing Address)

Kook-Ja Lee, Been Chuan Lee, and Main Di Chang
4979 Young Arthur Terrace
Peachtree Corners, GA 30097
Phone
Email Address

Proposed Use Multi-family and Townhome Development

Contact Person (Name & Mailing Address)

Steven P. Gilliam, Attorney
P.O. Box 1098
Gainesville, Ga 30501
Phone 770-536-3381
Email Address sgilliam@sgwmfirm.com

Tax Parcel Number 15039A000007
Location Address 5401 Old Winder Highway, Braselton GA 30517

Status of Applicant

☐ Owner
☒ Option to Purchase
☐ Area Resident
☐ Other

Requested Action

Existing Zoning: AR-1
Rezone to: R-MF
Fee:$ 1,500.00
Receipt #:
Check #:

Acreage 78.07 +/- ~~200.00 +/- acres~~

I hereby certify that the above information and all attached information are true and correct.

Sign _____ Date: 3-21-25

Applicant must complete all information above. Failure to complete this section will result in the refusal of the application. The Planning Department has 15 days to review all applications and will set the dates for each application. If the application is found insufficient, an agenda date will not be set until the required information is submitted. Please note that the Planning Commission and County Commission dates are tentative.

Application Withdrawal: I hereby withdraw the application.

Sign _____ Date: _____

Staff Use Only

Application Date: _____ Taken by: _____

Tentative Planning Commission Date: _____ Tentative County Commission Date: _____

County Commission District: _____

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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Main Di Chang

Address 4979 Young Arthur Terrace

Peachtree Corners, GA 30097

Phone Number

Name of applicant(s) K2P Land Partners, LLC

Address 390 Brogdon Road

Suwanee, GA 30024

Phone Number [redacted]

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

Personally appeared before me

Gregory D. Jay, attorney for Main D Chang

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public

March 21, 2025
Date

Ginger Adams
NOTARY PUBLIC
GWINNETT COUNTY, GEORGIA
My Commission Expires 05/07/2028

PLANNING AND DEVELOPMENT DEPARTMENT
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HALL COUNTY
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Kook-Ja Lee (50%)

Address 4979 Young Arthur Terrace

Peachtree Corners, GA 30097

Phone Number [redacted]

Name of applicant(s) K2P Land Partners, LLC

Address 390 Brogdon Road

Suwanee, GA 30024

Phone Number [redacted]

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

(50%)

Personally appeared before me

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

MI YEON KIM
NOTARY PUBLIC
HALL COUNTY, GEORGIA
MY COMMISSION EXPIRES OCTOBER 18, 2027

Notary Public

03/21/2025
Date

Revised December 2019

PLANNING AND DEVELOPMENT DEPARTMENT
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HALL COUNTY
GEORGIA
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Been Chuan Lee

Address 4979 Young Arthur Terrace

Peachtree Corners, GA 30097

Phone Number

Name of applicant(s) K2P Land Partners, LLC

Address 390 Brogdon Road

Suwanee, GA 30024

Phone Number [redacted]

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

Personally appeared before me

Been Chuan Lee

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public

Ginger Adams
NOTARY PUBLIC
GWINNETT COUNTY, GEORGIA
My Commission Expires 05/07/2028

March 21, 2025
Date

OPERATING AGREEMENT OF
K2P LAND PARTNERS, LLC

THESE SECURITIES HAVE NOT BEEN REGISTERED UNDER THE GEORGIA SECURITIES ACT OF 1973, AS AMENDED, IN RELIANCE UPON THE EXEMPTION FROM REGISTRATION SET FORTH IN SECTION 10-5-9 (13) OF SUCH ACT. IN ADDITION, THESE SECURITIES HAVE NOT BEEN REGISTERED WITH THE UNITED STATES SECURITIES AND EXCHANGE COMMISSION IN RELIANCE UPON AN EXEMPTION FROM SUCH REGISTRATION SET FORTH IN THE SECURITIES ACT OF 1933 PROVIDED BY SECTION 4(2) THEREOF, NOR HAVE THEY BEEN REGISTERED WITH THE SECURITIES COMMISSION OF CERTAIN STATES IN RELIANCE UPON CERTAIN EXEMPTIONS FROM REGISTRATION. THESE SECURITIES HAVE BEEN ACQUIRED FOR INVESTMENT PURPOSES ONLY AND MAY NOT BE OFFERED FOR SALE, PLEDGED, HYPOTHECATED, SOLD OR TRANSFERRED EXCEPT IN COMPLIANCE WITH THE TERMS AND CONDITIONS OF THIS AGREEMENT AND IN A TRANSACTION WHICH IS EITHER EXEMPT FROM REGISTRATION UNDER SUCH ACTS OR PURSUANT TO AN EFFECTIVE REGISTRATION STATEMENT UNDER SUCH ACTS.

This operating agreement (this "Agreement") of **K2P LAND PARTNERS, LLC,** a Georgia limited liability company (the "Company"), is entered into as of **March 1, 2022**, by and among **THOMAS M. PHELPS, JR.**, an individual in the State of Georgia**,** and **CLIFFORD KENNEDY**, an individual in the State of Georgia.

Statement of Background

The parties to this Agreement have caused to be formed the Company as a limited liability company under the Georgia Limited Liability Company Act and desire to make this agreement which shall be the "operating agreement" as that term is used in the Georgia Limited Liability Company Act. The parties to this Agreement are to be "members" of the limited liability company as that term is used in the Georgia Limited Liability Company Act and are hereinafter collectively referred to as the "Members".

Statement of Agreement

NOW, THEREFORE, for good and valuable consideration, the parties, intending legally to be bound, agree as follows:

Article I
Defined Terms

The following capitalized terms shall have the meanings specified in this Article I. Other terms are defined in the text of this Agreement; and, throughout this Agreement, those terms shall have the meanings respectively ascribed to them.

"Act" means the Georgia Limited Liability Company Act (O.C.G.A. Section 14-11-100 et seq.), as amended from time to time.

Holder in the current and future periods shall be equal to the net amount of items that would have been allocated to each such Interest Holder if the allocations in Sections 4.3.1, 4.3.2, and 4.3.6 had not occurred.

4.4. *Liquidation and Dissolution.*

4.4.1. If the Company is liquidated, the assets of the Company shall be distributed to the Interest Holders pursuant to the provisions of Section 4.2.3 above.

4.4.2. No Interest Holder shall be obligated to restore a Negative Capital Account.

4.5. *General.*

4.5.1. Except as otherwise provided in this Agreement, the timing and amount of all distributions shall be determined by the Manager.

4.5.2. If any assets of the Company are distributed in kind to the Interest Holders, those assets shall be valued on the basis of their fair market value, and any Interest Holder entitled to any interest in those assets shall receive that interest as a tenant-in-common with all other Interest Holders so entitled. Unless the Members otherwise agree, the fair market value of the assets shall be determined by an independent appraiser who shall be selected by the Manager. The Profit or Loss for each unsold asset shall be determined as if the asset had been sold at its fair market value, and the Profit or Loss shall be allocated as provided in Section 4.2 and shall be properly credited or charged to the Capital Accounts of the Interest Holders prior to the distribution of the assets in liquidation pursuant to Section 4.4.

4.5.3. All Profit and Loss shall be allocated, and all distributions shall be made to the Persons shown on the records of the Company to have been Interest Holders at the time the allocation or distribution is to be made. Notwithstanding the foregoing, unless the Company's taxable year is separated into segments, if there is a Transfer or an Involuntary Withdrawal during the taxable year, the Profit and Loss shall be allocated between the original Interest Holder and the successor on the basis of the number of days each was an Interest Holder during the taxable year; provided, however, the Company's taxable year shall be segregated into two or more segments in order to account for Profit, Loss, or proceeds attributable to a Capital Transaction or to any other extraordinary non-recurring items of the Company.

4.5.4. The Manager is hereby authorized, upon the advice of the Company's tax counsel, to amend this Article IV to comply with the Code and the Regulations promulgated under Code Section 704(b); provided, however, that no amendment shall materially affect the economic interest of the Interest Holder without the Interest Holder's prior written consent.

Article V
Management: Rights, Powers, and Duties

5.1. *Management.*

5.1.1. *Managers.* In accordance with O.C.G.A. Section 14-11-304, the Company shall be managed by one or more managers, referred to herein as the Manager, each of whom may,

but need not, be a Member. The Manager shall be elected by the Members in accordance with their respective Percentages. All decisions not specifically reserved to the Members under the Act or this Agreement shall be delegated to the Manager. Upon execution of this Agreement, and without further action, Thomas M. Phelps, Jr., Clifford Kennedy, and Reiner Rietig shall be elected as the Managers of the Company, to serve until succeeded in accordance with the terms of this Agreement.

5.1.2. *General Powers.* The Managers (and any one of them acting alone) shall have full, exclusive, and complete discretion, power, and authority, subject in all cases to the other provisions of this Agreement and the requirements of applicable law, to manage, control, administer, and operate the business and affairs of the Company for the purposes herein stated, and to make all decisions affecting such business and affairs, including without limitation, for Company purposes, the power to:

5.1.2.1. acquire by purchase, lease, or otherwise, any real or personal property, tangible or intangible;

5.1.2.2. construct, operate, maintain, and improve, and to own, sell, convey, assign, mortgage, or lease any real estate and any personal property;

5.1.2.3. sell, dispose, trade, or exchange Company assets in the ordinary course of the Company's business;

5.1.2.4. enter into agreements and contracts, execute any instrument, checks, drafts, notes and other negotiable instruments, and to give receipts, releases, and discharges;

5.1.2.5. purchase liability and other insurance to protect the Company's properties and business;

5.1.2.6. execute or modify leases with respect to any part or all of the assets of the Company;

5.1.2.7. prepay, in whole or in part, refinance, amend, modify, or extend any mortgages or deeds of trust that may affect any asset of the Company and in connection therewith to execute for and on behalf of the Company any extensions, renewals, or modifications of such mortgages or deeds of trust;

5.1.2.8. execute any and all other instruments and documents that may be necessary or in the opinion of the Managers desirable to carry out the intent and purpose of this Agreement, including, but not limited to, documents whose operation and effect extend beyond the term of the Company;

5.1.2.9. make any and all expenditures that the Managers, in their sole discretion, deem necessary or appropriate in connection with the management of the affairs of the Company and the carrying out of their obligations and responsibilities under this Agreement, including, without limitation, all legal, accounting and other related expenses incurred in connection with the organization and financing and operation of the Company;

5.1.2.10. enter into any kind of activity necessary to, in connection with, or incidental to, the accomplishment of the purposes of the Company;

5.1.2.11. invest and reinvest Company reserves in short-term instruments or money market funds; and

5.1.2.12 undertake any expenditure or become bound by any obligation which has been expressly approved in annual operating budget adopted and approved pursuant to the provisions of Section 5.1.3 below.

5.1.3. *Extraordinary Transactions.*

5.1.3.1. Notwithstanding anything to the contrary in this Agreement, the Manager shall not undertake any of the following without the approval of the Members:

5.1.3.1.1. any Capital Transaction;

5.1.3.1.2. the Company's lending or borrowing more than $25,000.00 on any one occasion or in the aggregate more than $50,000.00 in any one calendar year;

5.1.3.1.3. the admission of additional Members to the Company;

5.1.3.1.4. the Company's engaging in business in any jurisdiction that does not provide for the registration of limited liability companies;

5.1.3.1.5 mortgage, pledge, hypothecate, create a lien or security interest against, or further encumber (or contract for, commit to or suffer or permit any of the foregoing) assets of the Company;

5.1.3.1.6 transfer, sell, convey or assign all or substantially all of the assets of the Company, or any interest therein or any title thereto (or contract for or suffer or permit any of the foregoing), including, without limitation, options to purchase and so called "installment sales contracts," "land contracts," or "contracts for deed");

(j) selling, exchanging, or otherwise transferring or disposing of the Property, to third parties, including without limitation the granting of title encumbrances or leases, except (i) lot sales in the ordinary course of business and in accordance with the Development Budget or any Annual Operating Budget and (ii) grants of utility, roadway and other easements that the Manager reasonably deems necessary or appropriate and in the ordinary course of business;

5.1.3.1.8 do any action in contravention of or in excess of the scope of this Agreement;

5.1.3.1.9 possess property of the Company, or assign rights in specific property of the Company, for other than Company purposes;

5.1.3.1.10 file a voluntary petition or otherwise initiate proceedings (i) to have the Company adjudicated insolvent or, (ii) seeking an order for relief of the Company as debtor under the United States Bankruptcy Code (11 U.S.C. §§ 101 *et seq.*); file any petition seeking any composition, reorganization, readjustment, liquidation, dissolution or similar relief under the present or any future federal bankruptcy laws or any other present or future applicable federal, state or other statute or law relative to bankruptcy, insolvency, or other relief for debtors with respect to the Company; or seek the appointment of any trustee, receiver, conservator, assignee, sequestrator, custodian, liquidator (or other similar official) of the Company or of all or any substantial part of the Property, or make any general assignment for the benefit of creditors of the Company, or admit in writing the inability of the Company to pay its debts generally as they become due, or declare or effect a moratorium on the Company's debt or take any action in furtherance of any proscribed action;

5.1.3.1.11 amend this Agreement except as otherwise specifically authorized herein;

5.1.3.1.12 adopt and approve the annual operating budget of the Company;

5.1.3.1.13 enter into any transaction, the value of which exceeds $50,000.00; or

5.1.3.1.14 make any distribution of Cash Flow or Capital Proceeds.

(c) any merger or consolidation of the Company pursuant to Section 14-11-903 of the Act;

(d) the dissolution of the Company;

(e) the execution of any agreement or other arrangement for the furnishing to or by the Company of goods or services or entering into any contract for sale of lots or otherwise with RCP or any Person who is an Affiliate of RCP;

(f) the execution of any leasing, commission, brokerage, listing or other similar contracts which are for more than six (6) months and not terminable on thirty (30) days notice thereafter;

(h) the decision to adjust, settle, compromise or pay any claim, obligation, debt, demand, suit, litigation or judgment against the Company unless (i) the same is fully covered by insurance or (ii) such action does not involve an amount in excess of $2,000 in any particular instance;

(n) Expend funds other than in accordance with the Development Budget or alter or

IN WITNESS WHEREOF, the parties have executed, or caused this Agreement to be executed, under seal, as of the date set forth hereinabove.

THE COMPANY:

K2P LAND PARTNERS, LLC a Georgia limited liability company

By: Thomas M. Phelps, Jr (SEAL)
Thomas M. Phelps, Jr., Manager

By: Clifford Kennedy (SEAL)
Clifford Kennedy, Manager

This is a signature page to, and may be attached to a master counterpart of, that certain Operating Agreement of K2P LAND PARTNERS, LLC dated as of March, 1, 2022

THE MEMBERS:

Thomas M. PHelps, Jr
_____(SEAL)
THOMAS M. PHELPS, JR.

Clifford Kennedy
_____(SEAL)
CLIFFORD KENNEDY

This is a signature page to, and may be attached to a master counterpart of, that certain Operating Agreement of K2P LAND PARTNERS, LLC dated as of March 1, 2022

EXHIBIT A
List of Members, Capital and Percentages

Name Address, and Taxpayer I.D. Number	Initial Cash Capital Contribution	Percentages
Thomas M. Phelps, Jr. 390 Brogdon Road Suwanee, Georgia 30024 [redacted]	$100.00	50.00%
Clifford Kennedy 390 Brogdon Road Suwanee, Georgia 30024	$100.00	50.00%

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

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

(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

I hereby certify that I have read the above and that:

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

KL **If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): NA Office: NA

Dollar Amount: 0 Date of Contribution: NA

Applicant's/Owner's Signature: Kook-Ja Lee Date: 3/28/25

Applicant's/Owner's Name (Printed): Kook-Ja Lee

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 3-21-2025

Applicant's/Owner's Name (Printed): Been Chuan Lee

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 3-21-25

Applicant's/Owner's Name (Printed): Main Di Chang

Gregory D. Jay, attorney for Main Di Chang.

Revised December 2019

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 5/8/25

Mike Phelps, K2PLand Partners, LLC

Applicant's/Owner's Name (Printed): K2P Land Partners, LLC

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

Project Narrative for

5401 Old Winder Highway – 84.304 +/- Acres

Amended 07-16-2025

LOCATION – 5401 Old Winder Highway (Hwy 211)

Braselton, GA 30517

ACERAGE – 84.304 +/- Acres

APPLICANT – K2P Land Partners, LLC

CURRENT ZONING – AR-1

PROPOSED ZONING – R-MF (Residential – Multi-Family)

Summary

The accompanying application seeks a rezoning on the existing AR-1 zoned parcel 15039A000007, on 84.304+/- acres located on 5401 Old Winder Highway in Braselton, Hall County, Georgia. The intent is to develop a residential community consisting of approximately 320 multi-family units, and a mixture of 380 townhomes and rear-loaded (stacked) townhomes. All multi-family units will be available for rent, and all other units will be available for purchase. The density will be approximately 8.3 units per acre and shall not exceed 12 units per acre in accordance with the R-MF density standard set forth in the 2025 Hall County, Georgia Unified Development Code. Applicant proposes 30 acres of open space (30%).

Site Description

The tract has is located along Georgia State Route 211 (Old Winder Highway). The overall tract is mostly rectangular in shape. Domestic water is provided by the City of Gainesville. Hall County will serve the site for sewer services. There are no known impediments to its successful development for the purposes intended. The entrance to the development will be located approximately midway between Pleasant Hill Lane and Ridgemoor Drive, as shown on the Stie Plan document entitled C-2.B GDOT Concept (future) for K2P, LLC Mixed-Use Development, 5401 Old Winder Highway, Job Number 25101, dated June 20, 2025. Submitted along with this Amended Project Narrative is a letter from GDOT, dated July 11, 2025, granting commercial driveway access by the Department of Transportation at the Subject Property location. All roads shall be designed and constructed to Hall County standards and dedicated to Hall County.

Thereafter, all roadways within this development shall be designated as public and shall be maintained by Hall County. Entrance will comply with state DOT comments.

Adjacencies

The property abuts AR-1 and PCD to the North, PCD and PRD to the South, PCD to the East, and State Route 211 is located to the West, along with AR-1 and PCFD zonings.

Architectural Materials & Site Improvements

The builder intends to build:

- Apartment Project: Approximately 320 units in 6 Multi-Family Buildings
  - The six buildings will be a maximum of 4 stories.
- Single Family Attached Townhomes and Rear-Loaded (stacked) Townhomes
  - Will not exceed 380 units
- Front facades and sides of each townhome and stacked cottage shall be composed of brick, stone, or a combination of the two, excluding gables, which shall be composed of a masonry product.
- Vinyl siding is prohibited.
- The garage door shall constitute no more than 70% of the width of the individual townhome or stacked cottage unit.
- All residential driveways shall measure no less than 22ft from the right of way to the front of the garage door.
- The development shall feature internal sidewalks, no less than 5ft in width, constructed on both sides of all internal streets.
- Final review and approval of building elevations is subject to the Director or Assistant Director of Planning and Development, or their designee.
- Sodded yards (4 sides)
- Speed tables in coordination with Hall County Engineering

Conditions

- There shall be a mandatory Homeowners Association (HOA).
- The amenity area shall include:
  - Apartments - guest parking, outdoor pavilion, picnic area, pool, playground, mail kiosk, and pickleball court. The amenity areas shall be completed at 50% of final build-out.
  - Townhomes - guest parking, outdoor pavilion, picnic area, playground, and mail kiosk. The amenity areas shall be completed at 50% of final build-out.

- The following language shall be placed upon the final plat of the 80-acre R-MF project: "Owners and users of this property are informed of motor raceway venues nearby, and should expect noise, crowds, and other effects associated with such venues." All conditions of zoning shall be made part of any plats created for the development.
- The development shall be designed so that all state waters and required buffers (50ft and 75ft) do not encroach on any individual townhome or stacked cottage.
- All designated open space within the development shall be commonly held and shall not be individually held by any homeowner.

Parking

All parking shall comply with the standards set forth in the 2025 Hall County, Georgia Unified Development Code as follows:

Townhomes and Rear-Loaded (stacked) Townhomes	2 spaces per dwelling unit plus 1 guest space for every 4 dwelling units
Multi-Family Parking	2 spaces per dwelling unit plus 1 guest space for every 15 dwelling units

Internal Signage

The Developer and/or Builder shall be allowed to post permanent directional signs and monuments within the Community to direct traffic to sales and recreation centers and to identify differing residential areas. All permanent internal signage must be outside of any Right of Way or Utility Easement with a Landscape and Signage easement recorded on the Final Plat. Temporary Sales and Marketing signs not exceeding 32 square feet per sign face and 8 feet in height may be used along the property frontage of Old Winder Highway. No internal signage shall conflict with the 2025 Hall County Unified Development Code.

Model Home Permits

The development shall be limited to a maximum of one (1) townhome building and one (1) stacked cottage prior to approval and recording of the Final Plat. Model home permits may be issued prior to Final Plat recording provided that hard surface (crusher run) access is provided, and fire protection (functioning hydrant) is located within 500 feet of any structure under construction. No certificate of occupancy permit shall be issued prior to Final Plat recording.

Sales and Construction Trailers

Applicant is requesting the ability to install one leasing trailer for apartments, one sales trailer for the townhomes and stacked cottages, and two constructions trailer with associated parking areas in locations to be determined at the time of final plat approval.

Entry Monument Signage

Applicant is requesting permission for an entry monument type of sign with a natural stone base with a sign size (monument base and signage) totaling approximately 42 SF. The entrance may include the following structural items:

- Masonry walls
- Wood or PVC fencing
- Illuminated Signage in accordance with the Hall County Sign Ordinance
- Ornamental Sculpture
- Landscaping and Irrigation

The entry monument signage shall not conflict with the 2025 Hall County Unified Development Code.

Traffic Study

A Traffic Study was conducted by NV5 Engineers and Consultants, Inc. 10745 Westside Way, Suite 300, Alpharetta, GA 30009. The following recommendations were made:

- Construction of a multilane roundabout at the proposed site access driveway, initially being developed as a single-lane roundabout until the GDOT project is completed
  - The initial single-lane roundabout will be constructed by the developer.
  - Submitted along with this Amended Project Narrative is a letter from GDOT, dated July 11, 2025, granting commercial driveway access by the Department of Transportation at the Subject Property location.

Conceptual Master Plan

The development of the community shall be controlled by the Conceptual Master Plan (the "Plan") attached as exhibit "A". The plan is considered conceptual in nature, and as such may require minor modifications during the engineering and development process. Modifications to the locations and arrangement of lots, roads, amenities, and other improvements that do not conflict with specific standards and requirements of these conditions may be made by the Developer so long as such modifications do not change the land use, increase the overall density of the project or reduce any established exterior buffers or setbacks.

REQUIRED CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of Hall County requires the Applicant to raise Federal and State constitutional objections during the R-MF master plan application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at

this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the Hall County Development Code, facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Hall County Development Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use 7 of its land while not substantially advancing legitimate state interests.

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the Hall County Board of Commissioners to approve the zoning conditions as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Hall County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the M-U zoning request would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the Hall County Board of Commissioners to approve this Application for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the

Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth 8 hereinabove.

Applicant reserves all due process rights granted to them under O.C.G.A. 36-66-5.1. et. seq, to petition the courts for review of a local government's exercise of zoning, administrative, or quasi-judicial powers, as set forth in those code sections and statutes.

Conclusion

For the foregoing reasons, the Applicant respectfully requests that this rezoning to R-MF of an existing AR-1 zoning be granted as requested by the Applicant. If there are any questions about this request, you may contact:

K2P Land Partners, LLC

ATTN: Mike Phelps

390 Brogdon Road

Suwanee, GA 30024

404-863-8195

mphelps@bfhcompany.com

K2P Land Partners, LLC

ATTN: Cameron Henderson

390 Brogdon Road

Suwanee, GA 30024

678-978-6782

cameron@atlaslanddev.com

Steven P. Gilliam

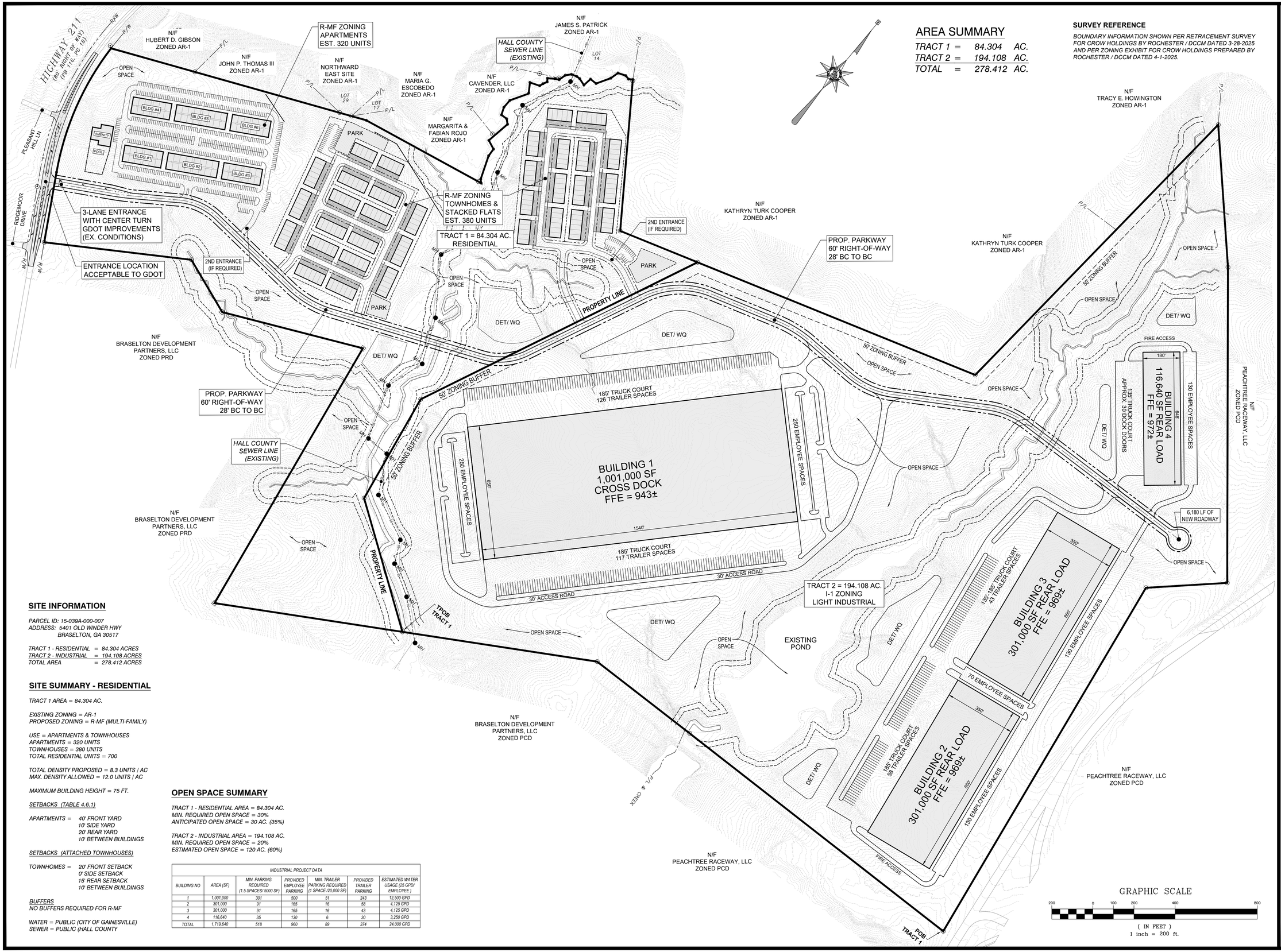
Smith, Gilliam, Williams and Miles

340 Jesse Jewell Parkway, Suite 300

Gainesville, GA 30501

770-536-3381

sgilliam@sgwmfirm.com



AREA SUMMARY

TRACT 1	=	84.304	AC.
TRACT 2	=	194.108	AC.
TOTAL	=	278.412	AC.

SURVEY REFERENCE

BOUNDARY INFORMATION SHOWN PER RETRACEMENT SURVEY FOR CROW HOLDINGS BY ROCHESTER / DCCM DATED 3-28-2025 AND PER ZONING EXHIBIT FOR CROW HOLDINGS PREPARED BY ROCHESTER / DCCM DATED 4-1-2025.

SITE INFORMATION

PARCEL ID: 15-039A-000-007
ADDRESS: 5401 OLD WINDER HWY
BRASELTON, GA 30517

TRACT 1 - RESIDENTIAL = 84.304 ACRES
TRACT 2 - INDUSTRIAL = 194.108 ACRES
TOTAL AREA = 278.412 ACRES

SITE SUMMARY - RESIDENTIAL

TRACT 1 AREA = 84.304 AC.

EXISTING ZONING = AR-1
PROPOSED ZONING = R-MF (MULTI-FAMILY)

USE = APARTMENTS & TOWNHOUSES
APARTMENTS = 320 UNITS
TOWNHOUSES = 380 UNITS
TOTAL RESIDENTIAL UNITS = 700

TOTAL DENSITY PROPOSED = 8.3 UNITS / AC
MAX. DENSITY ALLOWED = 12.0 UNITS / AC

MAXIMUM BUILDING HEIGHT = 75 FT.

SETBACKS (TABLE 4.6.1)

APARTMENTS = 40' FRONT YARD
10' SIDE YARD
20' REAR YARD
10' BETWEEN BUILDINGS

SETBACKS (ATTACHED TOWNHOUSES)

TOWNHOMES = 20' FRONT SETBACK
0' SIDE SETBACK
15' REAR SETBACK
10' BETWEEN BUILDINGS

BUFFERS
NO BUFFERS REQUIRED FOR R-MF

WATER = PUBLIC (CITY OF GAINESVILLE)
SEWER = PUBLIC (HALL COUNTY

OPEN SPACE SUMMARY

TRACT 1 - RESIDENTIAL AREA = 84.304 AC.
MIN. REQUIRED OPEN SPACE = 30%
ANTICIPATED OPEN SPACE = 30 AC. (35%)

TRACT 2 - INDUSTRIAL AREA = 194.108 AC.
MIN. REQUIRED OPEN SPACE = 20%
ESTIMATED OPEN SPACE = 120 AC. (60%)

INDUSTRIAL PROJECT DATA

BUILDING NO	AREA (SF)	MIN. PARKING REQUIRED (1.5 SPACES/ 5000 SF)	PROVIDED EMPLOYEE PARKING	MIN. TRAILER PARKING REQUIRED (1 SPACE /20,000 SF)	PROVIDED TRAILER PARKING	ESTIMATED WATER USAGE (25 GPD/ EMPLOYEE)
1	1,001,000	301	500	51	243	12,500 GPD
2	301,000	91	165	16	58	4,125 GPD
3	301,000	91	165	16	43	4,125 GPD
4	116,640	35	130	6	30	3,250 GPD
TOTAL	1,719,640	518	960	89	374	24,000 GPD

GRAPHIC SCALE
200 0 100 200 400 800
(IN FEET)
1 inch = 200 ft.

REED
PLANNING & DESIGN
100 Old Dawson Village Rd
Suite 110
Dawsonville, GA 30534
Phone: 706-531-8428

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STAMP

GSWCC LEVEL 2
CERTIFIED DESIGN
PROFEESIONAL

CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC
MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

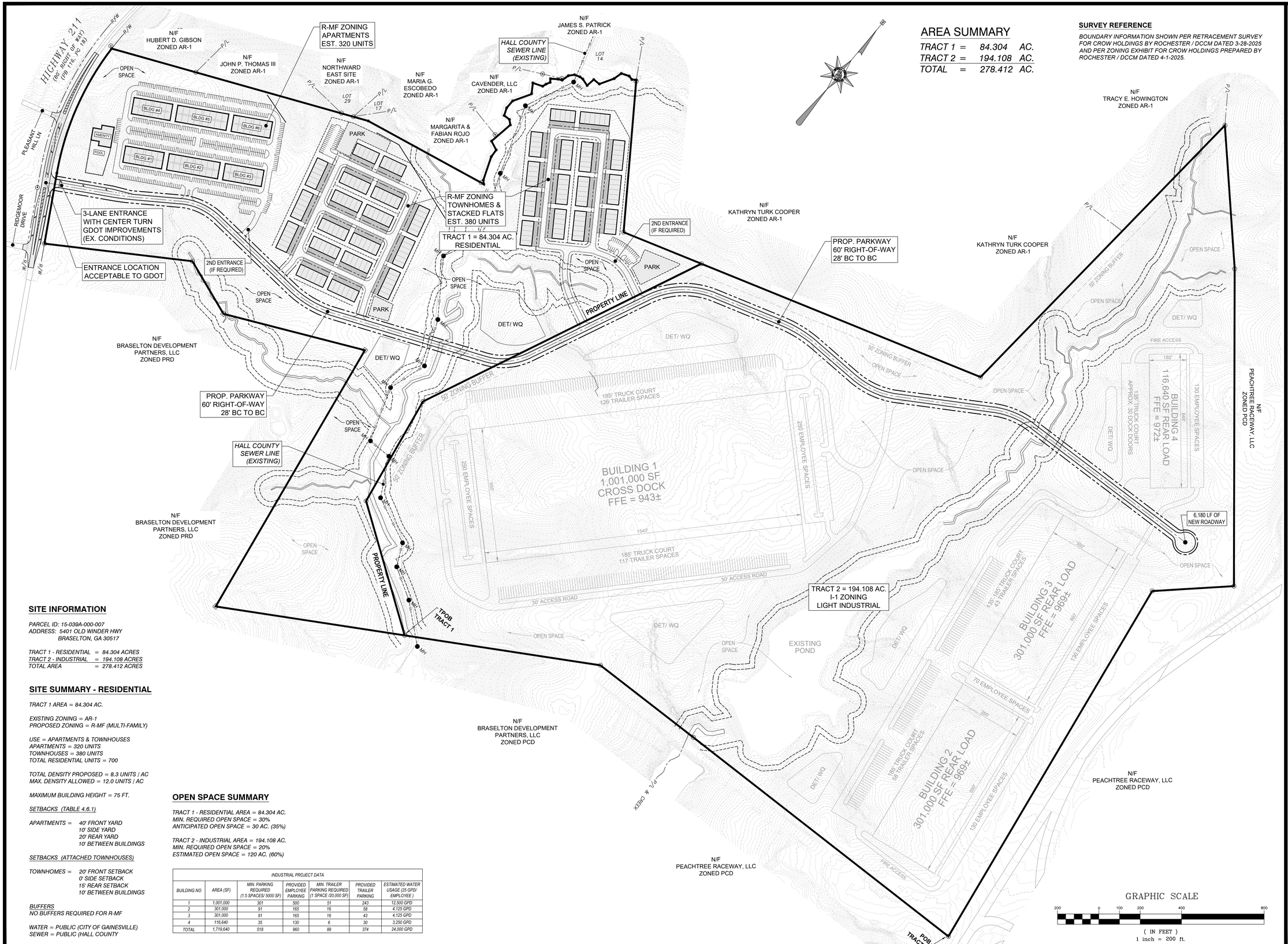
PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

REZONING
PLAN

JOB NUMBER	DATE
25101	3-20-2025

DATE	NO	REVISION
4-29-2025	1	UPDATED LAYOUTS
5-30-2025	2	REVISED ENTRANCE
7-15-2025	3	REVISED ENTRANCE

C-1.0



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ADDRESS: 5401 OLD WINDER HWY
BRASELTON, GA 30517

TRACT 1 - RESIDENTIAL = 84.304 ACRES
TRACT 2 - INDUSTRIAL = 194.108 ACRES
TOTAL AREA = 278.412 ACRES

SITE SUMMARY - RESIDENTIAL

TRACT 1 AREA = 84.304 AC.

EXISTING ZONING = AR-1
PROPOSED ZONING = R-MF (MULTI-FAMILY)

USE = APARTMENTS & TOWNHOUSES
APARTMENTS = 320 UNITS
TOWNHOUSES = 380 UNITS
TOTAL RESIDENTIAL UNITS = 700

TOTAL DENSITY PROPOSED = 8.3 UNITS / AC
MAX. DENSITY ALLOWED = 12.0 UNITS / AC

MAXIMUM BUILDING HEIGHT = 75 FT.

SETBACKS (TABLE 4.6.1)

APARTMENTS = 40' FRONT YARD
10' SIDE YARD
20' REAR YARD
10' BETWEEN BUILDINGS

SETBACKS (ATTACHED TOWNHOUSES)

TOWNHOMES = 20' FRONT SETBACK
0' SIDE SETBACK
15' REAR SETBACK
10' BETWEEN BUILDINGS

BUFFERS
NO BUFFERS REQUIRED FOR R-MF

WATER = PUBLIC (CITY OF GAINESVILLE)
SEWER = PUBLIC (HALL COUNTY

OPEN SPACE SUMMARY

TRACT 1 - RESIDENTIAL AREA = 84.304 AC.
MIN. REQUIRED OPEN SPACE = 30%
ANTICIPATED OPEN SPACE = 30 AC. (35%)

TRACT 2 - INDUSTRIAL AREA = 194.108 AC.
MIN. REQUIRED OPEN SPACE = 20%
ESTIMATED OPEN SPACE = 120 AC. (60%)

INDUSTRIAL PROJECT DATA

BUILDING NO	AREA (SF)	MIN. PARKING REQUIRED (1.5 SPACES/ 5000 SF)	PROVIDED EMPLOYEE PARKING	MIN. TRAILER PARKING REQUIRED (1 SPACE /20,000 SF)	PROVIDED TRAILER PARKING	ESTIMATED WATER USAGE (25 GPD/ EMPLOYEE)
1	1,001,000	301	500	51	243	12,500 GPD
2	301,000	91	165	16	58	4,125 GPD
3	301,000	91	165	16	43	4,125 GPD
4	116,640	35	130	6	30	3,250 GPD
TOTAL	1,719,640	518	960	89	374	24,000 GPD

REED
PLANNING & DESIGN
100 Old Dawson Village Rd
Suite 110
Dawsonville, GA 30534
Phone: 706-531-8428

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STAMP

GSWCC LEVEL 2
CERTIFIED DESIGN
PROFEESIONAL

CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC
MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

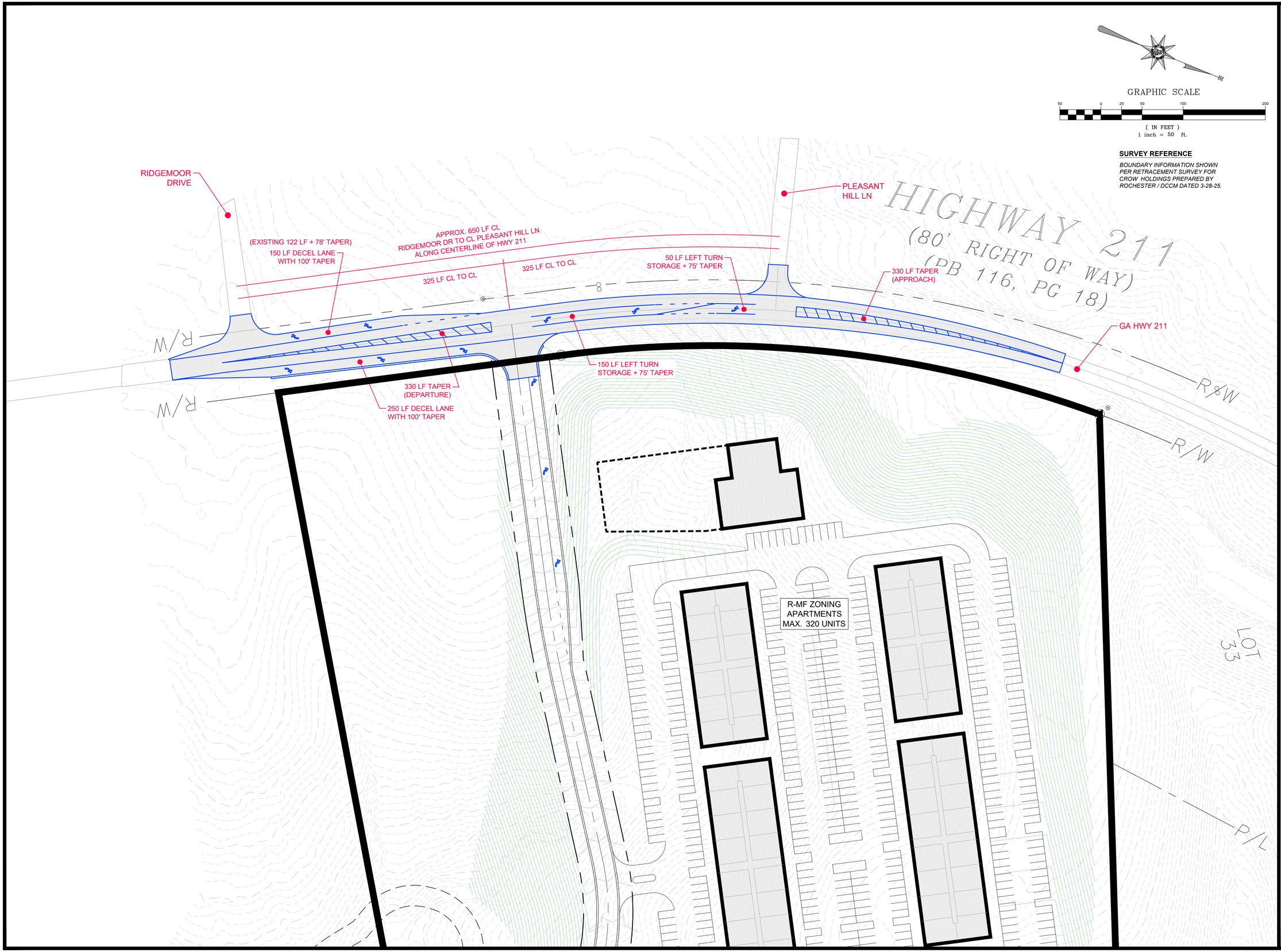
PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

REZONING
PLAN

JOB NUMBER	DATE
25101	3-20-2025

DATE	NO	REVISION
4-29-2025	1	UPDATED LAYOUTS
5-30-2025	2	REVISED ENTRANCE
7-15-2025	3	REVISED ENTRANCE

C-1.A



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

SURVEY REFERENCE

BOUNDARY INFORMATION SHOWN PER RETRACEMENT SURVEY FOR CROW HOLDINGS PREPARED BY ROCHESTER / DCCM DATED 3-28-25.

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STAMP

GSWCC LEVEL 2
CERTIFIED DESIGN
PROFEESIONAL

CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC

MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

GDOT CONCEPT
(EX. CONDITION)

JOB NUMBER	DATE
25101	6-20-2025

DATE	NO	REVISION

C-2.A



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

SURVEY REFERENCE

BOUNDARY INFORMATION SHOWN PER RETRACEMENT SURVEY FOR CROW HOLDINGS PREPARED BY ROCHESTER / DCCM DATED 3-28-25.

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STAMP

GSWCC LEVEL 2
CERTIFIED DESIGN
PROFEESIONAL

CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC
MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

GDOT CONCEPT
(FUTURE)

JOB NUMBER	DATE
25101	6-20-2025

DATE	NO	REVISION

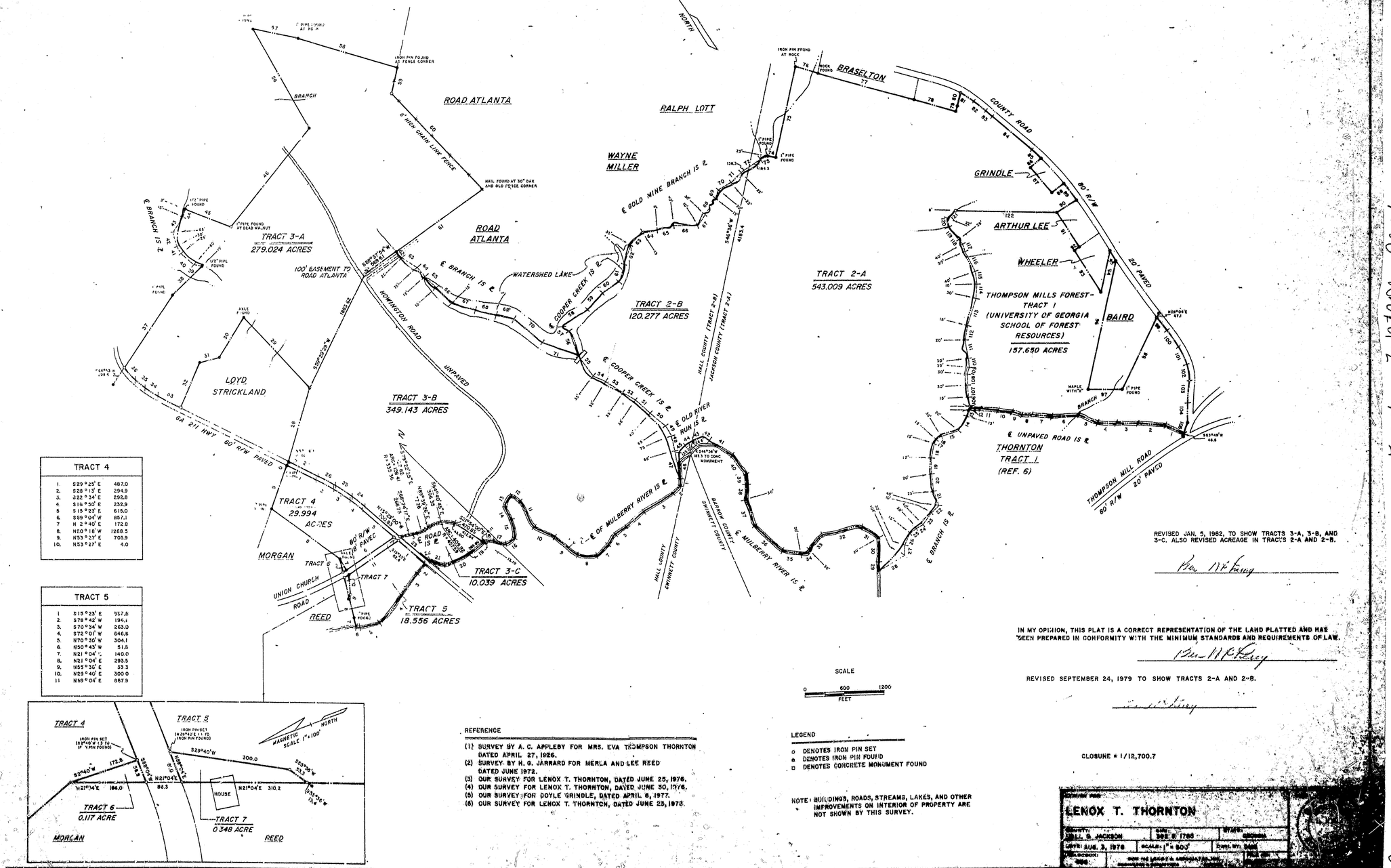
C-2.B

TRACT 3

1	S 40° 43' W	100.0	19.	S 83° 13' W	290.0	37.	N 66° 53' E	1297.2	64.	S 4° 26' E	173.5
2	S 50° 10' W	207.1	20.	N 75° 12' W	406.6	38.	N 79° 26' E	622.2	65.	S 11° 51' E	227.3
3	N 85° 55' W	909.6	21.	N 54° 26' W	201.1	39.	N 49° 12' W	124.6	66.	S 9° 14' E	333.6
4.	S 80° 35' W	344.3	22.	S 76° 42' W	19.5	40.	N 13° 58' W	261.7	67.	S 40° 04' E	370.3
5.	N 81° 14' W	704.1	23.	N 15° 23' W	539.9	41.	N 5° 36' E	123.3	68.	S 39° 50' E	314.2
6.	S 65° 32' W	187.6	24.	N 16° 51' W	236.8	42.	N 18° 44' E	215.9	69.	S 46° 30' E	255.7
7	S 78° 51' W	235.0	25.	N 22° 34' W	298.0	43.	N 68° 10' E	269.8	70.	S 15° 11' E	544.3
8	N 53° 26' W	285.7	26.	N 28° 12' W	298.8	44.	N 45° 56' E	132.8	71.	S 36° 07' E	598.5
9.	N 17° 34' W	416.0	27.	N 29° 25' W	491.1	45.	S 34° 32' E	735.3	72.	S 2° 23' E	374.9
10.	N 29° 54' W	347.0	28.	N 50° 23' E	1142.3	46.	N 72° 47' E	1864.6	73.	S 32° 45' E	203.0
11.	N 6° 46' E	434.4	29.	N 9° 08' W	1435.1	47.	N 4° 57' E	1702.1	74.	S 21° 23' E	302.1
12.	N 28° 08' W	150.0	30.	S 65° 07' W	706.7	48.	S 42° 52' E	696.3	75.	S 28° 59' E	217.8
13.	S 54° 02' W	195.3	31.	N 89° 46' W	295.6	49.	S 39° 12' E	1538.0	76.	S 21° 23' E	374.9
14.	S 66° 39' W	218.8	32.	S 57° 30' W	730.9	50.	S 47° 16' W	396.0	77.	S 41° 21' E	1468.1
15.	S 23° 11' W	274.5	33.	N 29° 27' W	378.6	51.	S 44° 48' E	1942.9	78.	S 40° 10' E	637.0
16.	S 89° 18' W	108.0	34.	N 27° 22' W	218.9	52.	S 88° 38' W	1565.7	79.	N 47° 31' E	96.8
17.	S 64° 01' W	73.4	35.	N 14° 55' W	196.6	53.	S 11° 16' E	145.6	80.	N 43° 51' E	193.2
18.	S 44° 59' W	214.3	36.	N 6° 47' W	229.7	54.	S 21° 01' E	263.7	81.	S 24° 16' E	231.4
19.	S 32° 52' W	240.3							82.	S 15° 42' E	232.0
20.	S 24° 38' W	257.9							83.	S 9° 48' E	121.2
21.	S 16° 20' W	225.6							84.	S 15° 44' E	750.5

TRACT 2

	N 29° 37' W	301.9	22.	S 82° 11' W	180.0	43.	N 79° 40' W	178.5	84.	S 60° 28' E	294.5
	N 51° 46' W	410.2	23.	S 68° 28' W	221.8	44.	N 67° 13' W	153.9	85.	S 72° 14' E	247.7
	N 56° 55' W	311.8	24.	N 84° 21' W	110.0	45	S 82° 23' W	127.8	86.	S 55° 01' E	372.5
4.	N 38° 25' W	268.5	25.	S 86° 45' W	116.1	46.	S 36° 32' W	309.4	87.	N 87° 10' E	203.0
5.	N 50° 45' W	298.4	26.	S 59° 11' W	191.3	47.	N 28° 37' E	332.5	88.	N 17° 00' E	295.5
6.	N 59° 51' W	404.8	27.	S 34° 58' W	150.2	48.	N 19° 47' E	222.6	89.	N 53° 10' E	129.6
7.	N 51° 34' W	295.2	28.	S 88° 15' W	455.4	49.	N 5° 15' E	171.0	90.	S 84° 39' E	221.7
8.	N 55° 15' W	147.9	29.	N 24° 44' E	146.5	50.	N 17° 16' W	284.8	91.	S 1° 42' W	117.8
9.	N 37° 26' W	148.1	30.	N 36° 14' E	409.1	51.	N 13° 46' W	284.9	92.	N 88° 21' E	208.7
10.	N 52° 09' W	206.2	31.	N 26° 28' W	287.0	52.	N 26° 28' W	217.8	93.	S 1° 42' W	720.8
11.	N 49° 18' W	238.2	32.	N 64° 50' W	832.5	53.	N 21° 23' W	308.1	94.	N 44° 09' E	668.0
12.	N 55° 15' W	158.3	33.	S 77° 07' W	284.4	54.	N 32° 46' W	203.0	95.	S 34° 11' W	1395.8
13.	S 54° 02' W	121.9	34.	S 89° 49' W	141.4	55.	N 2° 23' W	374.9	96.	S 46° 06' W	2660.1
14.	S 61° 48' W	246.8	35.	N 45° 02' W	594.9	56.	N 17° 13' E	380.4	97.	S 36° 12' E	488.7
15.	N 73° 50' W	267.0	36.	N 13° 12' W	560.2	57.	N 28° 43' W	138.7	98.	N 59° 09' E	1775.8
16.	S 89° 30' W	64%	37.	N 12° 36' E	395.5	58.	N 66° 05' E	483.9	99.	S 4° 51' E	243.3
17.	S 84° 01' W	73.4	38.	N 43° 11' E	228.3	59.	N 76° 08' E	325.2	100.	S 1° 55' W	594.4
18.	S 44° 59' W	214.3	39.	N 27° 35' E	154.9	60.	S 88° 35' E	291.0	101.	S 8° 26' W	593.2
19.	S 32° 52' W	240.3	40.	N 1° 44' W	335.8	61.	N 30° 40' E	285.5	102.	S 21° 49' W	704.1
20.	S 24° 38' W	257.9	41.	N 23° 05' W	397.9	62.	N 51° 35' E	307.1	103.	S 39° 07' W	338.5
21.	S 16° 20' W	225.6	42.	N 24° 00' W	115.8	63.	N 75° 12' E	267.0	104.	S 33° 06' W	296.2
									105.	S 53° 49' W	183.9



TRACT 4

1.	S 29° 25' E	487.0
2.	S 28° 13' E	294.9
3.	S 22° 34' E	292.8
4.	S 16° 50' E	232.9
5.	S 15° 03' E	615.0
6.	S 89° 04' W	857.1
7	N 2° 40' E	172.8
8.	N 00° 18' W	1288.5
9.	N 53° 27' E	703.9
10.	N 53° 27' E	4.0

TRACT 5

1	S 15° 23' E	957.6
2.	S 78° 42' W	194.1
3.	S 70° 54' W	263.0
4.	S 72° 01' W	646.8
5.	N 70° 30' W	304.1
6.	N 50° 43' W	51.8
7.	N 21° 04' E	140.0
8.	N 21° 04' E	293.5
9.	N 55° 30' E	33.3
10.	N 29° 40' E	300.0
11	N 69° 04' E	867.9

REFERENCE

(1) SURVEY BY A. C. APPLEBY FOR MRS. EVA THOMPSON THORNTON DATED APRIL 27, 1926.
(2) SURVEY BY H. G. JARRARD FOR MERLA AND LEE REED DATED JUNE 1972.
(3) OUR SURVEY FOR LENOX T. THORNTON, DATED JUNE 25, 1976.
(4) OUR SURVEY FOR LENOX T. THORNTON, DAVED JUNE 30, 1976.
(5) OUR SURVEY FOR DOYLE GRINDLE, DATED APRIL 6, 1977.
(6) OUR SURVEY FOR LENOX T. THORNTON, DATED JUNE 23, 1978.

SCALE
0 600 1200
FEET

LEGEND
- o DENOTES IRON PIN SET
- ● DENOTES IRON PIN FOUND
- □ DENOTES CONCRETE MONUMENT FOUND

NOTE: BUILDINGS, ROADS, STREAMS, LAKES, AND OTHER IMPROVEMENTS OR INTERIOR OF PROPERTY ARE NOT SHOWN BY THIS SURVEY.

REVISED JAN. 5, 1982, TO SHOW TRACTS 3-A, 3-B, AND 3-C. ALSO REVISED ACREAGE IN TRACTS 2-A AND 2-B.

Ben W. Finley

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW.

Ben W. Finley

REVISED SEPTEMBER 24, 1979 TO SHOW TRACTS 2-A AND 2-B.

Ben W. Finley

CLOSURE = 1/12,700.7

PLAT FOR
LENOX T. THORNTON
COUNTY: HALL & JACKSON
DATE: SEE 6' 1788
STATE: GEORGIA
DATE: AUG. 2, 1978
SCALE: 1" = 600'
SURV. BY: [illegible]
FIELD BOOK: [illegible]
PAGE: [illegible]

Recorded February 3, 1982 — H. Grady Watson, Clerk

SURVEY NOTES

1. THE FIELD DATA DATED 3/25/2025 & 3/26/2025 UPON WHICH THIS PLAT IS BASED HAS AN AVERAGE RELATIVE PRECISION ACCURACY OF LESS THAN 0.09 FEET. THE EQUIPMENT USED TO OBTAIN THIS DATA WAS A DUAL FREQUENCY TRIMBLE R12i GNSS GPS RECEIVER WITH A TRIMBLE TSC7 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A WIRELESS NETWORK FROM BASE STATIONS OPERATED BY TRIMBLE NAVIGATION, AND ADJUSTED USING LEAST SQUARES. THIS VALUE WAS DERIVED FROM GPS PROCESSING SOFTWARE. THE HORIZONTAL DATA FOR THIS SURVEY IS NORTH AMERICAN DATUM OF 1983 (NAD 83 GEORGIA WEST ZONE).

2. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,997,542 FEET.

3. THIS PROPERTY MAY OR MAY NOT CONTAIN WETLAND AREAS. NO EFFORTS HAVE BEEN MADE BY THIS SURVEYOR TO IDENTIFY OR LOCATE ANY WETLAND AREAS ON THIS PROPERTY. A QUALIFIED WETLAND SPECIALIST OR BIOLOGIST, PRIOR TO ANY LAND DISTURBANCE, SHOULD PERFORM WETLAND IDENTIFICATION AND DELINEATION.

4. CENTERLINE OF CREEK AS FIELD LOCATED ON 3/25/25 & 3/26/25 IS THE PROPERTY LINE. NATURAL WATER BOUNDARIES ARE SUBJECT TO CHANGE DUE TO NATURAL CAUSES AND IT MAY OR MAY NOT REPRESENT THE ACTUAL LOCATION OF THE LIMIT OF TITLE.

5. PORTIONS OF THIS PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "A" PER F.E.M.A. INSURANCE RATE MAP OF HALL COUNTY, GEORGIA. MAP NO. 13139C0314G, EFFECTIVE DATE DECEMBER 1, 2022.

6. THIS PLAT IS FOR THE EXCLUSIVE USE OF THE ENTITIES SHOWN HEREON; ANY USE BY THIRD PARTIES IS AT THEIR OWN RISK.

7. ALL DISTANCES AS SHOWN ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET (39.37 INCHES = 1 METER).

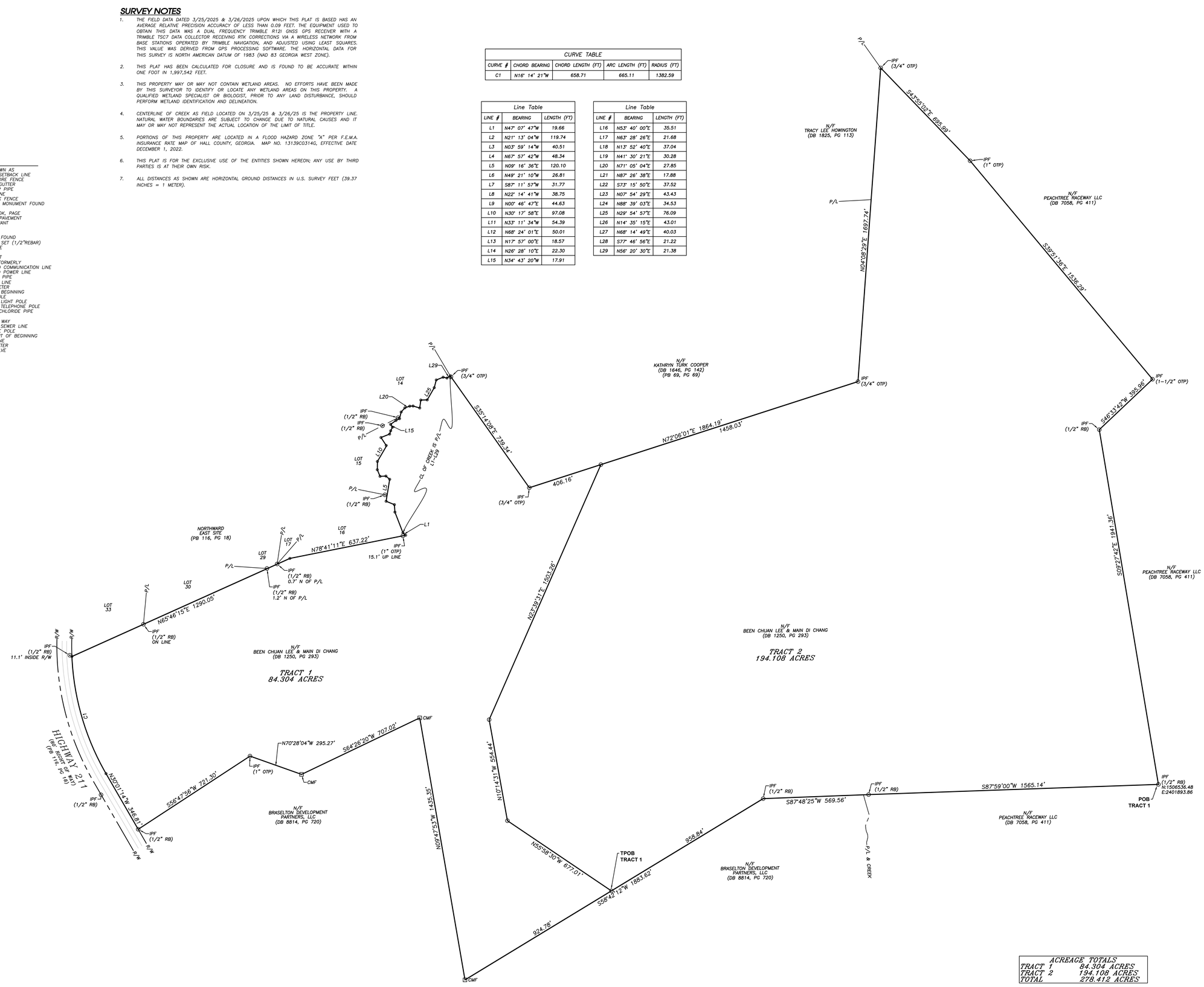
LEGEND

AKA	–	ALSO KNOWN AS
BL	–	BUILDING SETBACK LINE
BWF	–	BARBED WIRE FENCE
C&G	–	CURB & GUTTER
CTP	–	CRIMP TOP PIPE
CL	–	CENTER LINE
CLF	–	CHAIN LINK FENCE
CMF	–	CONCRETE MONUMENT FOUND
CONC	–	CONCRETE
DB,PG	–	DEED BOOK, PAGE
EP	–	EDGE OF PAVEMENT
FH	–	FIRE HYDRANT
GW	–	GUY WIRE
INV	–	INVERT
IPF	–	IRON PIN FOUND
IPS	–	IRON PIN SET (1/2"REBAR)
LP	–	LIGHT POLE
MH	–	MANHOLE
MON	–	MONUMENT
N/F	–	NOW OR FORMERLY
–OC–	–	OVERHEAD COMMUNICATION LINE
–OE–	–	OVERHEAD POWER LINE
OTP	–	OPEN TOP PIPE
P/L	–	PROPERTY LINE
PM	–	POWER METER
POB	–	POINT OF BEGINNING
PP	–	POWER POLE
PLP	–	POWER & LIGHT POLE
PTP	–	POWER & TELEPHONE POLE
PVC	–	POLYVINYLCHLORIDE PIPE
RB	–	REBAR
R/W	–	RIGHT OF WAY
–S–	–	SANITARY SEWER LINE
TP	–	TELEPHONE POLE
TPOB	–	TRUE POINT OF BEGINNING
–W–	–	WATER LINE
WM	–	WATER METER
WV	–	WATER VALVE

CURVE TABLE				
CURVE #	CHORD BEARING	CHORD LENGTH (FT)	ARC LENGTH (FT)	RADIUS (FT)
C1	N16° 14' 21"W	658.71	665.11	1382.59

Line Table		
LINE #	BEARING	LENGTH (FT)
L1	N47° 07' 47"W	19.66
L2	N21° 13' 04"W	119.74
L3	N03° 59' 14"W	40.51
L4	N67° 57' 42"W	48.34
L5	N09° 16' 36"E	120.10
L6	N49° 21' 10"W	26.81
L7	S87° 11' 57"W	31.77
L8	N22° 14' 41"W	38.75
L9	N00° 46' 47"E	44.63
L10	N30° 17' 58"E	97.08
L11	N33° 11' 34"W	54.39
L12	N68° 24' 01"E	50.01
L13	N17° 57' 00"E	18.57
L14	N26° 28' 10"E	22.30
L15	N34° 43' 20"W	17.91

Line Table		
LINE #	BEARING	LENGTH (FT)
L16	N53° 40' 00"E	35.51
L17	N63° 28' 26"E	21.68
L18	N13° 52' 40"E	37.04
L19	N41° 30' 21"E	30.28
L20	N71° 05' 04"E	27.85
L21	N87° 26' 38"E	17.88
L22	S73° 15' 50"E	37.52
L23	N07° 54' 29"E	43.43
L24	N88° 39' 03"E	34.53
L25	N29° 54' 57"E	76.09
L26	N14° 35' 15"E	43.01
L27	N68° 14' 49"E	40.03
L28	S77° 46' 56"E	21.22
L29	N56° 20' 30"E	21.38



ACREAGE TOTALS	
TRACT 1	84.304 ACRES
TRACT 2	194.108 ACRES
TOTAL	278.412 ACRES

DECM | Rochester
Rochester and Associates, LLC
425 Oak St NW, Gainesville, GA 30501
770.718.0600 p | rochester.decm.com

ZONING EXHIBIT FOR

CROW HOLDINGS

LOCATED IN LAND LOT 33 HALL COUNTY, GEORGIA

NO.	DATE	REVISIONS DESCRIPTION

GRAPHIC SCALE 0' 100' 200' 400' 600'

GEORGIA REGISTERED No. 2894 LAND SURVEYOR Robert S. Cleveland

SHEET 1 OF 1

DATE: 4/1/25
SCALE: 1" = 200'
JOB NO.: 0195131
DRAWN BY: LJG
DWG NO.: ONELEXHBT

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

LEGEND

AKA	–	ALSO KNOWN AS
BL	–	BUILDING SETBACK LINE
BWF	–	BARBED WIRE FENCE
C&G	–	CURB & GUTTER
CTP	–	CRIMP TOP PIPE
CL	–	CENTER LINE
CLF	–	CHAIN LINK FENCE
CMF	–	CONCRETE MONUMENT FOUND
CONC	–	CONCRETE
DB,PG	–	DEED BOOK, PAGE
EP	–	EDGE OF PAVEMENT
FH	–	FIRE HYDRANT
GW	–	GUY WIRE
INV	–	INVERT
IPF	–	IRON PIN FOUND
IPS	–	IRON PIN SET (1/2"REBAR)
LP	–	LIGHT POLE
MH	–	MANHOLE
MON	–	MONUMENT
N/F	–	NOW OR FORMERLY
–OC–	–	OVERHEAD COMMUNICATION LINE
–OE–	–	OVERHEAD POWER LINE
OTP	–	OPEN TOP PIPE
P/L	–	PROPERTY LINE
PM	–	POWER METER
POB	–	POINT OF BEGINNING
PP	–	POWER POLE
PLP	–	POWER & LIGHT POLE
PTP	–	POWER & TELEPHONE POLE
PVC	–	POLYVINYLCHLORIDE PIPE
RB	–	REBAR
R/W	–	RIGHT OF WAY
–S–	–	SANITARY SEWER LINE
TP	–	TELEPHONE POLE
TPOB	–	TRUE POINT OF BEGINNING
–W–	–	WATER LINE
WM	–	WATER METER
WV	–	WATER VALVE

SURVEY NOTES

1. THE FIELD DATA DATED 3/25/2025 & 3/26/2025 UPON WHICH THIS PLAT IS BASED HAS AN AVERAGE RELATIVE PRECISION ACCURACY OF LESS THAN 0.09 FEET. THE EQUIPMENT USED TO OBTAIN THIS DATA WAS A DUAL FREQUENCY TRIMBLE R12I GNSS GPS RECEIVER WITH A TRIMBLE TSC7 DATA COLLECTOR RECEIVING RTK CORRECTIONS VIA A WIRELESS NETWORK FROM BASE STATIONS OPERATED BY TRIMBLE NAVIGATION, AND ADJUSTED USING LEAST SQUARES. THIS VALUE WAS DERIVED FROM GPS PROCESSING SOFTWARE. THE HORIZONTAL DATA FOR THIS SURVEY IS NORTH AMERICAN DATUM OF 1983 (NAD 83 GEORGIA WEST ZONE).

2. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 2,264,940 FEET.

3. THIS PROPERTY MAY OR MAY NOT CONTAIN WETLAND AREAS. NO EFFORTS HAVE BEEN MADE BY THIS SURVEYOR TO IDENTIFY OR LOCATE ANY WETLAND AREAS ON THIS PROPERTY. A QUALIFIED WETLAND SPECIALIST OR BIOLOGIST, PRIOR TO ANY LAND DISTURBANCE, SHOULD PERFORM WETLAND IDENTIFICATION AND DELINEATION.

4. CENTERLINE OF CREEK AS FIELD LOCATED L2 – L29 IS THE PROPERTY LINE. NATURAL WATER BOUNDARIES ARE SUBJECT TO CHANGE DUE TO NATURAL CAUSES AND IT MAY OR MAY NOT REPRESENT THE ACTUAL LOCATION OF THE LIMIT OF TITLE.

5. PORTIONS OF THIS PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "A" AS PER F.E.M.A. INSURANCE RATE MAP OF HALL COUNTY, GEORGIA. COMMUNITY PANEL NO. 13139C0314G, EFFECTIVE DATE DECEMBER 1, 2022.

6. ALL PROPERTY CORNERS REFERENCED AS "IPS" INDICATES A 1/2" REBAR PLACED WITH A YELLOW PLASTIC CAP STAMPED "ROCHESTER–LSF000484", UNLESS OTHERWISE NOTED.

7. THIS PLAT IS FOR THE EXCLUSIVE USE OF THE ENTITIES SHOWN HEREON; ANY USE BY THIRD PARTIES IS AT THEIR OWN RISK.

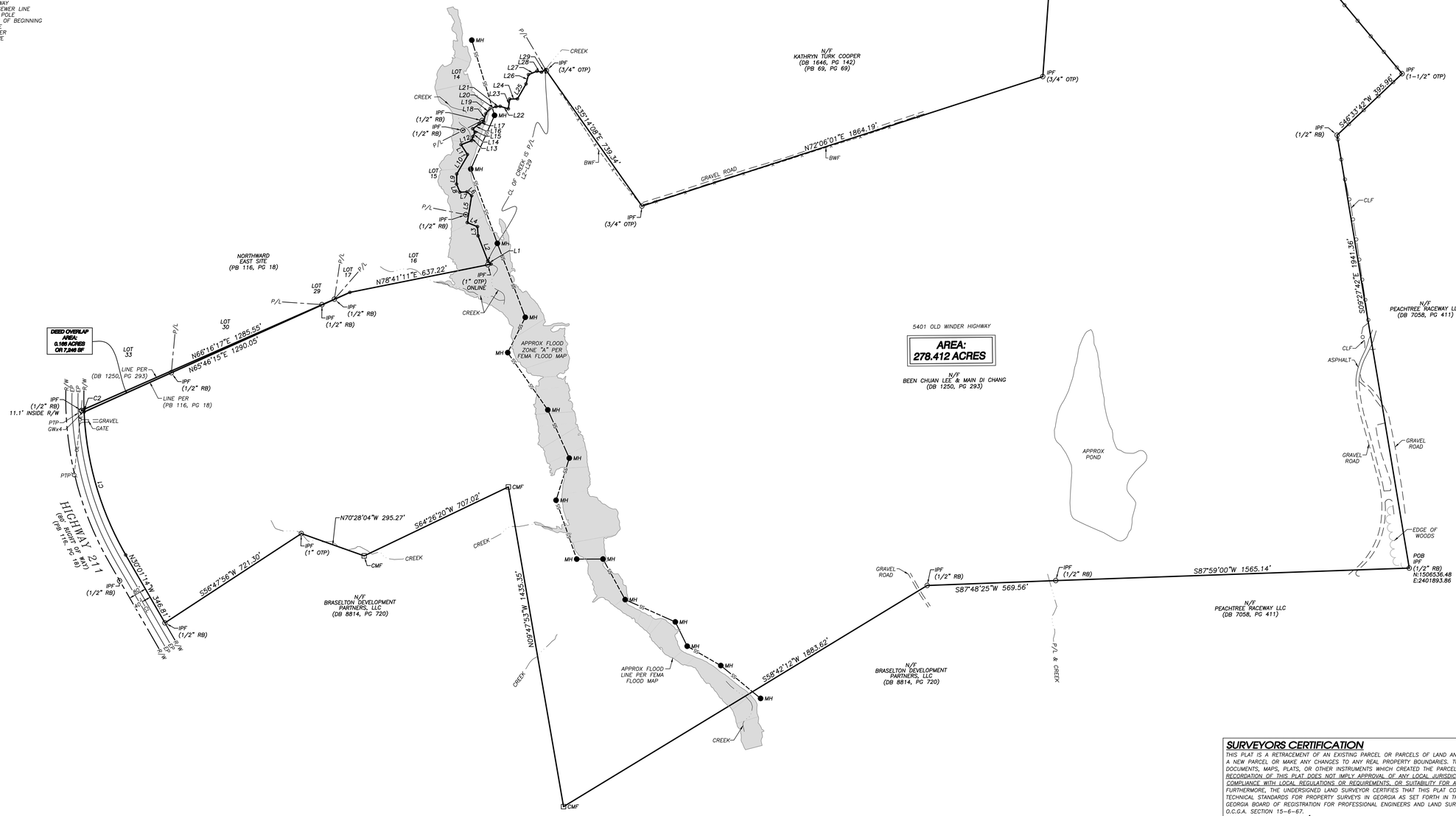
8. THERE ARE NO BUILDINGS EXISTING ON THE SURVEYED PROPERTY.

9. ALL DISTANCES AS SHOWN ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET (39.37 INCHES = 1 METER)

CURVE TABLE				
CURVE #	CHORD BEARING	CHORD LENGTH (FT)	ARC LENGTH (FT)	RADIUS (FT)
C1	N16° 14' 21"W	658.71	665.11	1382.59
C2	N02° 12' 24"W	12.12	12.12	1382.59

Line Table		
LINE #	BEARING	LENGTH (FT)
L1	N47° 07' 47"W	19.66
L2	N21° 13' 04"W	119.74
L3	N03° 59' 14"W	40.51
L4	N67° 57' 42"W	48.34
L5	N09° 16' 36"E	120.10
L6	N49° 21' 10"W	26.81
L7	S87° 11' 57"W	31.77
L8	N22° 14' 41"W	38.75
L9	N00° 46' 47"E	44.63
L10	N30° 17' 58"E	97.08
L11	N33° 11' 34"W	54.39
L12	N68° 24' 01"E	50.01
L13	N17° 57' 00"E	18.57
L14	N26° 28' 10"E	22.30
L15	N34° 43' 20"W	17.91

Line Table		
LINE #	BEARING	LENGTH (FT)
L16	N53° 40' 00"E	35.51
L17	N63° 28' 26"E	21.68
L18	N13° 52' 40"E	37.04
L19	N41° 30' 21"E	30.28
L20	N71° 05' 04"E	27.85
L21	N87° 26' 38"E	17.88
L22	S73° 15' 50"E	37.52
L23	N07° 54' 29"E	43.43
L24	N88° 39' 03"E	34.53
L25	N29° 54' 57"E	76.09
L26	N14° 35' 15"E	43.01
L27	N68° 14' 49"E	40.03
L28	S77° 46' 56"E	21.22
L29	N56° 20' 30"E	21.38



SURVEYORS CERTIFICATION

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION. AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15–6–67.

04/03/2025

ROBERT S. CLEVELAND, PLS #2894 — DATE
scleveland@dccm.com
Rochester and Associates, LLC.
LSF–000484 EXPIRATION 6/30/2026
www.rochester–assoc.com

Rochester | DCCM
425 Oak St NW, Gainesville, GA 30501
770.718.0080 p | www.rochester-assoc.com

RETRACEMENT SURVEY FOR

CROW HOLDINGS

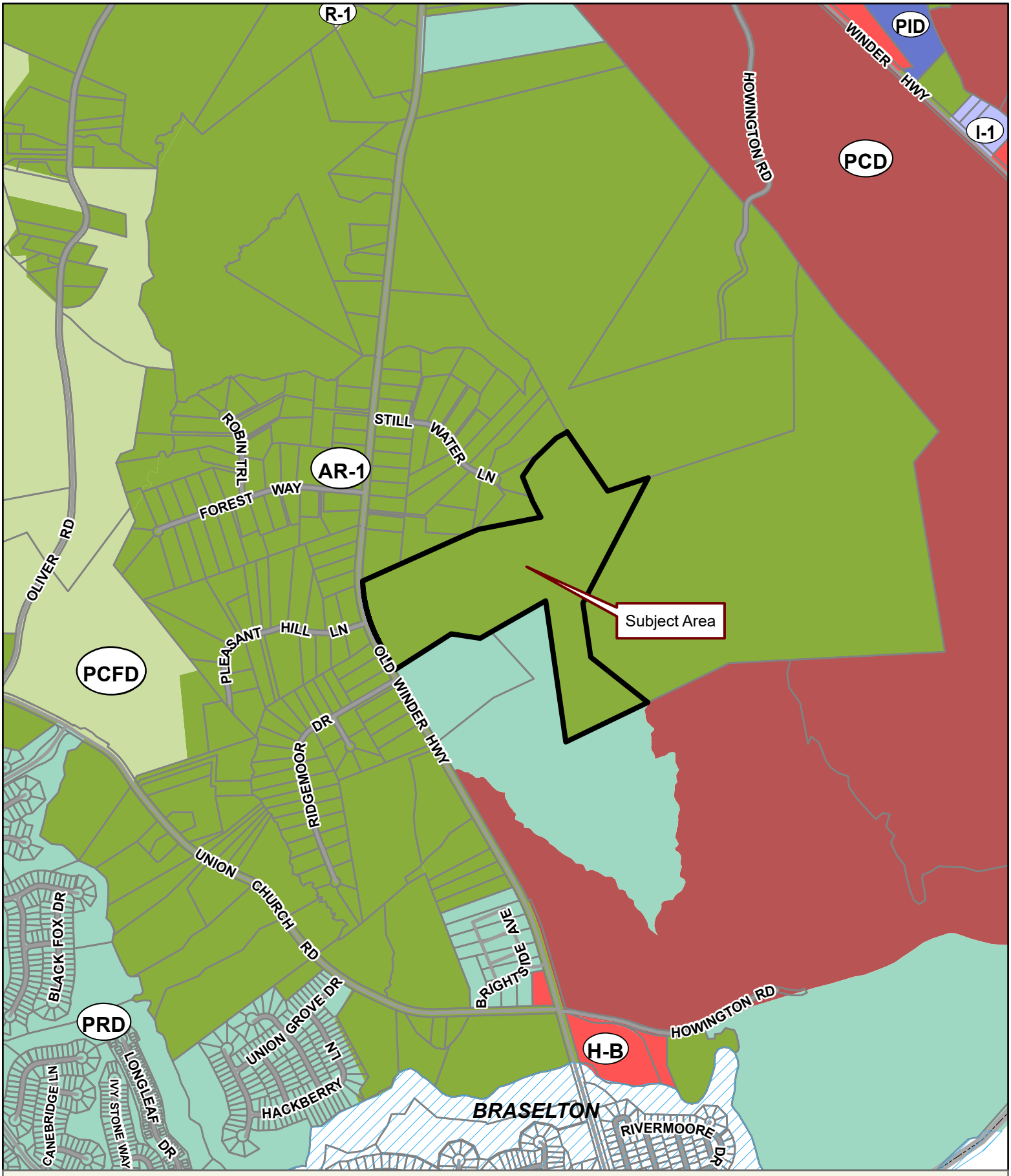
LOCATED IN LAND LOT 15 HALL COUNTY, GEORGIA

REVISIONS			
NO.	DATE	DESCRIPTION	
NO.	DATE	DESCRIPTION	

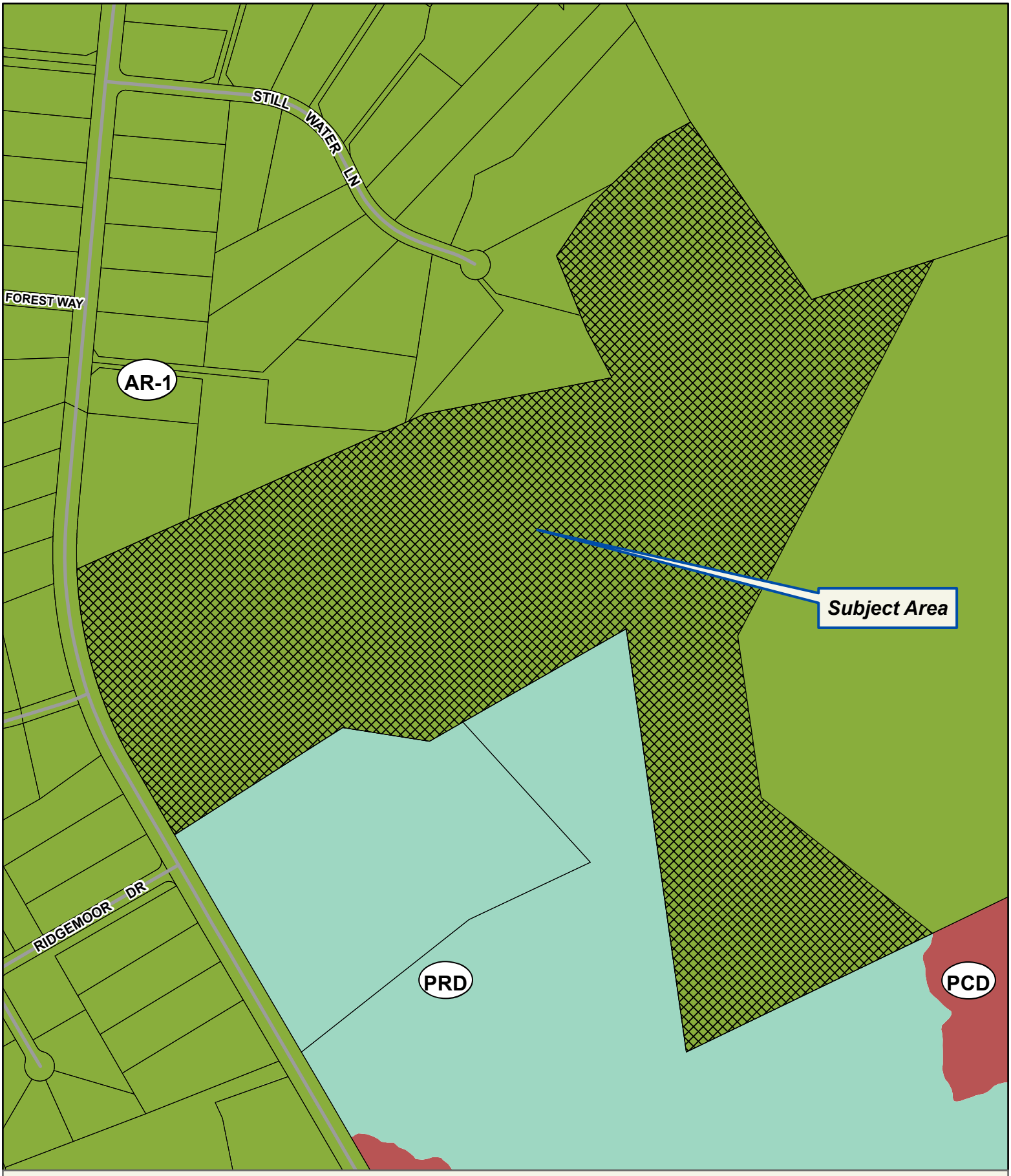
GEORGIA REGISTERED No. 2894 LAND SURVEYOR Robert S. Cleveland

SHEET 1 OF 1

DATE: 3/26/2025
SCALE: 1" = 200'
JOB NO.: 019513.CRW
DRAWN BY: MNG
DWG NO.: SRVMAP



Applicant: K2P LAND PARTNERS, LLC
Tax Parcel #: 15039A000007 (PT.)
Location: 5401 OLD WINDER HIGHWAY, BRASELTON GA 30517
Commission District 1 **PC Mtg. Date: 06/16/2025**

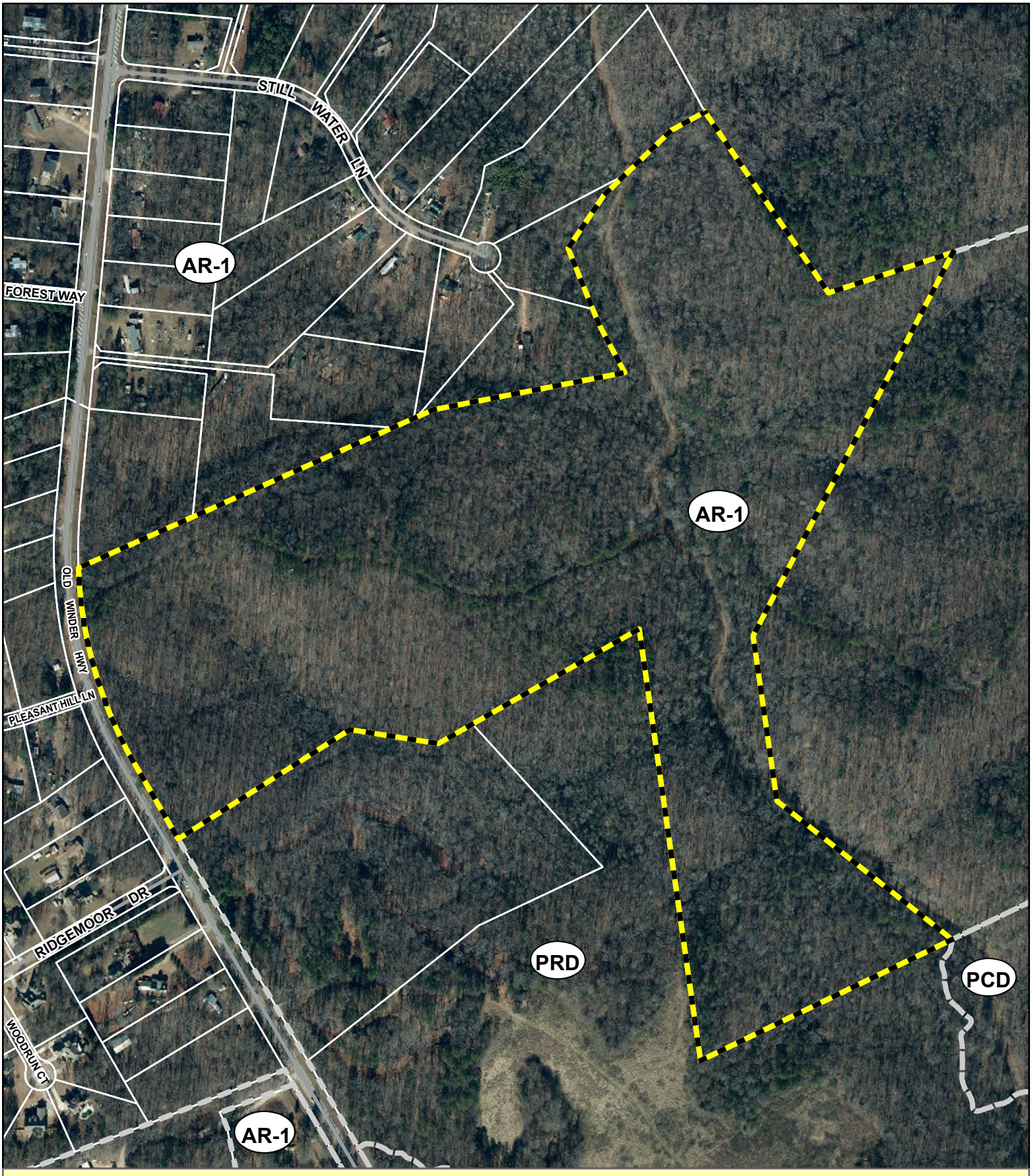


Applicant: K2P LAND PARTNERS, LLC
Tax Parcel #: 15039A000007 (PT.)
Location: 5401 OLD WINDER HIGHWAY, BRASELTON GA 30517
Commission District 1 **PC Mtg. Date: 06/16/2025**

0 125 250 500
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N



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0 125 250 500
Feet

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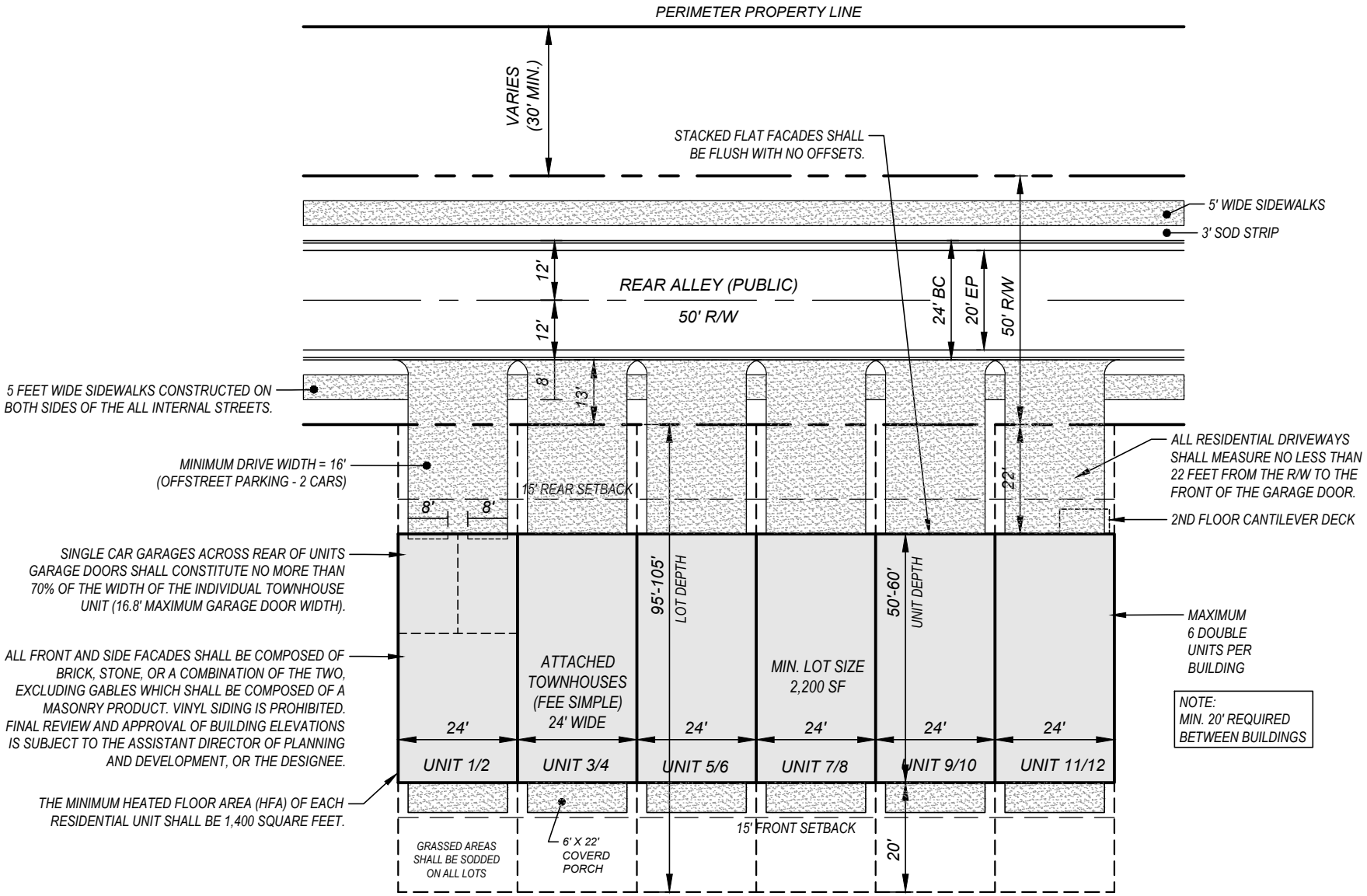
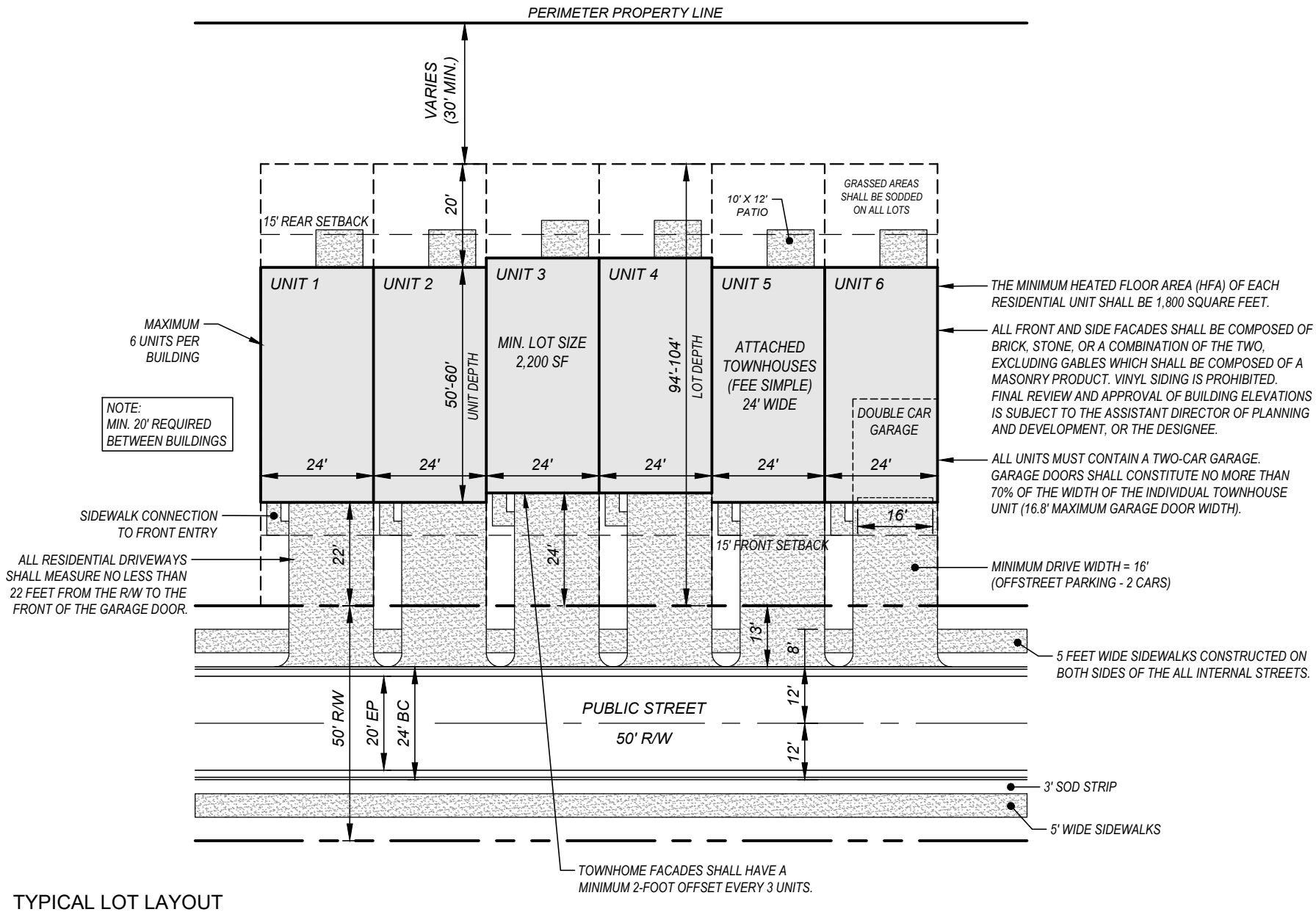
City Limits
Subject Area

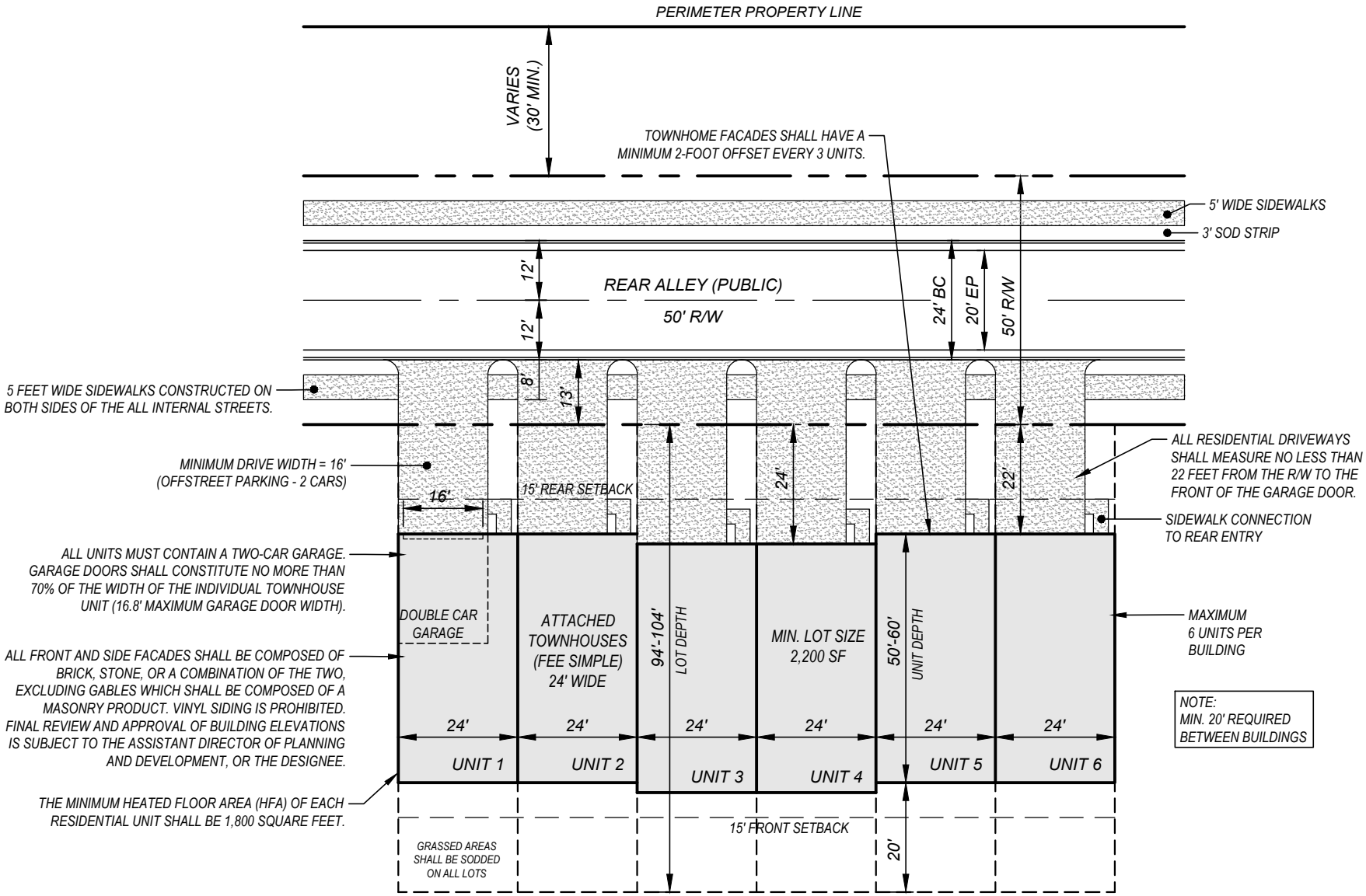
N



TYPICAL LOT LAYOUT
24' WIDE STACKED FLATS
REAR ENTRY



TYPICAL LOT LAYOUT
24' WIDE TOWNHOMES
FRONT ENTRY



TYPICAL LOT LAYOUT
24' WIDE TOWNHOMES
REAR ENTRY


1120 Jesse Jewell Pkwy




gla


gla
















illustra


ResidentialRendering.com





PARK RIDGE AT SUGAR HILL TOWNHOMES

TYPICAL 12 STACKED FLAT BUILDING



A B C D A B

FRONT ELEVATION

THE STANFORD PLAN

24' x 57' - STACKED TOWNHOMES

BUILDING CODE ANALYSIS

CONSTRUCTION CODES:

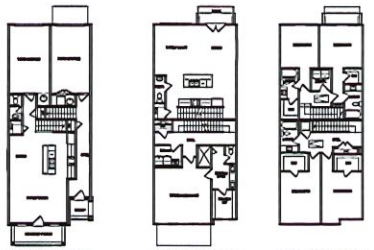
- GWINNETT COUNTY CONSTRUCTION CODE (2015)
- 2018 INTERNATIONAL RESIDENTIAL CODE WITH 2020 GEORGIA STATE AMENDMENTS
- 2018 INTERNATIONAL BUILDING CODE WITH 2020, 2022 GEORGIA STATE AMENDMENTS
- 2018 INTERNATIONAL MECHANICAL CODE WITH 2020 GEORGIA STATE AMENDMENTS
- 2018 INTERNATIONAL PLUMBING CODE WITH 2020, 2022, 2023 GEORGIA STATE AMENDMENTS
- 2018 INTERNATIONAL FUEL GAS CODE WITH 2020, 2022 GEORGIA STATE AMENDMENTS
- 2018 INTERNATIONAL FIRE CODE WITH 2022 GEORGIA STATE FIRE COMMISSIONER AMENDMENTS 120-3-3-.04
- 2015 INTERNATIONAL ENERGY CONSERVATION CODE WITH 2020, 2022, 2023 GEORGIA STATE SUPPLEMENTS AND AMENDMENTS
- 2020 NFPA NATIONAL ELECTRICAL CODE WITH 2021 GEORGIA STATE AMENDMENTS

PRODUCT:	3 STORY TOWNHOMES
OCCUPANCY CLASSIFICATION:	R-3
CONSTRUCTION TYPE:	TYPE VB (2 HOUR DWELLINGS SEPARATION BETWEEN UNITS. NON SPRINKLERED.

DRAWING INDEX

C0.0	COVER SHEET
A1.0	BUILDING FRONT & REAR ELEVATIONS
A1.1	BUILDING SIDE ELEVATIONS
A1.2	BUILDING SLAB PLAN
A1.3	BUILDING MAIN LEVEL FLOOR PLAN
A1.4	BUILDING UPPER LEVEL FLOOR PLAN
A1.5	BUILDING 3RD LEVEL FLOOR PLAN
A1.6	BUILDING ROOF PLAN
A2.0	FRONT ELEVATION 'A' & 'B'
A2.1	FRONT ELEVATION 'C' & 'D'
A2.2	SIDE ELEVATIONS 'A' & 'C'
A2.3	SIDE ELEVATIONS 'B' & 'D'
A2.4	REAR ELEVATIONS
A2.5	ROOF PLANS
A3.1	SLAB FOUNDATION & 1ST FLOOR PLANS
A4.1	2ND & 3RD LEVEL FLOOR PLANS
A5.1	FLOOR PLAN UNIT A
A6.1	FLOOR PLANS UNIT B
A7.1	ELECTRICAL PLANS UNIT A
A7.2	ELECTRICAL PLANS UNIT B
A8.1	2-HOURS FIRE RATED WALL/ CEILING ASSEMBLIES

FLOOR PLANS



1ST FLOOR LEVEL 2ND FLOOR LEVEL 3RD FLOOR LEVEL

AREA CALCULATION

24' x 57'

SQUARE FOOTAGE - UNIT A	
MAIN LEVEL	420
UPPER LEVEL	309
3RD LEVEL	656
TOTAL HEATED	1384
1 CAR GARAGE	292
FRONT PORCH	90
TOTAL ENCLOSED	2330

SQUARE FOOTAGE - UNIT B	
MAIN LEVEL	397
UPPER LEVEL	643
3RD LEVEL	629
TOTAL HEATED	1669
1 CAR GARAGE	292
FRONT STOOP	39
REAR DECK	60
TOTAL ENCLOSED	1869

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PROJECT NAME :

PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER

SOUTHERN HERITAGE HOMES

390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE

COVER SHEET

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	C0.0



1 Building Front Elevation



2 Building Rear Elevation

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PROJECT NAME :
PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
FRONT & REAR ELEVATIONS

Date	8/29/2024
Scale	AS NOTED
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Job No.	N/A
Sheet	A1.0

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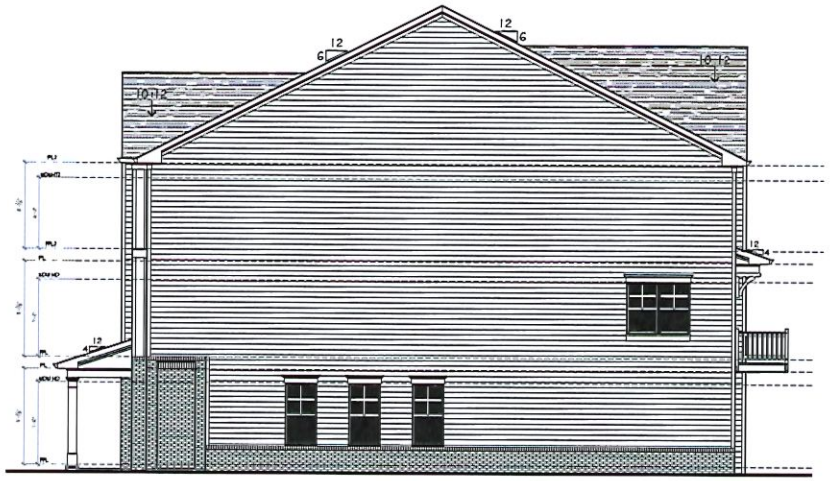
1 Building Left Side Elevation



2 Building Right Side Elevation

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PROJECT NAME :

PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER

SOUTHERN HERITAGE HOMES

390 BROGDON RD.,
SUWANEE. GA 30024

SHEET TITLE

BUILDING SIDE ELEVATIONS

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.1

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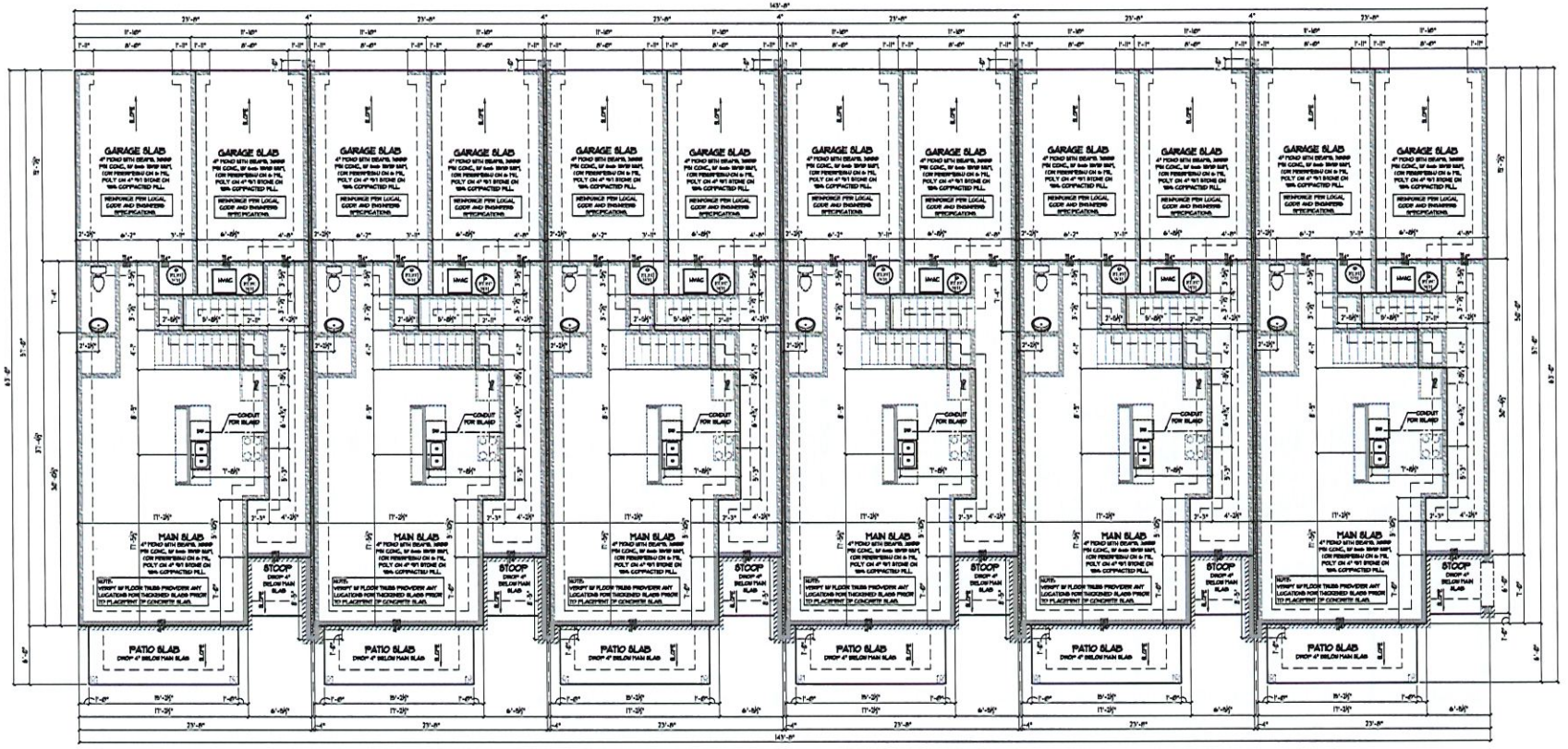

1 Building Slab Foundation Plan

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PROJECT NAME :
PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
BUILDING SLAB PLAN

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.2

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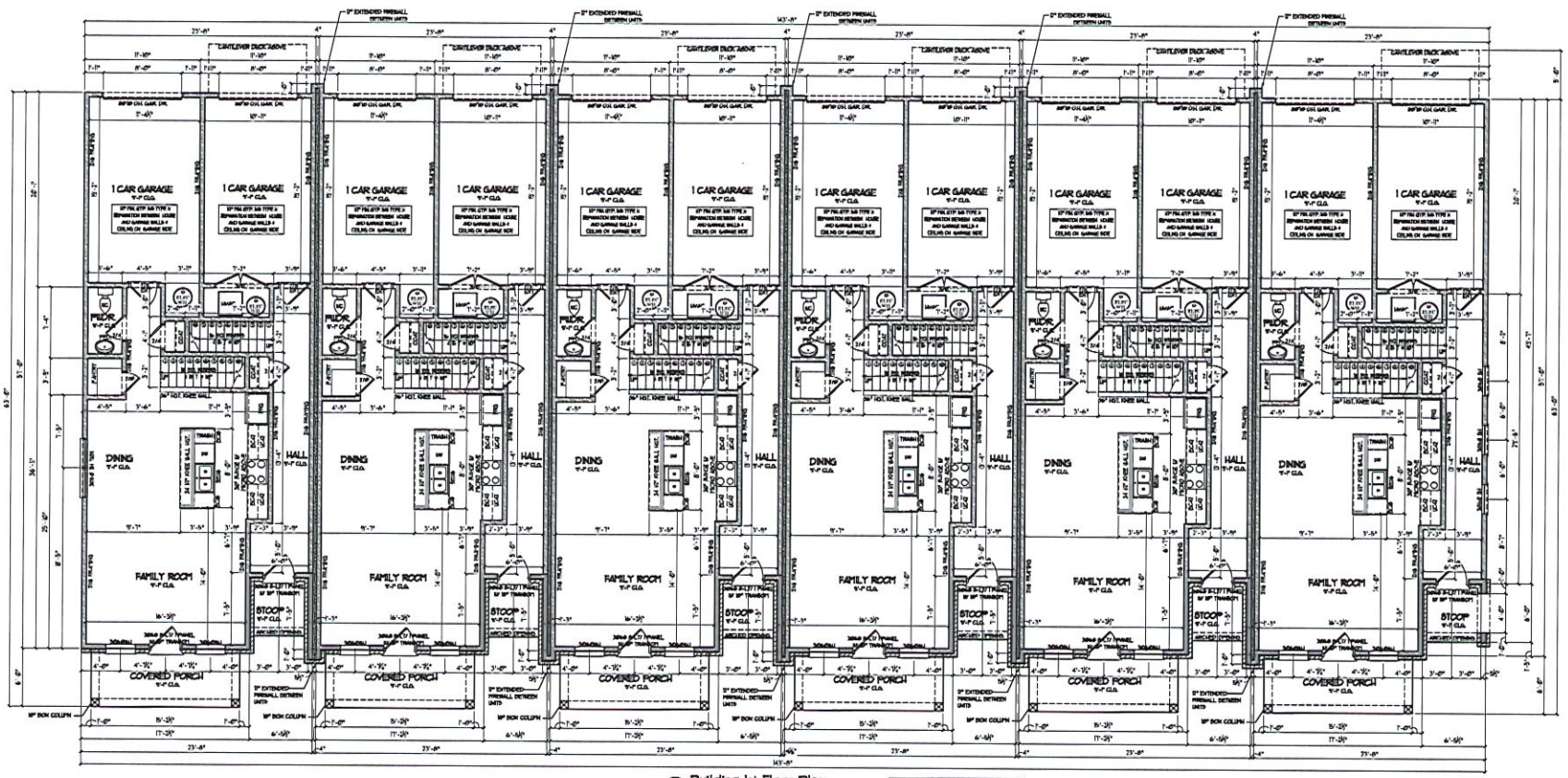

1 Building 1st Floor Plan
SCALE: 3/16" = 1'-0"

5/8" FIN GYP. % TYPE X SEPARATION ON ALL COTTON ADJOINING WALLS + CEILINGS

RECEPTACLE OUTLETS LOCATED IN A COTTON RATED WALL MUST BE STAGGERED BETWEEN STUDS AND MUST HAVE A MINIMUM SEPARATION OF 24 INCHES.

THE SUPPORTING CONSTRUCTION FOR ALL FIRE RATED FLOORS WILL HAVE AN EQUAL OR GREATER FIRE RESISTANCE RATING AS THE SUPPORTED FLOORS. THIS INCLUDES ALL LOAD BEARING WALLS POSTS AND GIRDERS WALL

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PROJECT NAME :
PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE. GA 30024

SHEET TITLE
BUILDING 1ST FLOOR PLAN

Date	8/29/2024
Scale	AS NOTED
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Job No.	N/A
Sheet	A1.3

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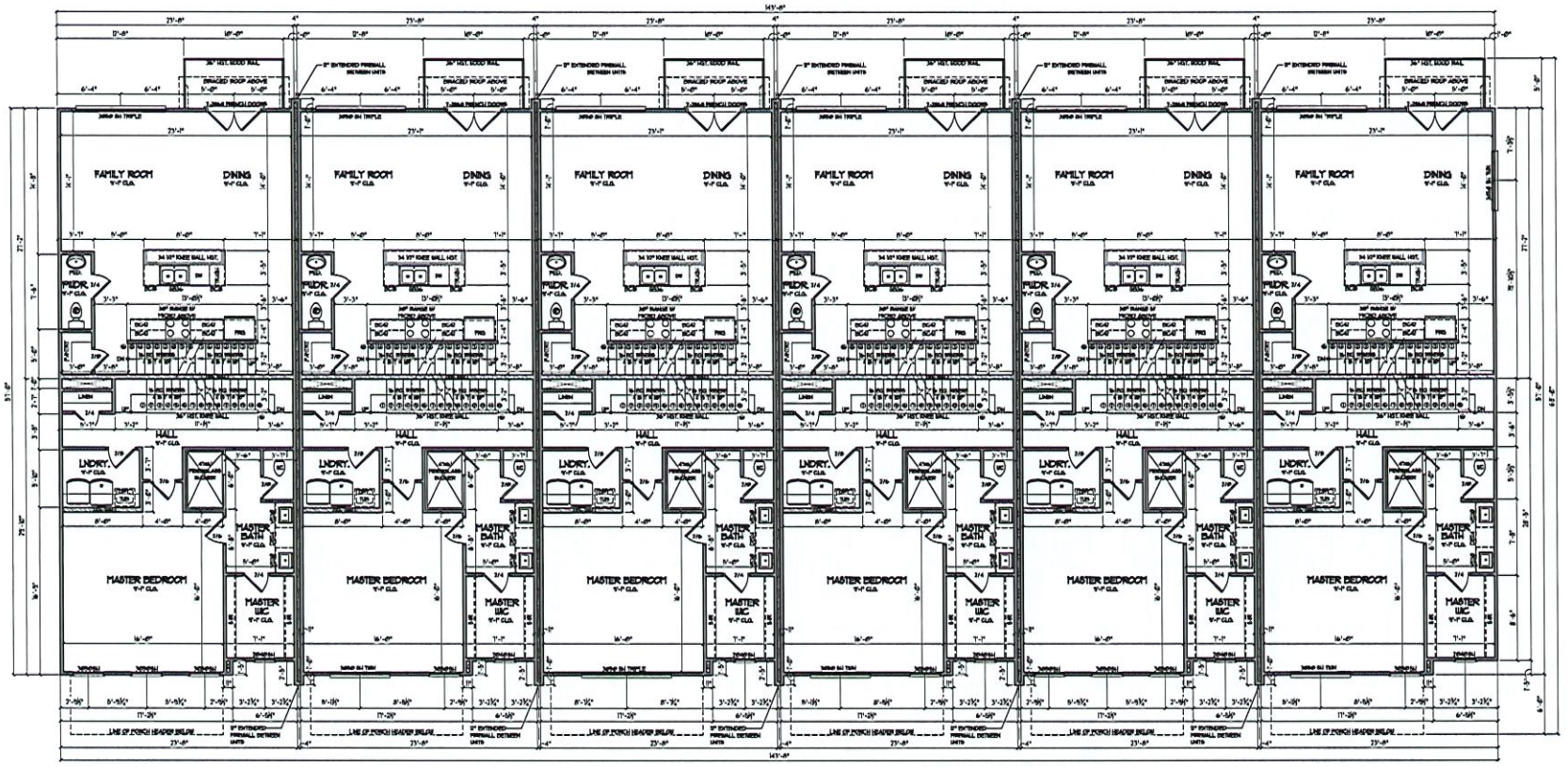

1 Building 2nd Floor Plan
SCALE: 3/16" = 1'-0"

IF FIN. ATTY. IS TYPE X SEPARATION ON ALL COTTON ADJOINING WALLS + CEILING

RECEPTACLE OUTLETS LOCATED IN A COTTON RATED WALL MUST BE STAGGERED BETWEEN STUDS AND MUST HAVE A MINIMUM SEPARATION OF 24 INCHES.

THE SUPPORTING CONSTRUCTION FOR ALL FIRE RATED FLOORS WILL HAVE AN EQUAL OR GREATER FIRE RESISTANCE RATING AS THE SUPPORTED FLOORS. THIS INCLUDES ALL LOAD BEARING WALLS POSTS AND GIRDERS SHALL

NO	DESCRIPTION :	DATE :

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PROJECT NAME :

PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER

SOUTHERN HERITAGE HOMES

390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE

BUILDING 2ND FLOOR PLAN

Date	8/29/2024
Scale	AS NOTED
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Job No.	N/A
Sheet	A1.4

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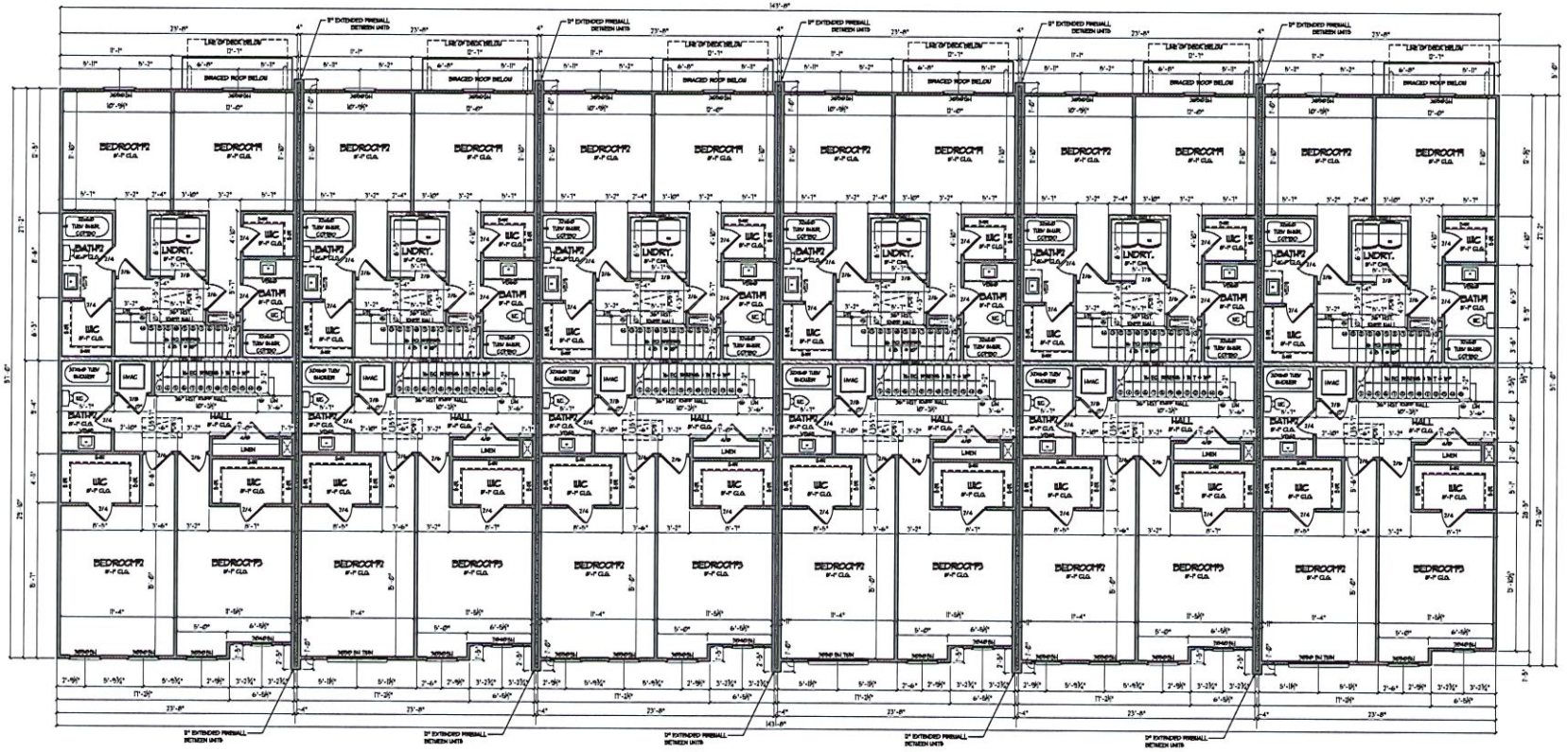

1 Building 3rd Floor Plan
SCALE: 3/16" = 1'-0"

3/8" FIN. GYP. ½ TYPE X SEPARATION ON ALL COTTON ADJOINING WALLS & CEILINGS

RECEPTACLE OUTLETS LOCATED IN A COTTON RATED WALL PLAT BE STAGGERED BETWEEN STUDS AND PLAT HAVE A FINISH REPARATION OF 24 INCHES.

THE SUPPORTING CONSTRUCTION FOR ALL FIRE RATED FLOORS WILL HAVE AN EQUAL OR GRATER FIRE RESISTANCE RATING AS THE SUPPORTED FLOORS THIS INCLUDES ALL LOAD BEARING WALLS POSTS AND GIRDERS SHALL

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PROJECT NAME :
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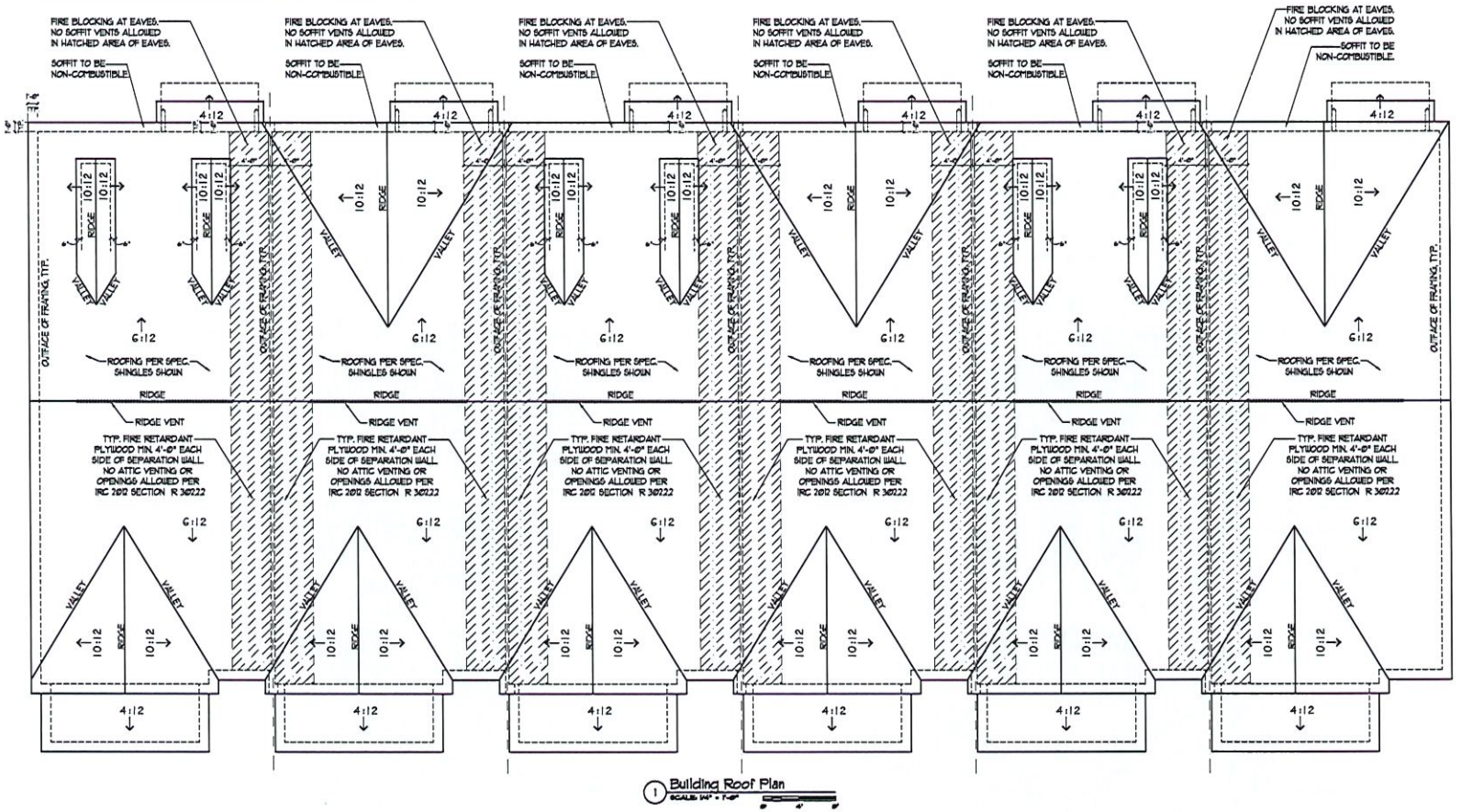
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
BUILDING 3RD FLOOR PLAN

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.5

ATTIC VENT CALCULATION: 1:300 RATIO. (PER 2012 IRC SECTION R806.2)
ROOF AREA: 1609 SQ. FT.
1609 SQ. FT. / 300 = 5.01 SQ. FT. X 144 = 722.4 SQ. IN. OF VENT REQ'D. 722.4 SQ. IN. / 2 = 361.2 SQ. IN.
VENTILATION REQUIRED:
RIDGE VENTILATION (HIGH) 361 SQ. IN. NFA EXHAUST REQUIRED. 361 SQ. IN. NFA INTAKE REQUIRED.
NOTE:
GENERAL CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED BY OWNER. VERIFY WITH MANUFACTURER OF HIGH AND LOW VENTS TO BE USED FOR MINIMUM CALCULATED VENTS REQUIRED. THE REQUIRED VENTILATION SHALL BE MAINTAINED. PROVIDE INSULATION STOP SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE BUILDING OFFICIAL.



1 Building Roof Plan

NO	DESCRIPTION :	DATE :

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PROJECT NAME :
PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
BUILDING ROOF PLAN

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.6

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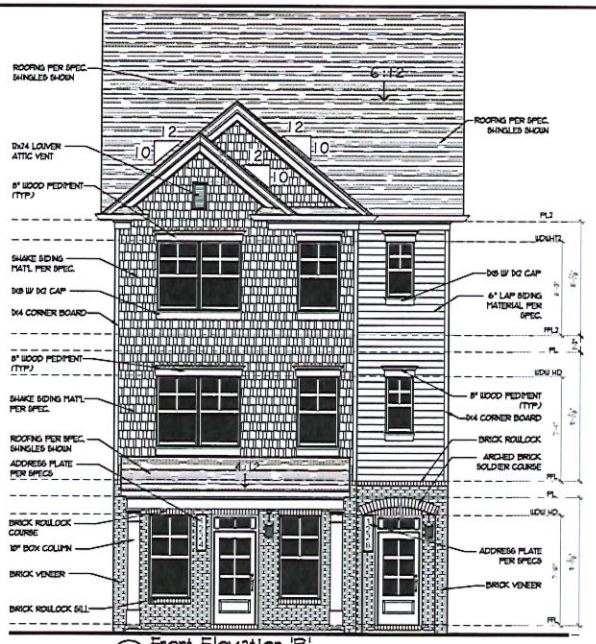
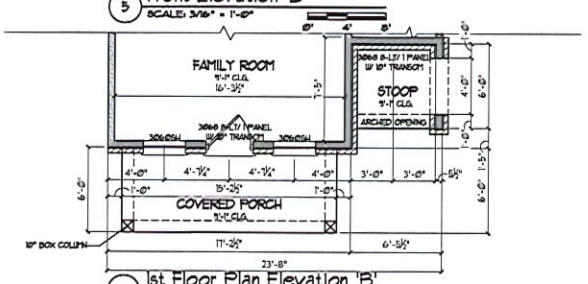
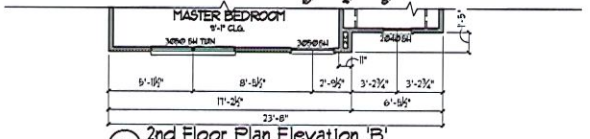


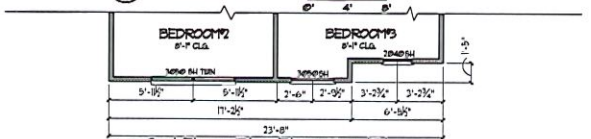
5 Front Elevation 'B'
SCALE: 3/16" = 1'-0"



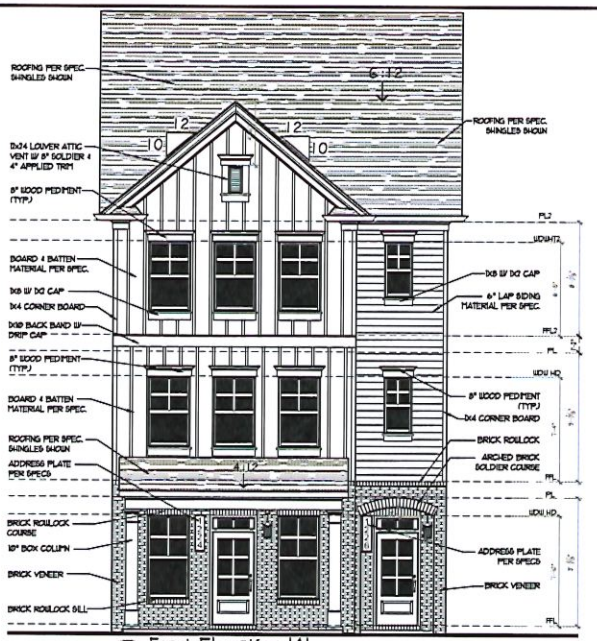
6 1st Floor Plan Elevation 'B'
SCALE: 3/16" = 1'-0"



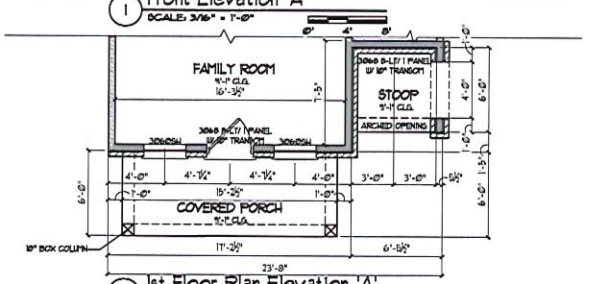
7 2nd Floor Plan Elevation 'B'
SCALE: 3/16" = 1'-0"



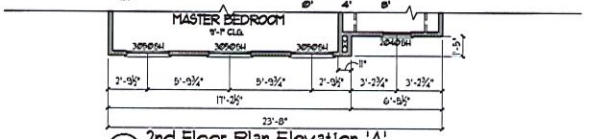
8 3rd Floor Plan Elevation 'B'
SCALE: 3/16" = 1'-0"



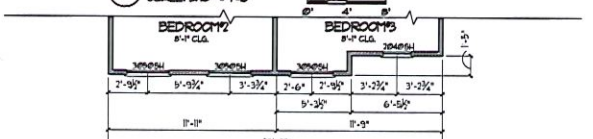
1 Front Elevation 'A'
SCALE: 3/16" = 1'-0"



2 1st Floor Plan Elevation 'A'
SCALE: 3/16" = 1'-0"



3 2nd Floor Plan Elevation 'A'
SCALE: 3/16" = 1'-0"



4 3rd Floor Plan Elevation 'A'
SCALE: 3/16" = 1'-0"

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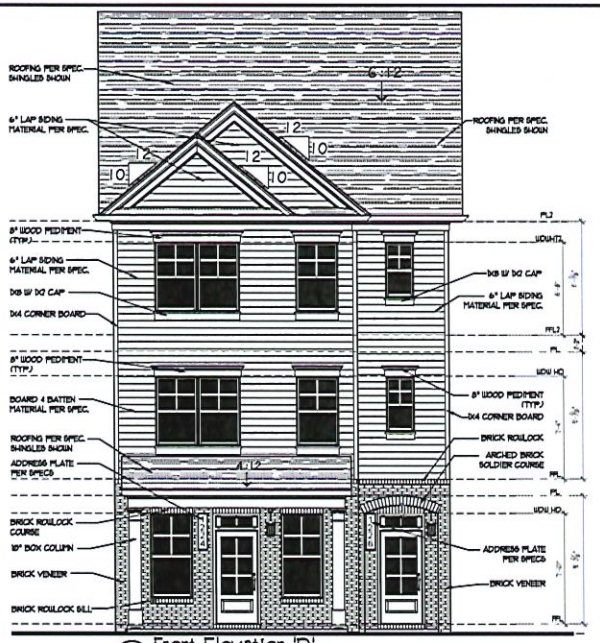
PROJECT NAME :
PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

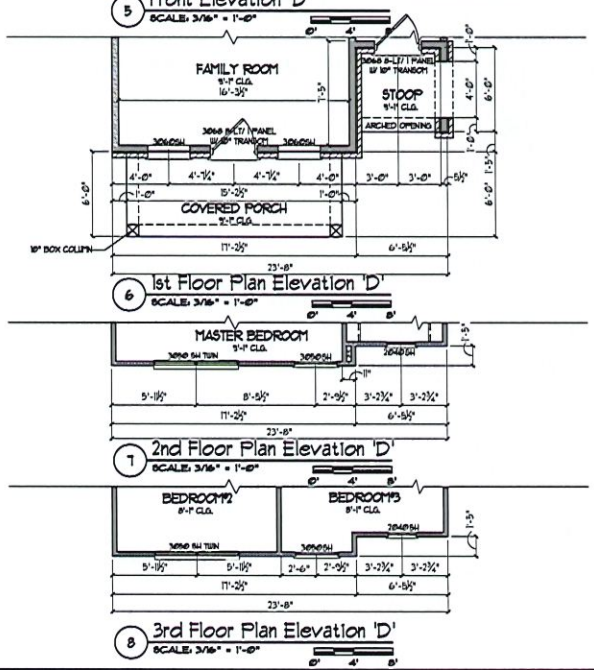
CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
FRONT ELEV.
'A' & 'B'

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A2.0



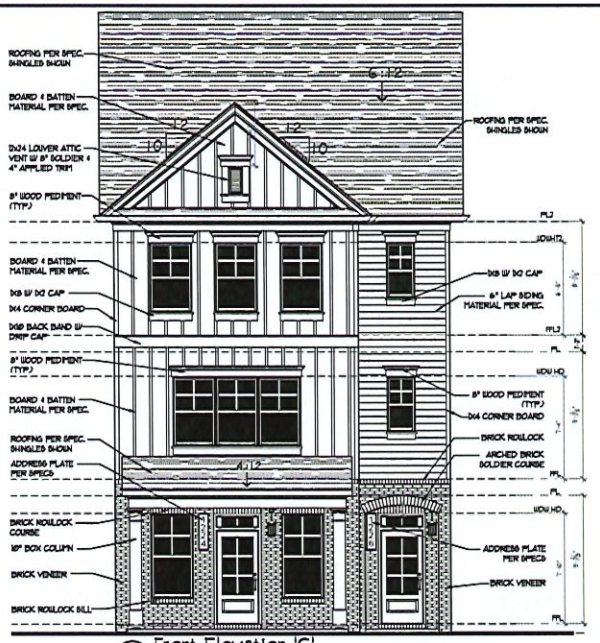
5 Front Elevation 'D'
SCALE: 3/16" = 1'-0"



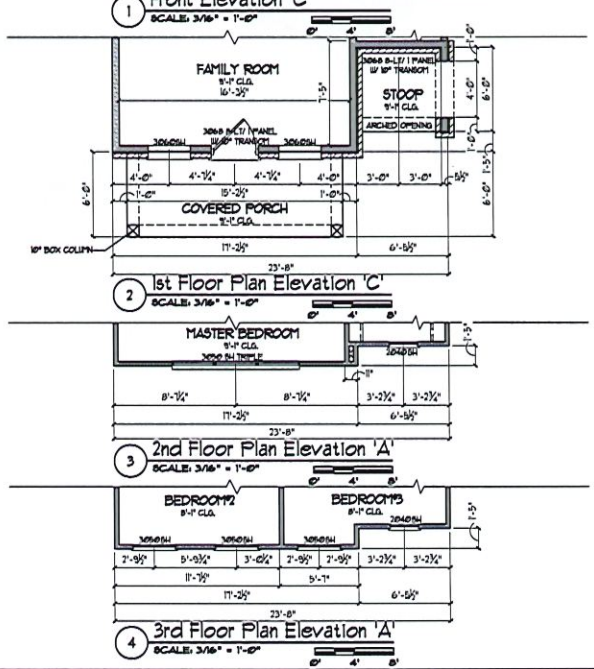
6 1st Floor Plan Elevation 'D'
SCALE: 3/16" = 1'-0"

7 2nd Floor Plan Elevation 'D'
SCALE: 3/16" = 1'-0"

8 3rd Floor Plan Elevation 'D'
SCALE: 3/16" = 1'-0"



1 Front Elevation 'C'
SCALE: 3/16" = 1'-0"



2 1st Floor Plan Elevation 'C'
SCALE: 3/16" = 1'-0"

3 2nd Floor Plan Elevation 'A'
SCALE: 3/16" = 1'-0"

4 3rd Floor Plan Elevation 'A'
SCALE: 3/16" = 1'-0"

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PROJECT NAME :

PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER

SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE

FRONT ELEV.
'C' & 'D'

Date	8/29/2024
Scale	AS NOTED
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Job No.	N/A
Sheet	A2.1

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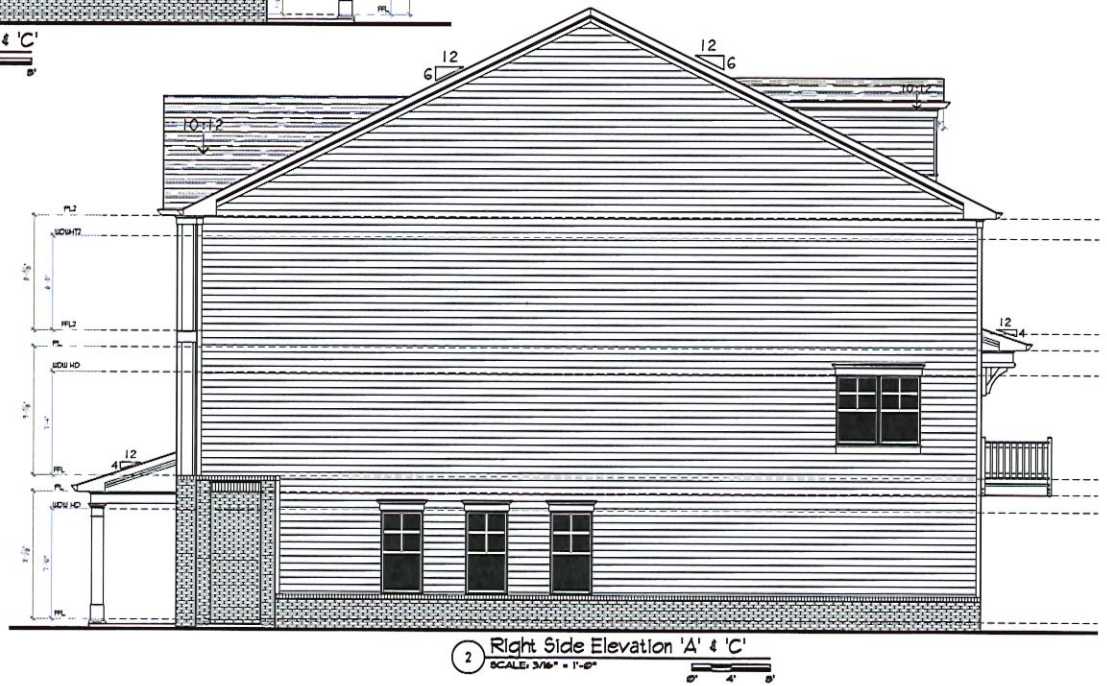
1 Left Side Elevation 'A' & 'C'
SCALE: 3/16" = 1'-0"
0' 4' 8'



2 Right Side Elevation 'A' & 'C'
SCALE: 3/16" = 1'-0"
0' 4' 8'

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PROJECT NAME:
THE STANFORD PLAN
PARK RIDGE AT SUGARHILL
GWINNETT, GA

CLIENT/ BUILDER:
SOUTHERN HERITAGE HOMES
390 BROGDON RD.
SUWANEE GA 30024

SHEET TITLE:
SIDE ELEV.
'A '& 'C'

Date	8/29/2024
Scale	AS NOTED
Drawn by	GC
Job No.	N/A
Sheet	A2.2



1 Left Side Elevation 'B' & 'D'
SCALE: 3/16" = 1'-0"



2 Right Side Elevation 'B' & 'D'
SCALE: 3/16" = 1'-0"

NO	DESCRIPTION :	DATE :

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PROJECT NAME :
THE STANFORD PLAN
PARK RIDGE AT SUGARHILL
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
590 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SIDE ELEV.
'B '& 'D'

Date	8/29/2024
Scale	AS NOTED
Drawn by	GC
Job No.	N/A
Sheet	A2.3

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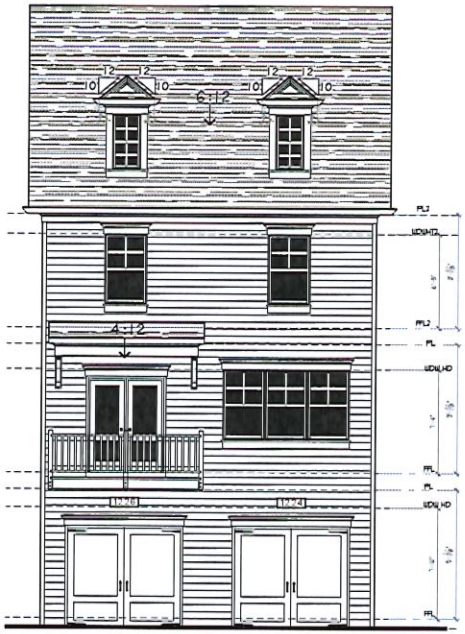
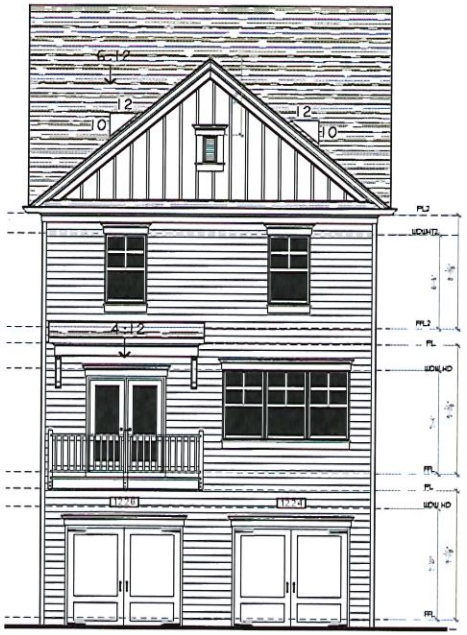


1 Rear Elevation 'A' & 'C'
SCALE: 3/16" = 1'-0"



2 Rear Elevation 'B' & 'D'
SCALE: 3/16" = 1'-0"

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PROJECT NAME :

PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/BUILDER

SOUTHERN HERITAGE HOMES

190 BROGDON RD.,
SUWANEE GA 30024

SHEET TITLE

REAR ELEVATIONS

Date	8/29/2024
Scale	AS NOTED
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Job No.	N/A
Sheet	A2.4

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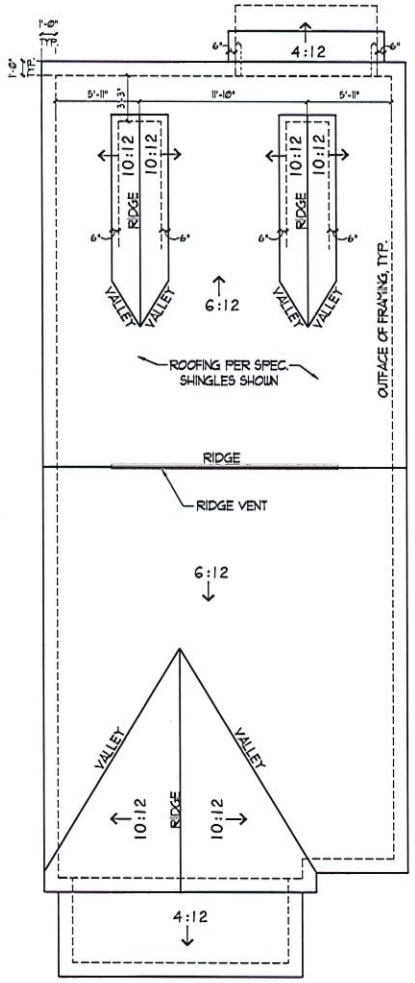
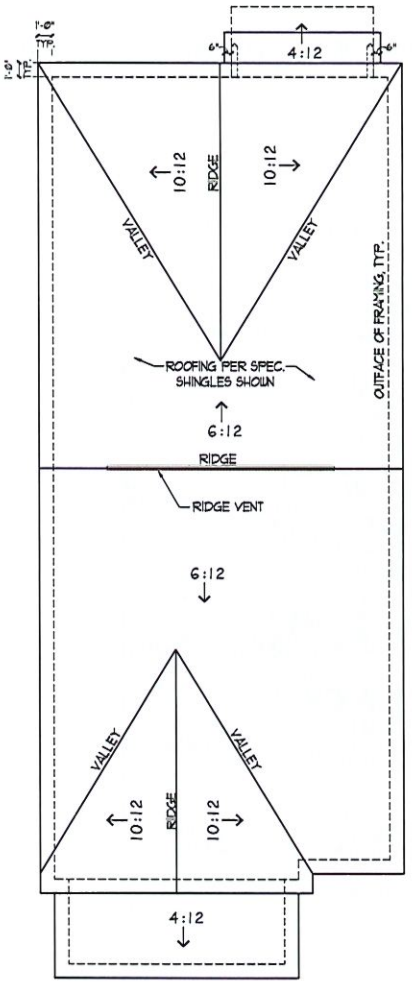


1 Roof Plan Elevation 'A' & 'C'

SCALE: 3/16" = 1'-0"



2 Roof Plan Elevation 'B' & 'D'

SCALE: 3/16" = 1'-0"

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PROJECT NAME :

PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER

SOUTHERN HERITAGE HOMES

590 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE

ROOF PLANS

Date	8/29/2024
Scale	AS NOTED
Drawn by	GC
Job No.	N/A
Sheet	A2.5

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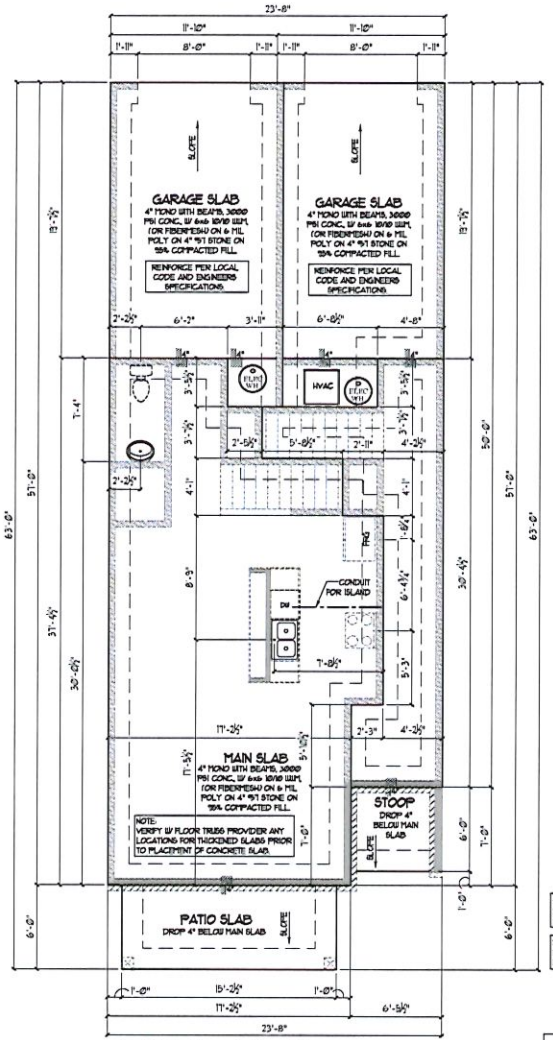


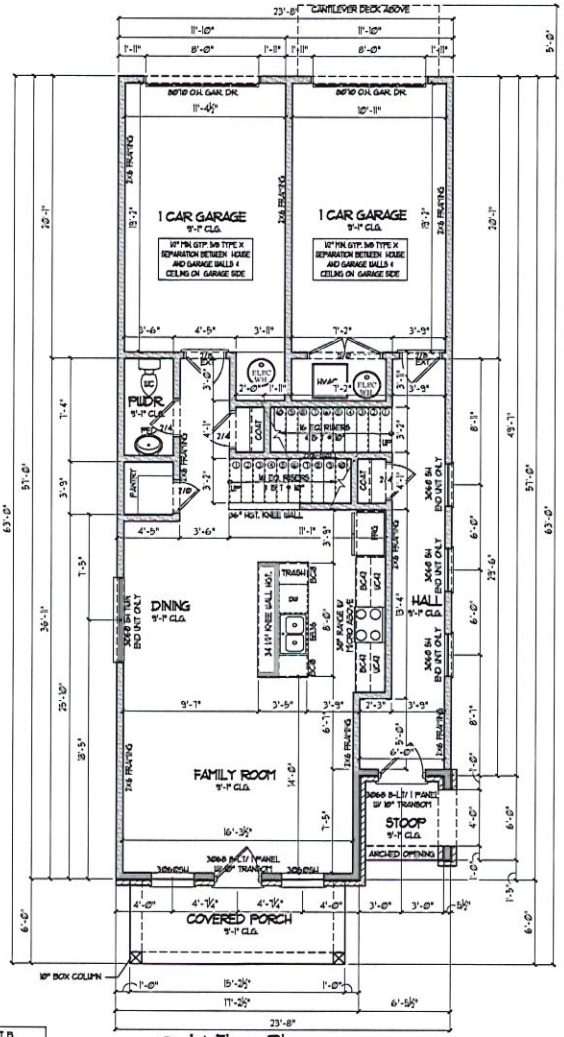
1 Slab Foundation Plan
SCALE: 1/4" = 1'-0"

VERIFY ALL GRADE BEAM LOCATIONS PRIOR TO POURING OF CONCRETE.

NOTE: LOCATE GRADE BEAMS UNDER ALL LOAD BEARING WALLS

SQUARE FOOTAGE - UNIT A	
MAIN LEVEL	620
UPPER LEVEL	1016
3RD LEVEL	696
TOTAL HEATED	1984
1 CAR GARAGE	255
FRONT PORCH	91
TOTAL FRAMED	2330

SQUARE FOOTAGE - UNIT B	
MAIN LEVEL	737
UPPER LEVEL	643
3RD LEVEL	609
TOTAL HEATED	1449
1 CAR GARAGE	257
FRONT STOOP	39
REAR DECK	60
TOTAL FRAMED	1805



1 1st Floor Plan
SCALE: 1/4" = 1'-0"

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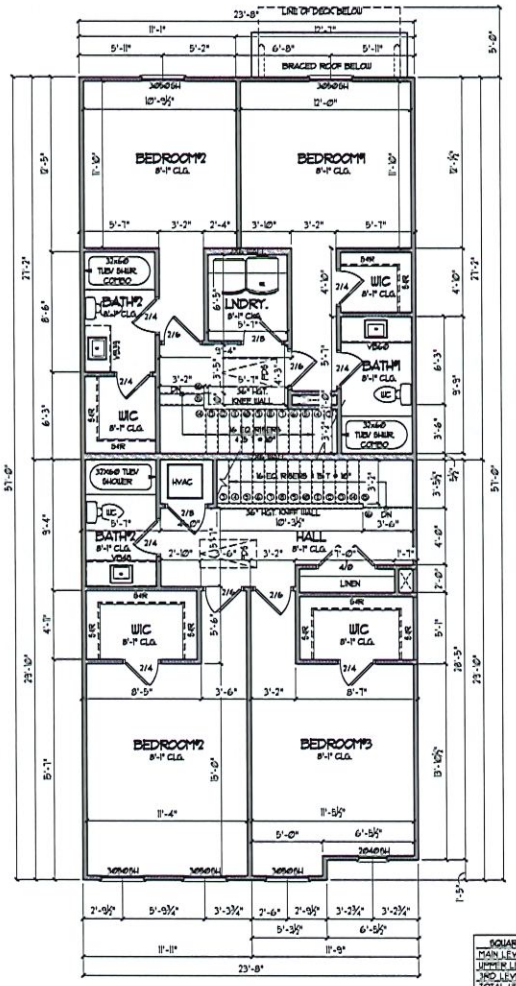
PROJECT NAME :
PARK RIDGE AT SUGARHILL
HILLCREST MEADOWS
GWINNETT, GA

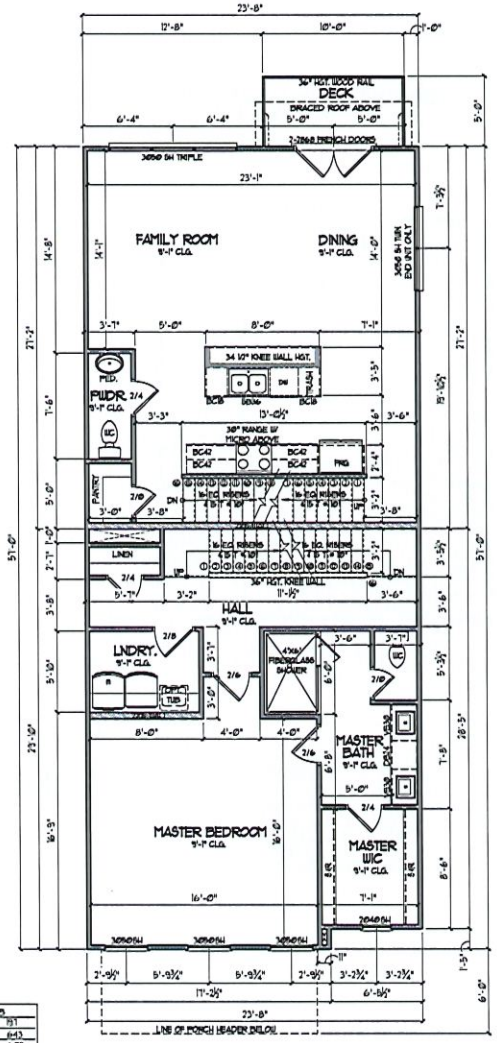
CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.
SUWANEE, GA 30024

SHEET TITLE
SLAB AND 1ST FLOOR PLANS

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A3.1



2 3rd Floor Plan
SCALE: 1/4" = 1'-0"



1 2nd Floor Plan
SCALE: 1/4" = 1'-0"

SQUARE FOOTAGE - UNIT A	
MAIN LEVEL	620
UPPER LEVEL	708
3RD LEVEL	936
TOTAL HEATED	1984
1 CAR GARAGE	255
FRONT PORCH	51
TOTAL FRAMED	2330

SQUARE FOOTAGE - UNIT B	
MAIN LEVEL	791
UPPER LEVEL	843
3RD LEVEL	603
TOTAL HEATED	1449
1 CAR GARAGE	297
FRONT STOOP	35
REAR DECK	60
TOTAL FRAMED	1809

NO	DESCRIPTION :	DATE :

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PROJECT NAME :
PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
2ND & 3RD LEVEL FLOOR PLANS

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A4.1

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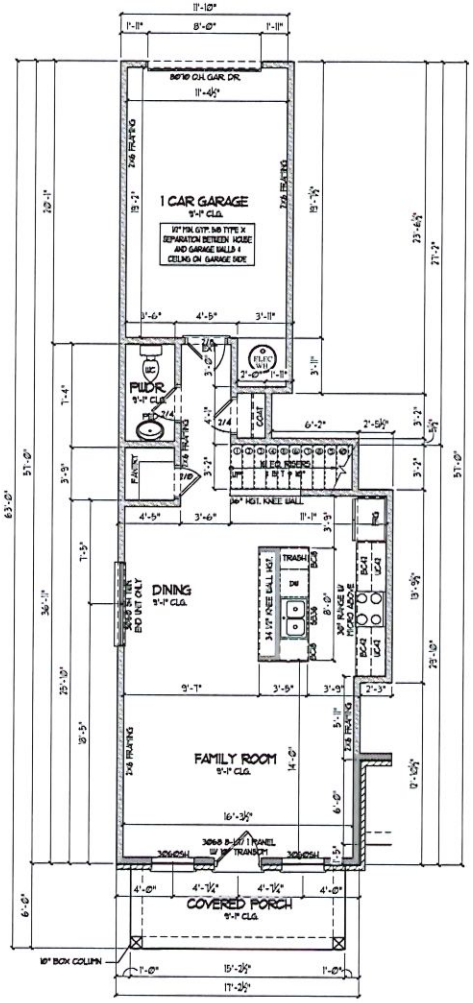
UNIT A - 3 BEDROOMS UNIT

SQUARE FOOTAGE - UNIT A	
MAIN LEVEL	620
UPPER LEVEL	708
3RD LEVEL	636
TOTAL HEATED	1964
1 CAR GARAGE	250
FRONT PORCH	91
TOTAL FRAMED	2330



1 1st Floor Plan - Unit A
SCALE: 1/4" = 1'-0"

2 2nd Floor Plan - Unit A
SCALE: 1/4" = 1'-0"

3 3rd Floor Plan - Unit A
SCALE: 1/4" = 1'-0"

NO	DESCRIPTION :	DATE :

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PROJECT NAME :
PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
UNIT A
FLOOR PLANS

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A5.1

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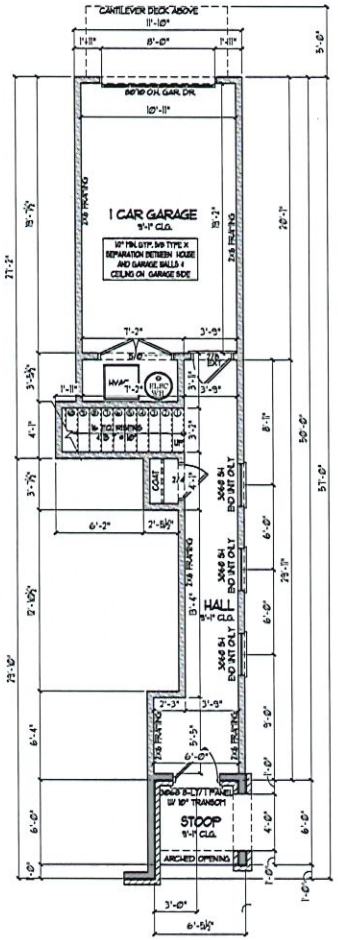
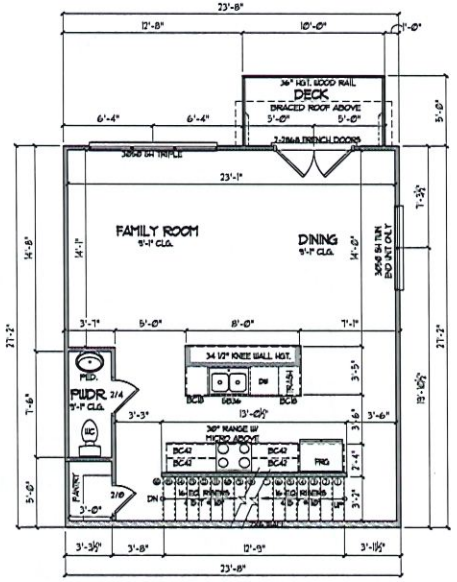
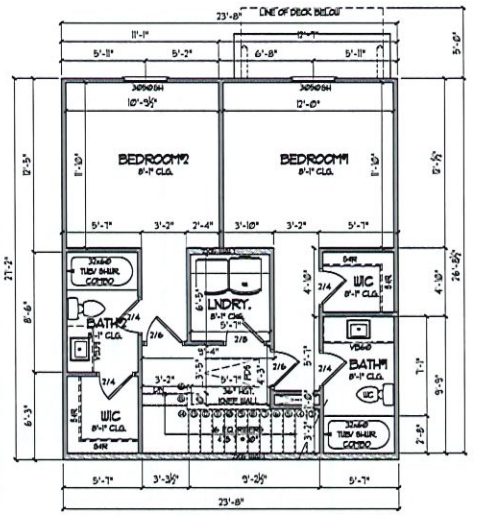


1 1st Floor Plan - Unit B
SCALE: 1/4" = 1'-0"



2 2nd Floor Plan - Unit B
SCALE: 1/4" = 1'-0"



3 3rd Floor Plan - Unit B
SCALE: 1/4" = 1'-0"

UNIT B - 2 BEDROOMS UNIT

SQUARE FOOTAGE - UNIT B	
MAIN LEVEL	757
UPPER LEVEL	643
3RD LEVEL	629
TOTAL HEATED	1449
1 CAR GARAGE	357
FRONT STOOP	39
REAR DECK	60
TOTAL FRAMED	1905

NO.	DESCRIPTION :	DATE :

DESIGNER :
VIEWPOINT DESIGN
4841 BELLE ESTATES RD.
SUWANEE, GEORGIA 30024
gc.viewpointdesign@gmail.com
PHONE (404) 518-0956

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THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
UNIT B
FLOOR PLANS

Date	8/29/2024
Scale	AS NOTED
Drawn by	GC
Job No.	N/A
Sheet	A6.1

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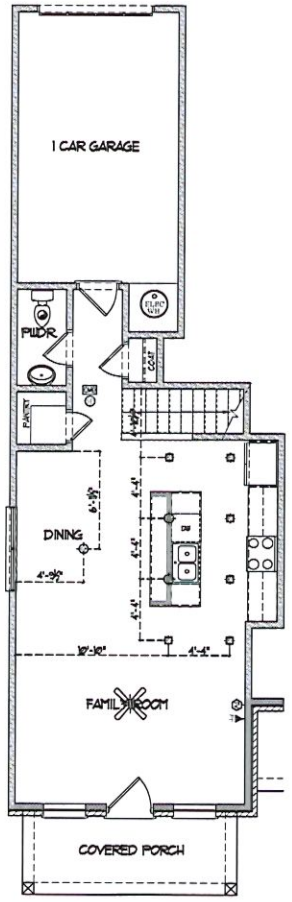
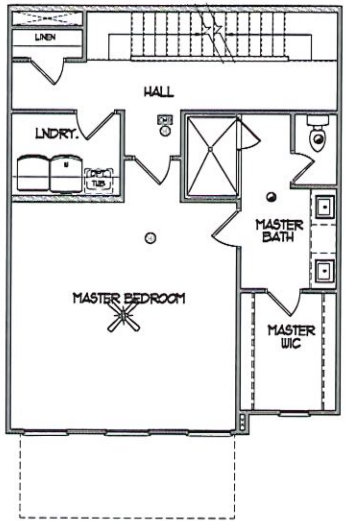
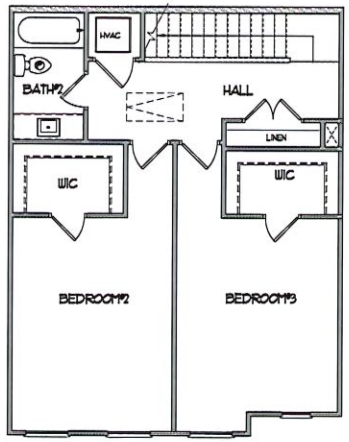
UNIT A - 3 BEDROOMS UNIT



1 1st Level Electrical - Unit A
not to scale



2 2nd Level Electrical - Unit A
not to scale



3 3rd Level Electrical - Unit A
not to scale

ELECTRICAL LEGEND			
GAS	Gas Line		Recessed Can Light
CW	Cold Water		Eyeball Light
	Electrical Panel		Wall Mounted Light
	Electrical Meter		Wall Sconce
	Disconnect Switch		Fluorescent Light w/1 Bulb
S	Switch		Fluorescent Light w/2 Bulbs
3	3-Way Switch		Vapor Protected Light
4	4-Way Switch		Exhaust Fan
D	Dimmer Switch		Exhaust Fan w/Light
	Button		Exhaust Fan w/Heat & Light
	Duplex Outlet		Smoke Detector
	Quadplex Outlet	CMD	Carbon Monoxide Detector
	Switched Duplex Outlet		Thermostat
FLOOR	Floor Outlet		Direct Wire
GFI	GFI Outlet		Phone Jack
WP-GFI	Water Proof GFI Outlet		Media Jack
CLG	Ceiling Mounted Outlet		Cable TV Outlet
220V	220V Outlet		Door Chimes
	Ceiling Mounted Light		Security Panel
H	Hanging Ceiling Mounted Light		Flood Light
	Ceiling Fan		Ceiling Fan w/Light

NO	DESCPRITION :	DATE :

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THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
ELECTRICAL PLANS UNIT A

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A7.1

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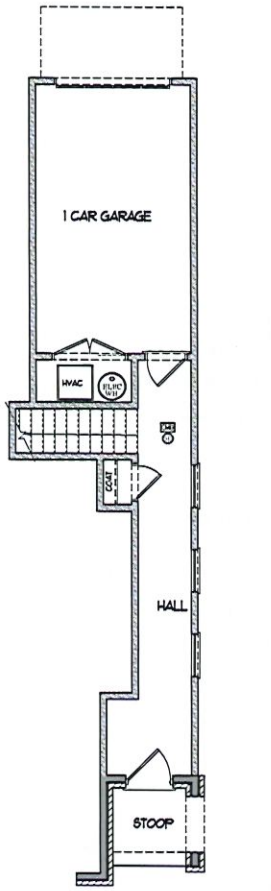
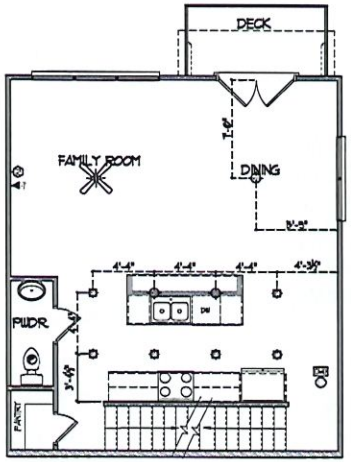
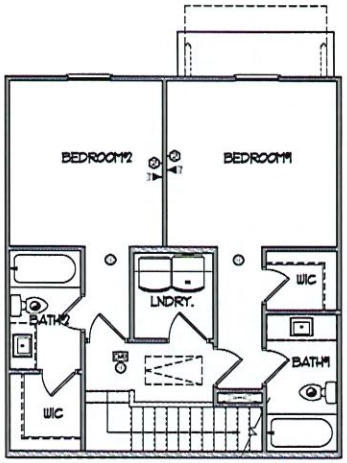


1 1st Level Electrical - Unit A
not to scale



2 2nd Level Electrical - Unit A
not to scale



3 3rd Level Electrical - Unit A
not to scale

UNIT B - 2 BEDROOMS UNIT

ELECTRICAL LEGEND			
GAS	Gas Line		Recessed Can Light
CW	Cold Water		Eyeball Light
	Electrical Panel		Wall Mounted Light
	Electrical Meter		Wall Sconce
	Disconnect Switch		Fluorescent Light w/1 Bulb
S	Switch		Fluorescent Light w/2 Bulbs
3	3-Way Switch		Vapor Protected Light
4	4-Way Switch		Exhaust Fan
D	Dimmer Switch		Exhaust Fan w/Light
P	Button		Exhaust Fan w/Heat & Light
	Duplex Outlet		Smoke Detector
	Quadplex Outlet	CM	Carbon Monoxide Detector
	Switched Duplex Outlet	T	Thermostat
FLOOR	Floor Outlet		Direct Wire
GFI	GFI Outlet		Phone Jack
WP-GFI	Water Proof GFI Outlet		Media Jack
	Ceiling Mounted Outlet	TV	Cable TV Outlet
220V	220V Outlet		Door Chimes
	Ceiling Mounted Light		Security Panel
H	Hanging Ceiling Mounted Light		Flood Light
	Ceiling Fan		Ceiling Fan w/Light

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THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
ELECTRICAL PLANS UNIT B

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A7.2

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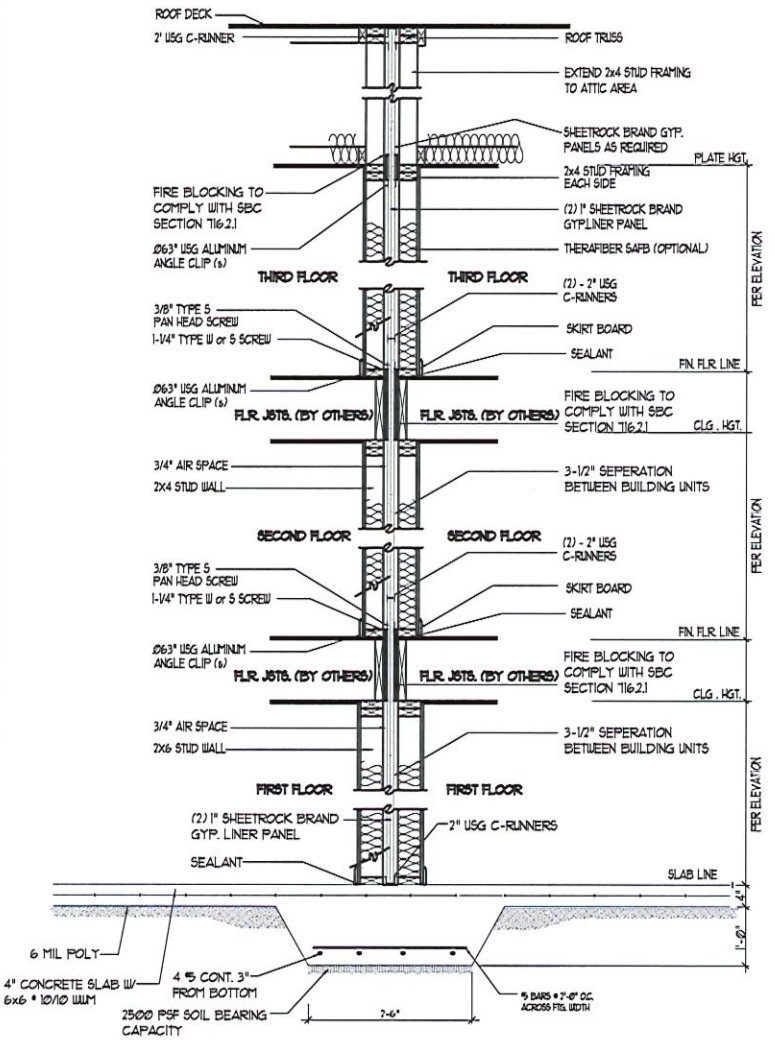


NOTE: WHEN INSTALLING THE SOLID-TYPE WALL AND ITS HIEGHT IS OVER 23 FEET, UP TO A MAXIMUM OF 10 FEET ON CENTER FOR THE UPPER 23 FEET OF THE WALL AND 5 FEET ON CENTER FOR THE REMAINING PORTION OF THE WALL BELOW THE 23 FOOT INCREMENT.

1 / A8.1 USG 2-HOURS FIRE RATED WALL ASSEMBLIES /PARTY WALL

SCALE: N.T.S.

CONFORMING TO UL D.S. U336

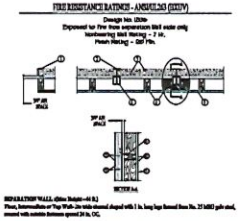
NOTE:

AS REQUIRED BY CODE, 5/8" TYPE X GYPSUM BOARD SHALL BE INSTALLED DIRECTLY BENEATH ROOF DECK FOR A DISTANCE OF AT LEAST FOUR FEET ON EACH SIDE OF TWO HOUR FIRE RESISTANT SEPARATION IN LIEU OF FIRE RETARDANT TREATED ROOF DECKING.

1. ATTACHMENT CLIPS--ALUMINUM ANGLE 0.063" THICK 2" AND (2) 1/4" LEGS. CLIPS SECURED WITH TYPE S SCREWS 3/8" LONG TO "H" STUDS AND WITH TYPE (W) SCREWS (1) 1/4" LONG TO WOOD FRAMING THROUGH HOLES PROVIDED IN CLIP.

1a. CLIP PLACEMENT (ITEM 6) FOR SEPARATION WALLS UP TO 23' HIGH SPACE CLIPS A MAX OF 10' O.C. VERTICALLY BETWEEN WOOD FRAMING AND "H" STUDS.

1b. CLIP PLACEMENT (ITEM 6) FOR SEPARATION WALLS UP TO 44' HIGH SPACE CLIPS AS DESCRIBED IN ITEM 6a. FOR UPPER 24' REMAINING WALL AREA BELOW REQUIRES CLIPS SPACED A MAX. 5' O.C. VERTICALLY BETWEEN WOOD FRAMING AND "H" STUDS.



FIRE RESISTANCE RATINGS - ANSI/UL263 (USDV)

Design No. U336

Exposed to: Fire from each side only

Interlocking Mat Rating - 2 Hr.

Panel Rating - Std Fin.

SECTION 1-1

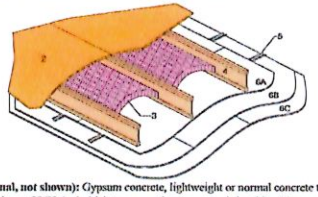
SEPARATION WALL (Min Height--44 ft.)

1. Floor, Intermediate or Top Web: 2in wide channel shaped with 1 in. long legs formed from No. 25 MSG galv steel, screwed with screws to spaced 24 in. OC.
2. Metal Studs: Steel members formed from No. 25 MSG galv steel having "H" shaped flanges spaced 24in. OC, overall depth 2in. and flange width 1-3/8" in.
3. Gypsum Board*: Two Layers of 1" thick gypsum wallboard face panels, supplied in nom 24 in. widths. Vertical edges of panels over Stud have "H" shaped studs.
   CANADIAN GYPSUM COMPANY- Type SLX.
   UNITED STATES GYPSUM CO- Type SLX.
   USG MEXICO S.A. DE C.V.- Type SLX.
   PROTECTED Wall Lr (Rating or Reinforcing wall)
4. Wood Studs: Nom 2 by 4 in. stats spacing 24 in. OC. Studs cross braced at mid-height when necessary for slip attachment, bds, 24 in. separation between wood framing and fire separation wall.
5. Gypsum Board--Classified or Underwriters labs. ULC. In thick, 4 ft. width applied either horizontally or vertically. Wallboard attached to studs with 1 1/8 in. long steel drywall screws spaced 8 in. OC. Vertical joints located over studs. (Optional) Joints covered with paper tape and joint compound. 2nd boards screwed with joint compound.
6. Attachment Clips--Aluminum angle, 0.005 in. thick, 2 in. wide with 2 in. and 2 1/4 in. legs. Clips screwed with type S screws 3/8 in. long to "H" studs and with Type "W" screws 1 1/4 in. long to wood framing through holes provided in clip. Clip placement (Item 6) for separation walls up to 23 ft. high. Space clips a max of 10 ft. OC vertically between wood framing and "H" studs.
   Clip placement (Item 6) for separation walls up to 44 ft. high. spaces clips as described in Item 6A for upper 24 ft.
6A. Remaining wall area below requires clips spaced a max 5 ft. OC. vertically between wood framing and "H" studs.
7. *Bearing the UL Classification Mark

28 FIRE-RESISTANCE-RATED WOOD-FRAME WALL AND FLOOR/CEILING ASSEMBLIES

WII-2.1 Two-Hour Fire-Resistance-Rated Ceiling Assembly

Floor*/Ceiling - 100% Design Load - 2 Hour Rating - ASTM E 119 / NFPA 251



1. **Floor Topping (optional, not shown):** Gypsum concrete, lightweight or normal concrete topping.
2. **Floor Sheathing:** Minimum 23/32-inch-thick tongue-and-groove wood sheathing (Exposure 1). Installed per code requirements.
3. **Insulation:** Minimum 3-1/2-inch-thick unfaced fiberglass insulation fitted between I-joists supported by stay wires spaced 12 inches on center.
4. **Structural Members:** Wood I-joists spaced a maximum of 24 inches on center. See ASTM D 5055 for qualification requirements. Additional requirements are as follows:
   Minimum I-joist flange depth: 1-1/2 inches — Minimum I-joist flange area: 2.25 inches²
   Minimum I-joist web thickness: 3/8 inch — Minimum I-joist depth: 9-1/4 inches
5. **Furring Channels:** Minimum 0.0179-inch-thick galvanized steel hat-shaped furring channels, attached perpendicular to I-joists using 1⅝-inch-long drywall screws. Furring channels spaced 16 inches on center (furring channels used to support the second and third layers of gypsum wallboard). Based on ASTM E2032, minimum 0.019-inch-thick galvanized steel resilient channels may be used in lieu of hat-shaped furring channels if installed at the same spacing and attached in the same manner. In order to achieve the sound ratings given below, resilient channels must be used in lieu of hat-shaped furring channels.
6. **Gypsum Wallboard:** Three layers of minimum 5/8 inch Type C gypsum wallboard as follows:
   6a. Wallboard Base Layer: Base layer of wallboard attached to bottom flange of I-joists using 1-5/8 inch Type S drywall screws at 12 inches on center with the long dimension of wallboard perpendicular to I-joist. End joints of wallboard centered on bottom flange of the I-joist and staggered from end joints in adjacent sheets.
   6b. Wallboard Middle Layer: Middle layer of wallboard attached to furring channels using 1 inch Type S drywall screws spaced 12 inches on center with the long dimension of wallboard perpendicular to furring channels. End joints staggered from end joints in adjacent sheets.
   6c. Wallboard Face Layer: Face layer of wallboard attached to furring channels through middle layer using 1-5/8 inch Type S drywall screws spaced 8 inches on center. Edge joints of face layer of wallboard offset 24 inches from those of middle layer. End joints of face layer of wallboard staggered with respect to the middle layer.
7. **Finish System (not shown):** Face layer joints covered with tape and coated with joint compound. Screw heads covered with joint compound.

Fire Test conducted at Gold Bond Building Products Research Center — December 16, 1992
Third Party Witness: PFS Corporation — Report No: #92-56

STC and IIC Ceiling Ratings (with Resilient Channels)

Joist /RC Spacing	Without Gypsum Concrete				With 1" Gypsum Concrete			
	Cushioned Vinyl		Carpet & Pad		Cushioned Vinyl		Carpet & Pad	
	STC	IIC	STC	IIC	STC	IIC	STC	IIC
24"o.c./16"o.c.	-	-	49*	54*	58	45	58	64

* This assembly may also be used in a fire-rated roof/ceiling applications, but only when constructed exactly as described.
* STC and IIC values established by engineering analysis performed by David L. Adams Associates, Inc.

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NO.	DESCRIPTION :	DATE :

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PROJECT NAME : PARK RIDGE AT SUGARHILL
THE STANFORD PLAN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
490 BROGDON RD.
SUWANEE, GA 30024

SHEET TITLE
UNITS SEPARATION WALL & CEILING

Date	8/29/2024
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A8.1

HILLCREST LANDINGS TOWNHOMES



ELEVATION A



ELEVATION B



ELEVATION C



ELEVATION D

THE HAMILTON & SMITHTOWN PLANS

24'X50' 2-STORY FRONT ENTRY GARAGE PRODUCT

BUILDING CODE ANALYSIS

CONSTRUCTION CODES:

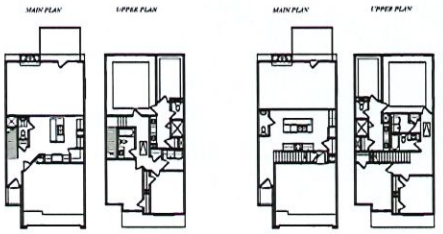
- INTERNATIONAL BUILDING CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL RESIDENTIAL CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL FIRE CODE, 2018 EDITION (NO GEORGIA AMENDMENTS)
- INTERNATIONAL PLUMBING CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL MECHANICAL CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL FUEL GAS CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- NATIONAL ELECTRICAL CODE, 2017 EDITION (NO GEORGIA AMENDMENTS)
- INTERNATIONAL ENERGY CONSERVATION CODE, 2015 EDITION, WITH GEORGIA SUPPLEMENTS AND AMENDMENTS (2020)
- NFPA NATIONAL ELECTRICAL CODE, 2020 EDITION
- INTERNATIONAL RESIDENTIAL CODE FOR ONE & TWO FAMILY DWELLINGS, 2018 EDITION WITH 2020 GEORGIA STATE AMENDMENTS
- GWINNETT COUNTY CONSTRUCTION CODE (2015)

PRODUCT:	2 STORY TOWNHOMES
OCCUPANCY CLASSIFICATION:	R-3
CONSTRUCTION TYPE:	TYPE VB (2 HOUR DWELINGS SEPARATION BETWEEN UNITS. NON SPRINKLERED.

DRAWING INDEX

C0.0	COVER SHEET
A1.1	ELEVATION 'A' & 'B'
A1.2	ELEVATION 'C' & 'D'
A2.1	SIDE & REAR ELEVATIONS - ALEXANDER PLAN
A2.2	SIDE & REAR ELEVATIONS - PARK PLAN
A3.1	SLAB FOUNDATION PLAN
A4.1	MAIN LEVEL FLOOR PLANS
A5.1	UPPER LEVEL FLOOR PLAN
A6.1	ROOF PLANS
A7.1	ELECTRICAL PLANS

FOOTPRINT



AREA CALCULATION

SMITHTOWN SQUARE FOOTAGE:

MAIN LEVEL	763
UPPER LEVEL	1,095
TOTAL HEATED	1,948
2 CAR GARAGE	332
FRONT PORCH	21
TOTAL FRAMED	2241

HAMILTON SQUARE FOOTAGE:

MAIN LEVEL	761
UPPER LEVEL	1,067
TOTAL HEATED	1,834
2 CAR GARAGE	361
FRONT PORCH	21
TOTAL FRAMED	2218

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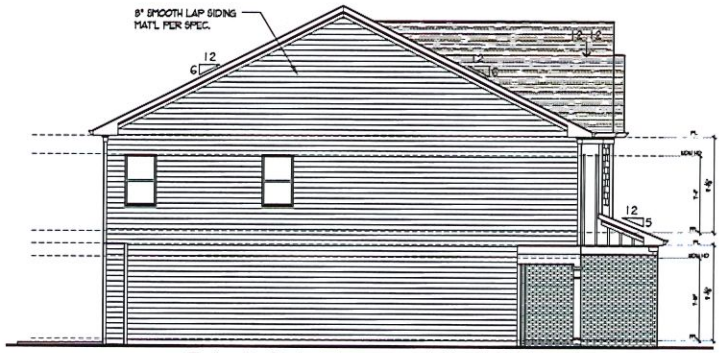
PROJECT NAME :
HILLCREST LANDINGS
HAMILTON & SMITHTOWN
GWINNETT, GA

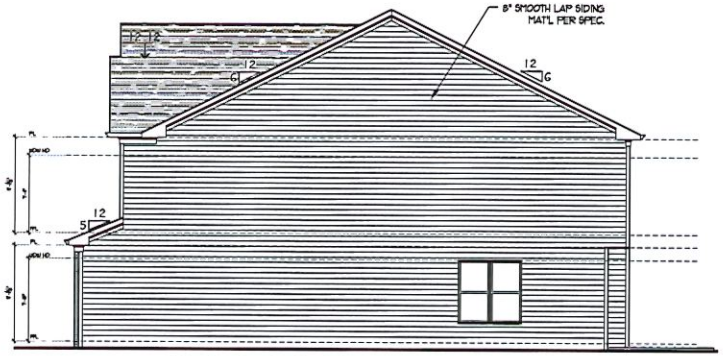
CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
COVER SHEET

Date	6/22/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	C0.0



4 AU Left Side Elevation 'A' -HAMILTON
SCALE: 3/16" = 1'-0"



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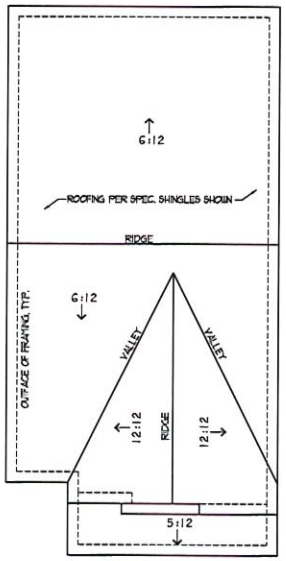
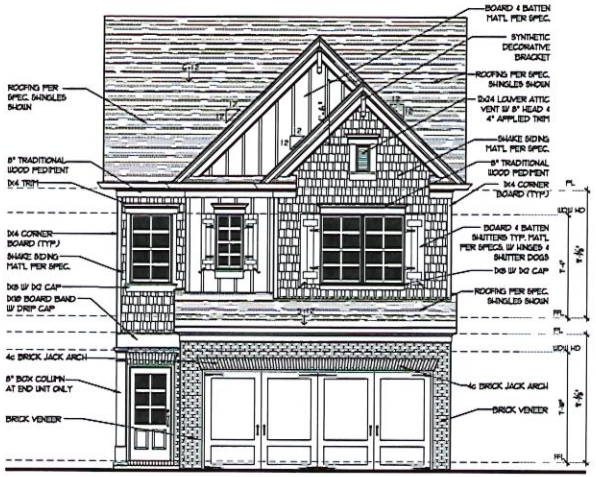
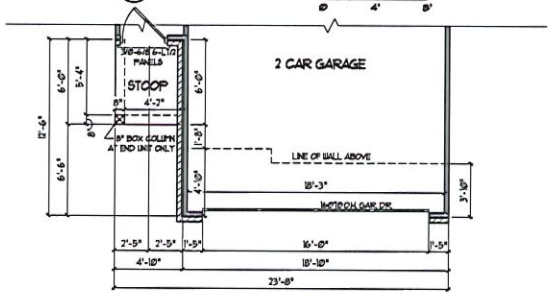
SCALE: 3/16" = 1'-0"



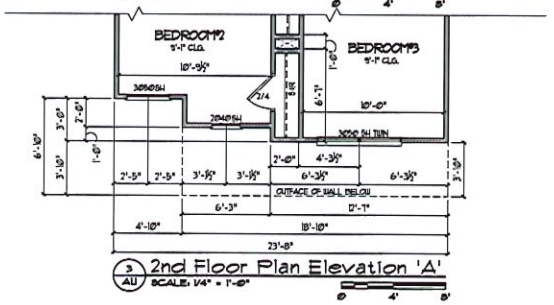
7 AU Roof Plan Elevation 'A'
SCALE: 3/16" = 1'-0"



1 AU Front Elevation "A"
SCALE: 1/4" = 1'-0"



2 AU 1st Floor Plan Elevation 'A'
SCALE: 1/4" = 1'-0"



3 AU 2nd Floor Plan Elevation 'A'
SCALE: 1/4" = 1'-0"

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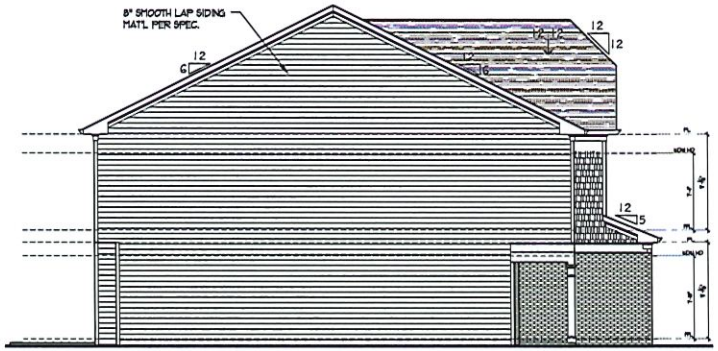
PROJECT NAME :
HILLCREST LANDINGS
HAMILTON & SMITHTOWN
GWINNETT, GA

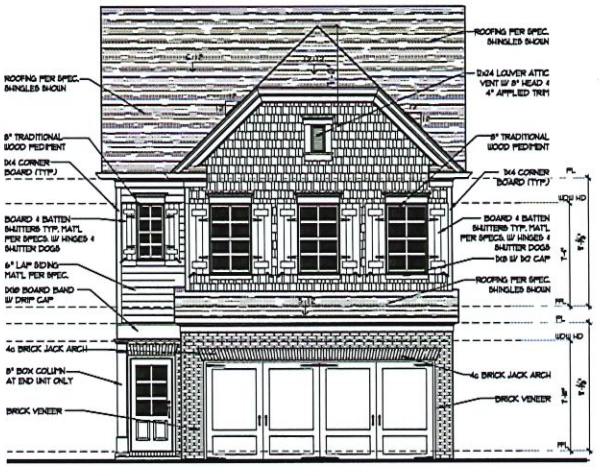
CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 10024

SHEET TITLE
ELEVATION 'A'

Date	6/22/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.1



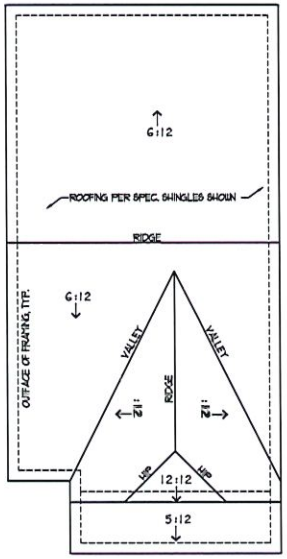
4 A1.2 Left Side Elevation 'B' - SMITHTOWN
SCALE: 3/16" = 1'-0"



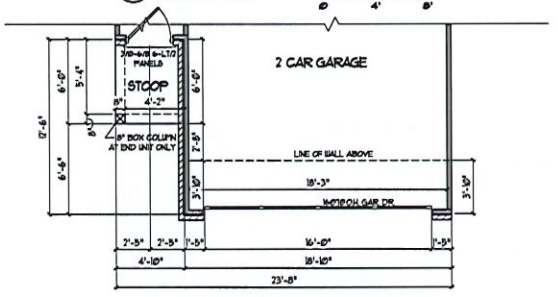
1 A1.2 Front Elevation "B"
SCALE: 1/4" = 1'-0"



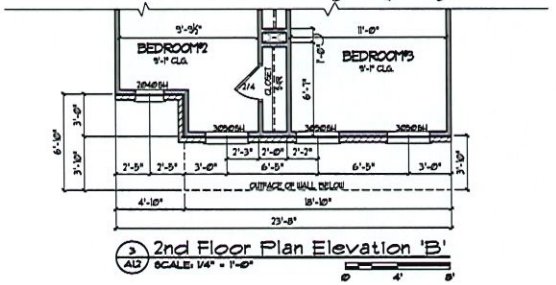
4 A1.2 Right Side Elevation 'B' - SMITHTOWN
SCALE: 3/16" = 1'-0"



7 A1.2 Roof Plan Elevation 'B'
SCALE: 3/16" = 1'-0"



2 A1.2 1st Floor Plan Elevation 'B'
SCALE: 1/4" = 1'-0"



3 A1.2 2nd Floor Plan Elevation 'B'
SCALE: 1/4" = 1'-0"

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CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
ELEVATION 'B'

Date	6/22/2023
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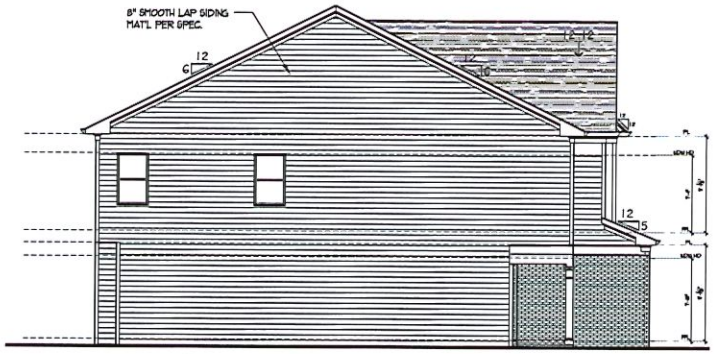
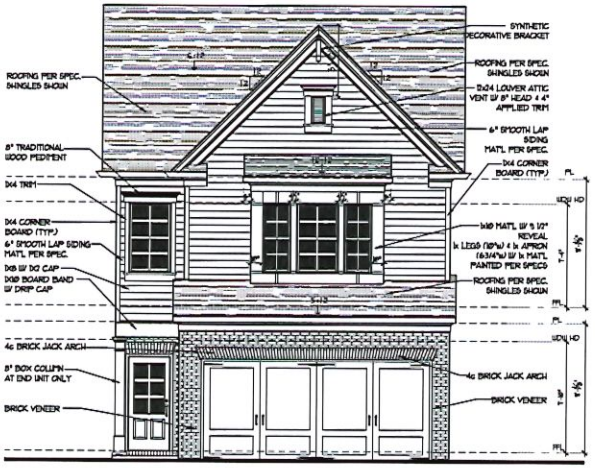
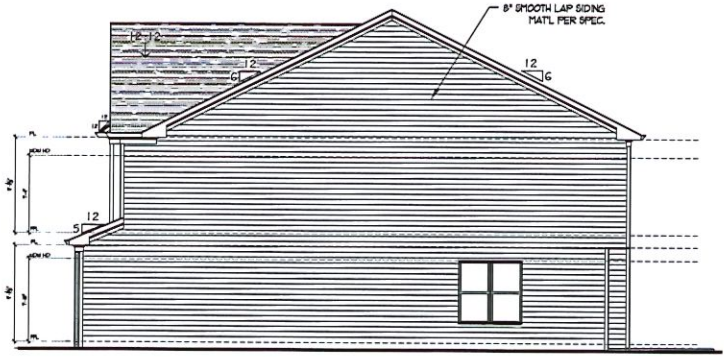


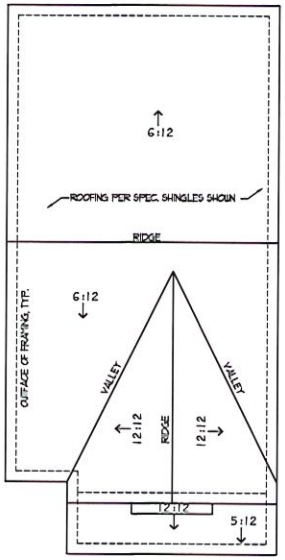
4 A1.3 Left Side Elevation 'C' -HAMILTON
SCALE: 3/16" = 1'-0"



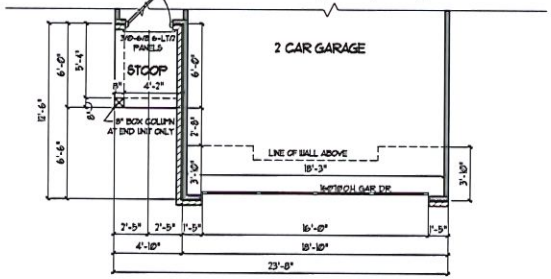
1 A1.3 Front Elevation "C"
SCALE: 1/4" = 1'-0"



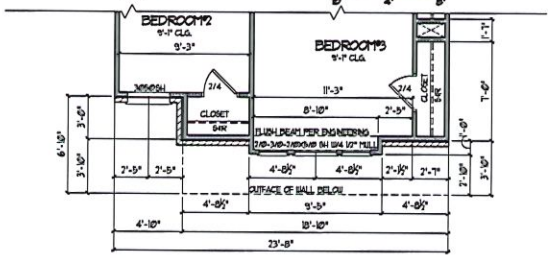
5 A1.3 Right Side Elevation 'C' - HAMILTON
SCALE: 3/16" = 1'-0"



7 A1.3 Roof Plan Elevation 'C'
SCALE: 3/16" = 1'-0"



2 A1.3 1st Floor Plan Elevation 'C'
SCALE: 1/4" = 1'-0"



3 A1.3 2nd Floor Plan Elevation 'C'
SCALE: 1/4" = 1'-0"

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GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
ELEVATION 'C'

Date	6/22/2023
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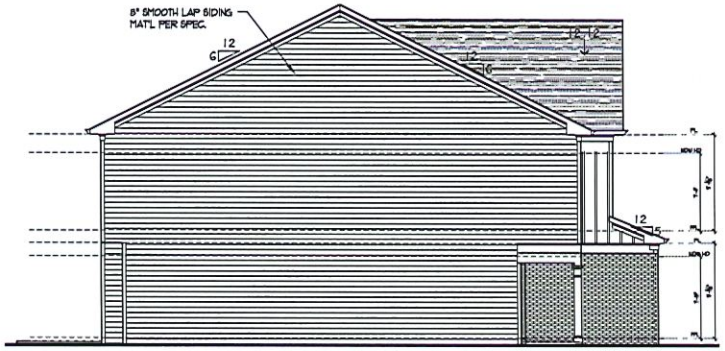
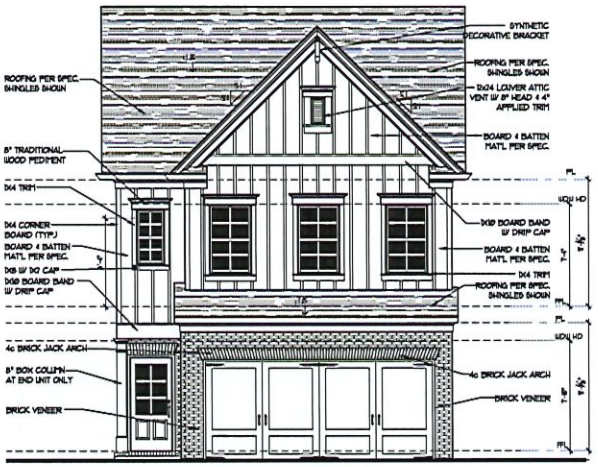
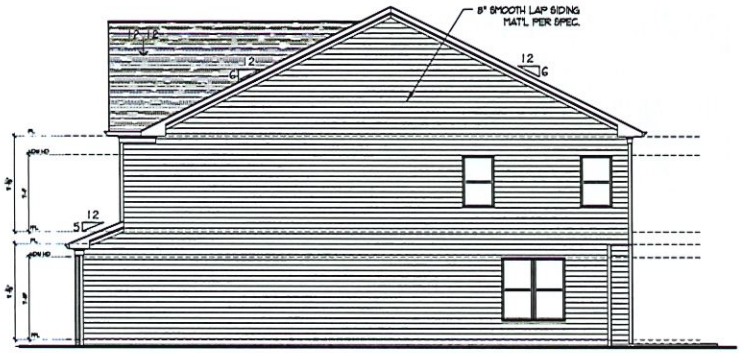


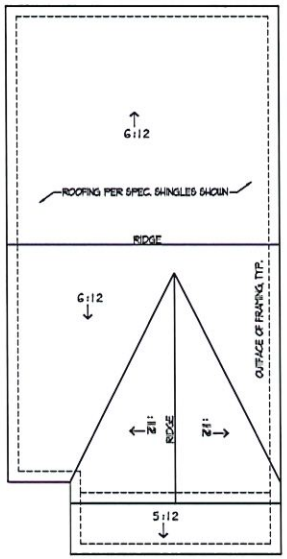
4 A1.4 Left Side Elevation 'D'- SMITHTOWN
SCALE: 3/16" = 1'-0"



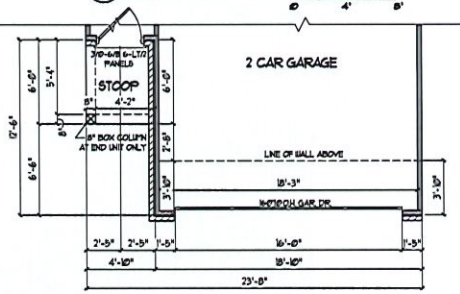
1 A1.4 Front Elevation 'D'
SCALE: 1/4" = 1'-0"



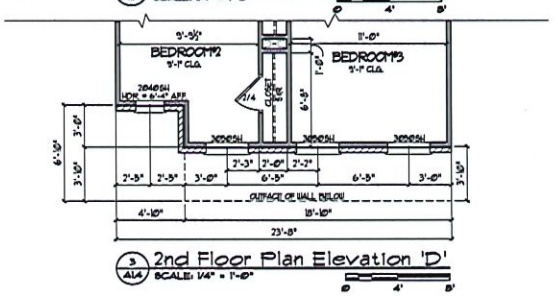
5 A1.4 Right Side Elevation 'D' - SMITHTOWN
SCALE: 3/16" = 1'-0"



7 A1.4 Roof Plan Elevation 'D'
SCALE: 3/16" = 1'-0"



2 A1.4 1st Floor Plan Elevation 'D'
SCALE: 1/4" = 1'-0"



3 A1.4 2nd Floor Plan Elevation 'D'
SCALE: 1/4" = 1'-0"

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HAMILTON & SMITHTOWN
GWINNETT, GA

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SOUTHERN HERITAGE HOMES
490 BROGDON RD.,
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SHEET TITLE
ELEVATION 'D'

Date	6/22/2024
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1 Rear Elevation - HAMILTON
SCALE: 3/16" = 1'-0"



2 Rear Elevation - SMITHTOWN
SCALE: 3/16" = 1'-0"

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GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
490 BROGDON RD.,
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SHEET TITLE
REAR ELEVATIONS

Date	6/22/2023
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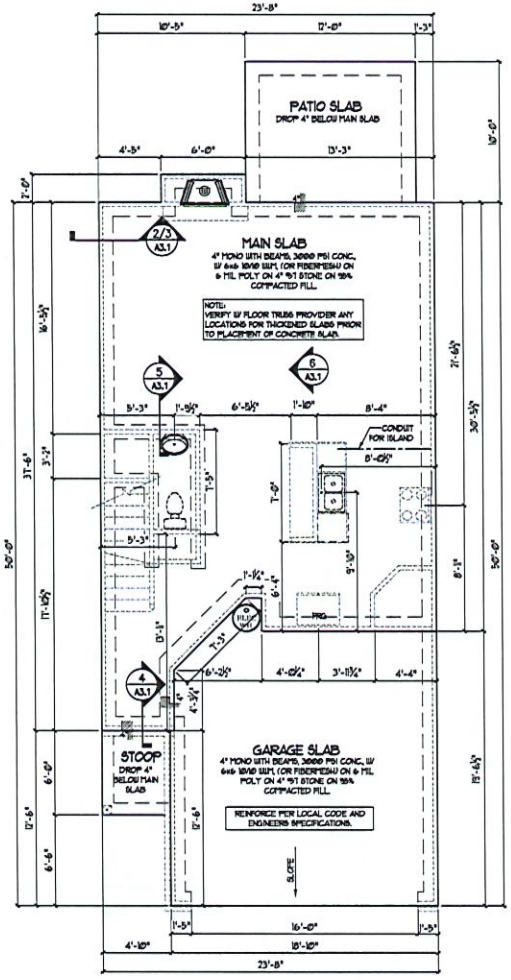
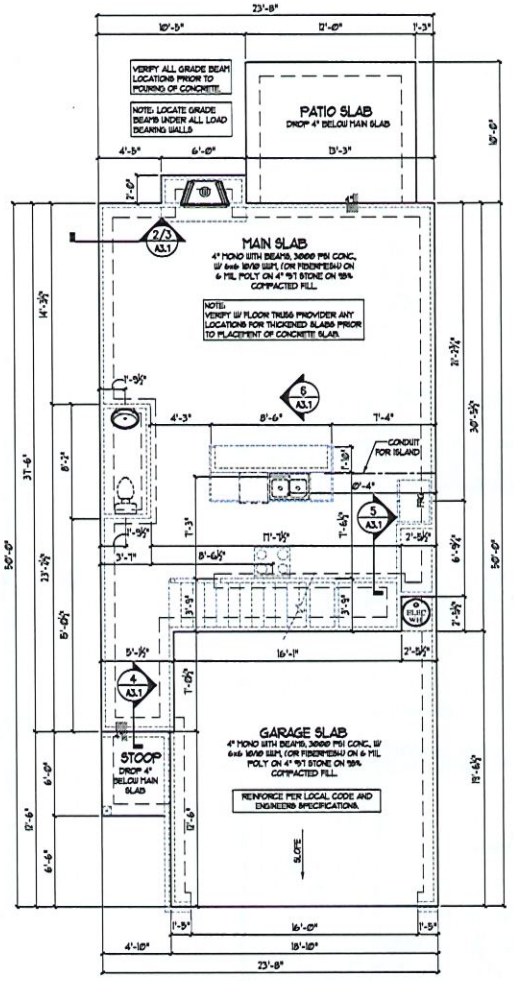


1 Slab Foundation Plan - HAMILTON
SCALE: 1/4" = 1'-0"



2 Slab Foundation Plan - SMITHTOWN
SCALE: 1/4" = 1'-0"

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GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SLAB PLANS

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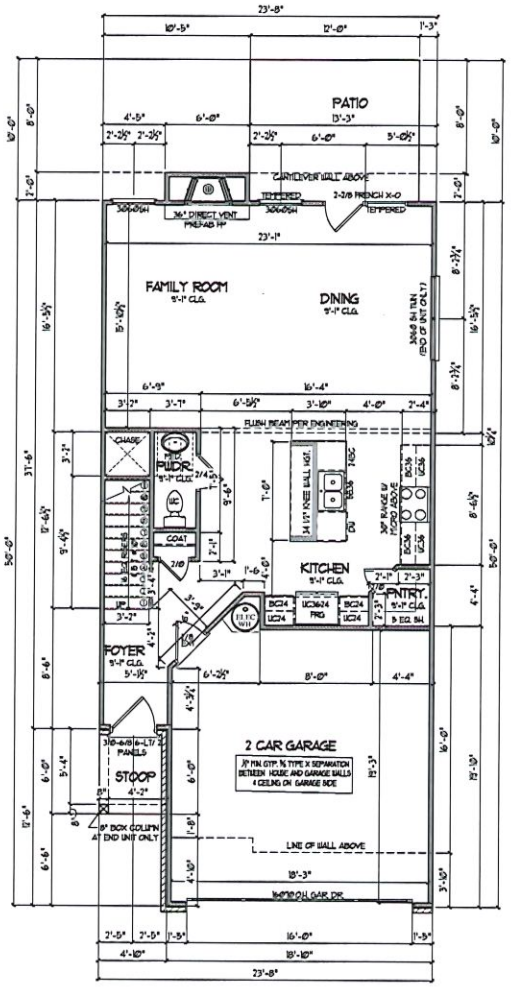
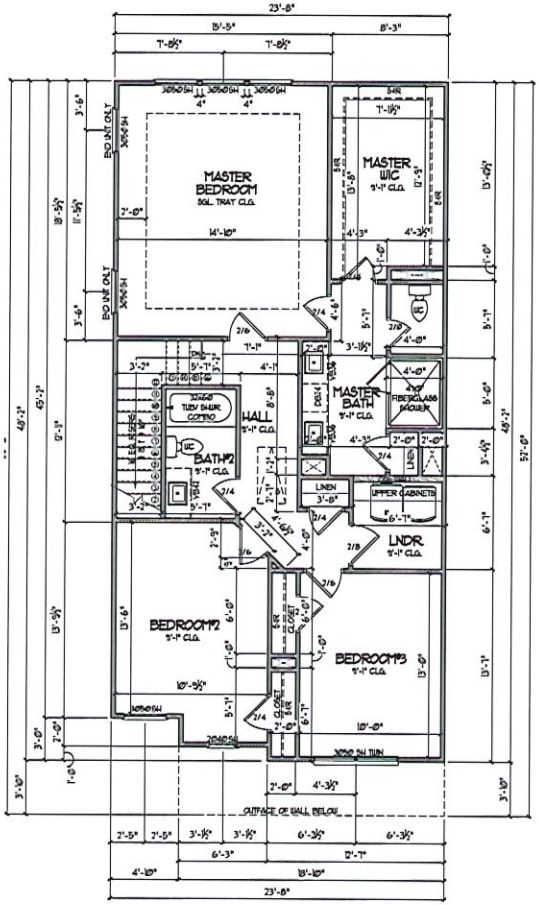
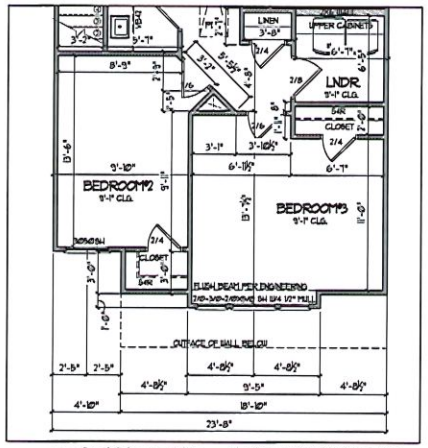


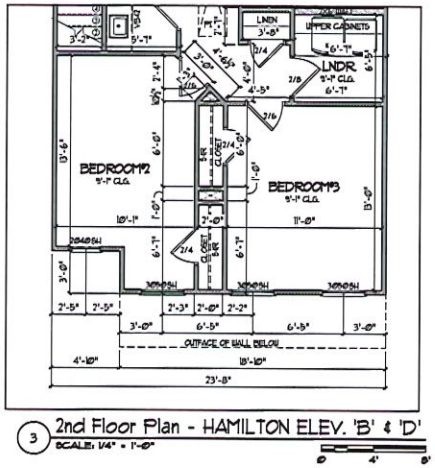
1 1st Floor Plan - HAMILTON
SCALE: 1/4" = 1'-0"



2 2nd Floor Plan - HAMILTON ELEV. 'A'
SCALE: 1/4" = 1'-0"



4 2nd Floor Plan - HAMILTON ELEV. 'C'
SCALE: 1/4" = 1'-0"



3 2nd Floor Plan - HAMILTON ELEV. 'B' & 'D'
SCALE: 1/4" = 1'-0"

HAMILTON

HAMILTON SQUARE FOOTAGE:	
MAIN LEVEL	361
UPPER LEVEL	1,094
TOTAL HEATED	1834
2 CAR GARAGE	361
FRONT PORCH	21
TOTAL FRAMED	2,216

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GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
HAMILTON
FLOOR PLANS

Date	6/22/2023
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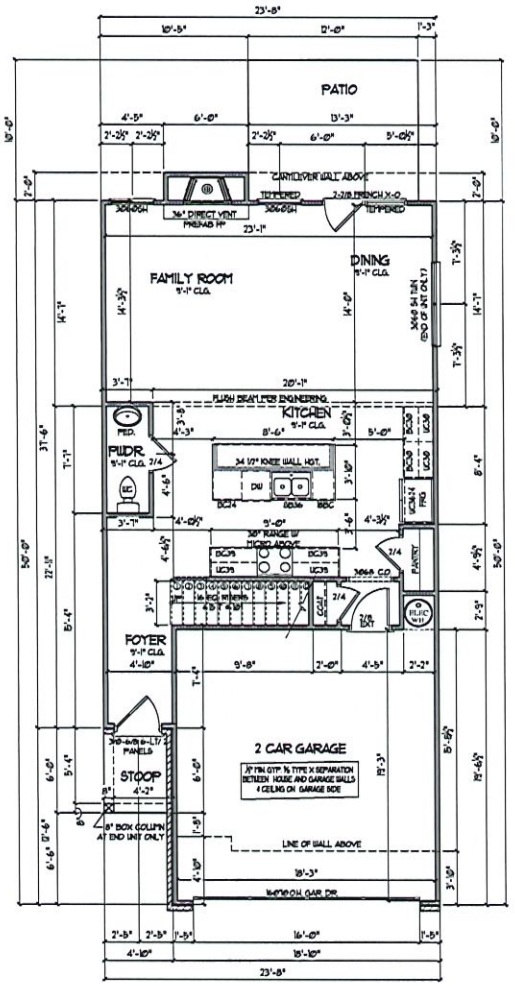
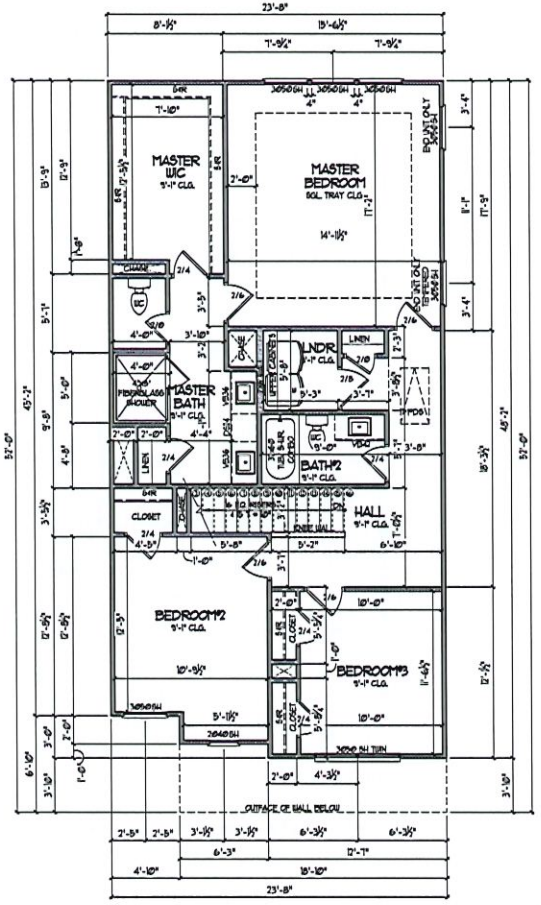
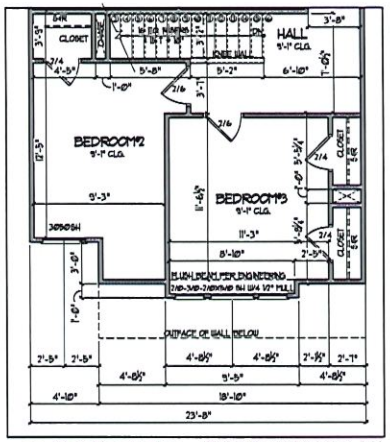


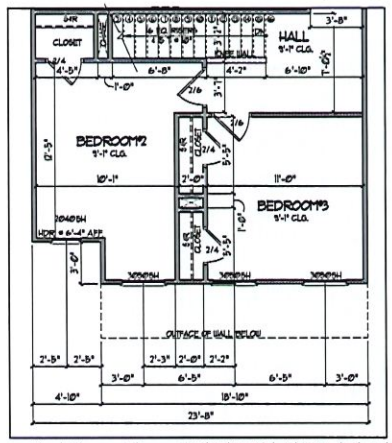
2 1st Floor Plan - SMITHTOWN
SCALE: 1/4" = 1'-0"



2 2nd Floor Plan - SMITHTOWN ELEV. 'A'
SCALE: 1/4" = 1'-0"



4 2nd Floor Plan - SMITHTOWN ELEV. 'C'
SCALE: 1/4" = 1'-0"



3 2nd Floor Plan - SMITHTOWN ELEV. 'B' & 'D'
SCALE: 1/4" = 1'-0"

SMITHTOWN

SMITHTOWN SQUARE FOOTAGE:	
MAIN LEVEL	1163
UPPER LEVEL	1086
TOTAL HEATED	2249
2 CAR GARAGE	372
FRONT PORCH	23
TOTAL FRAMED	2644

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HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SMITHTOWN
FLOOR PLANS

Date	6/22/2023
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Sheet	A5.1

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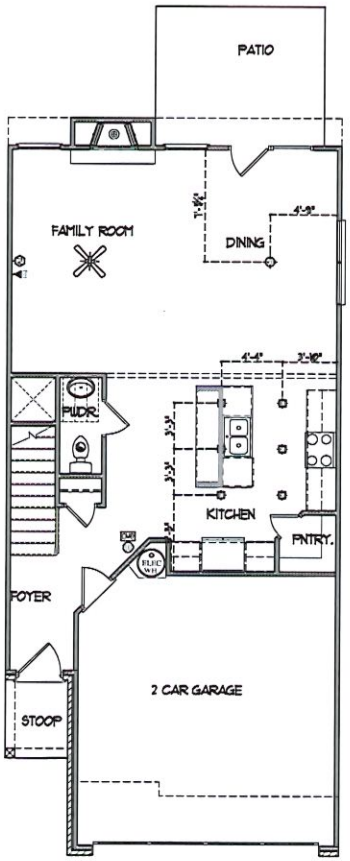
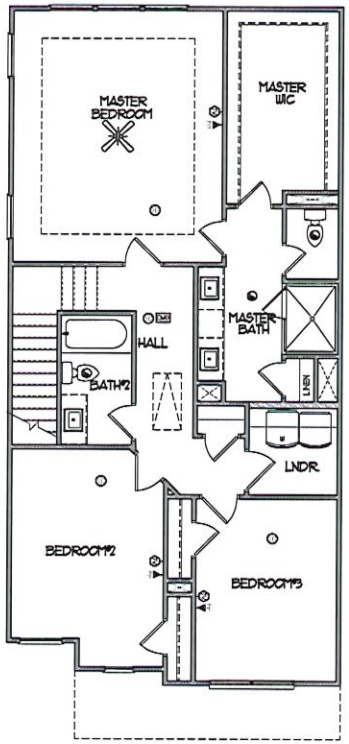


1 Main Level Electrical - HAMILTON
not to scale



2 Upper Level Electrical - HAMILTON
not to scale

ELECTRICAL LEGEND			
GAS	Gas Line		Recessed Can Light
CW	Cold Water		Eyeball Light
	Electrical Panel		Wall Mounted Light
	Electrical Meter		Wall Sconce
	Disconnect Switch		Fluorescent Light w/1 Bulb
$	Switch		Fluorescent Light w/2 Bulbs
$3	3-Way Switch		Vapor Protected Light
$4	4-Way Switch		Exhaust Fan
$D	Dimmer Switch		Exhaust Fan w/Light
	Button		Exhaust Fan w/Heat & Light
	Duplex Outlet		Smoke Detector
	Quadplex Outlet	CMD	Carbon Monoxide Detector
	Switched Duplex Outlet	T	Thermostat
FLOOR	Floor Outlet		Direct Wire
GFI	GFI Outlet		Phone Jack
WP-GFI	Water Proof GFI Outlet		Media Jack
CLG	Ceiling Mounted Outlet	TV	Cable TV Outlet
220V	220V Outlet		Door Chimes
	Ceiling Mounted Light		Security Panel
H	Hanging Ceiling Mounted Light		Flood Light
	Ceiling Fan		Ceiling Fan w/Light

NO.	DESCRIPTION :	DATE :

DESIGNER :
VIEWPOINT DESIGN
4841 BELLE ESTATES RD.
SUWANEE, GEORGIA 30024
gc-viewpointdesgn@gmail.com
PHONE (404) 518-0956

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PROJECT NAME :
HILLCREST LANDINGS
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
HAMILTON
ELECTRICAL

Date	6/22/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A6.1

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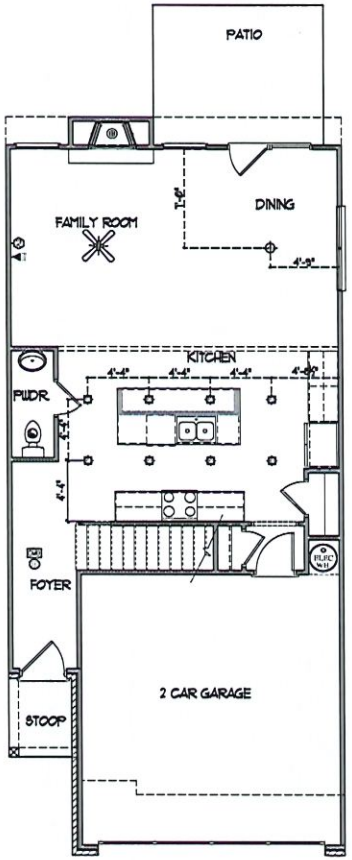
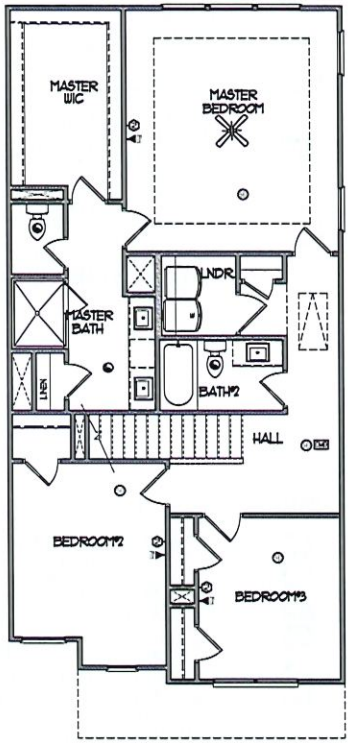


1 Main Level Electrical - SMITHTOWN
not to scale



2 Upper Level Electrical - SMITHTOWN
not to scale

ELECTRICAL LEGEND			
GAS	Gas Line		Recessed Can Light
CW	Cold Water		Eyeball Light
	Electrical Panel		Wall Mounted Light
	Electrical Meter		Wall Sconce
	Disconnect Switch		Fluorescent Light w/1 Bulb
S	Switch		Fluorescent Light w/2 Bulbs
S3	3-Way Switch		Vapor Protected Light
S4	4-Way Switch		Exhaust Fan
SD	Dimmer Switch		Exhaust Fan w/Light
	Button		Exhaust Fan w/Heat & Light
	Duplex Outlet		Smoke Detector
	Quadplex Outlet	CMD	Carbon Monoxide Detector
	Switched Duplex Outlet	T	Thermostat
FLOOR	Floor Outlet		Direct Wire
GFI	GFI Outlet		Phone Jack
WP-GFI	Water Proof GFI Outlet		Media Jack
CG	Ceiling Mounted Outlet		Cable TV Outlet
220V	220V Outlet		Door Chimes
	Ceiling Mounted Light		Security Panel
H	Hanging Ceiling Mounted Light		Flood Light
	Ceiling Fan		Ceiling Fan w/Light

NO	DESCRIPTION :	DATE :

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PROJECT NAME :
HILLCREST LANDINGS
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
490 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SMITHTOWN ELECTRICAL

Date	6/22/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A6.2

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HAMILTON & SMITHTOWN

24' x 50' - 2 STORY, FRONT ENTRY GARAGE

HILLCREST LANDINGS TOWNHOMES



Front Elevation A



Front Elevation B



Front Elevation C



Front Elevation D

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HILLCREST LANDINGS TOWNHOMES

BUILDING 2, UNITS 1 - 8 (8 UNITS BUILDING)



A B C D A B C D

FRONT ELEVATION

THE HAMILTON & SMITHTOWN PLANS

24'X50' 2-STORY FRONT ENTRY GARAGE PRODUCT

BUILDING CODE ANALYSIS

CONSTRUCTION CODES:

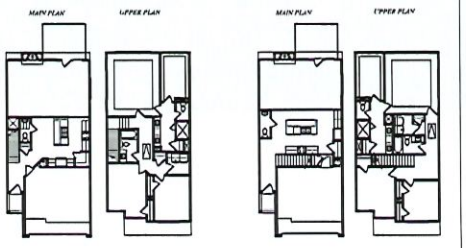
- INTERNATIONAL BUILDING CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL RESIDENTIAL CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL FIRE CODE, 2018 EDITION (NO GEORGIA AMENDMENTS)
- INTERNATIONAL PLUMBING CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL MECHANICAL CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL FUEL GAS CODE, 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- NATIONAL ELECTRICAL CODE, 2017 EDITION (NO GEORGIA AMENDMENTS)
- INTERNATIONAL ENERGY CONSERVATION CODE, 2015 EDITION, WITH GEORGIA SUPPLEMENTS AND AMENDMENTS (2020)
- NFPA NATIONAL ELECTRICAL CODE, 2020 EDITION
- INTERNATIONAL RESIDENTIAL CODE FOR ONE & TWO FAMILY DWELLINGS, 2018 EDITION WITH 2020 GEORGIA STATE AMENDMENTS
- GWINNETT COUNTY CONSTRUCTION CODE (2015)

PRODUCT:	2 STORY TOWNHOMES
OCCUPANCY CLASSIFICATION:	R-3
CONSTRUCTION TYPE:	TYPE VB (2 HOUR DWELINGS SEPARATION BETWEEN UNITS. NON SPRINKLERED.

DRAWING INDEX

C0.0	COVER SHEET
A1.1	BUILDING FRONT & REAR ELEVATIONS
A1.2	BUILDING SIDE ELEVATIONS
A1.3	BUILDING SLAB PLAN
A1.4	BUILDING MAIN LEVEL FLOOR PLANS
A1.5	BUILDING UPPER LEVEL FLOOR PLANS
A1.6	BUILDING ROOF PLAN
A2.1	ELEVATION 'A' & 'B'
A2.2	ELEVATION 'C' & 'D'
A3.1	SIDE & REAR ELEVATIONS - HAMILTON
A3.2	SIDE & REAR ELEVATIONS - SMITHTOWN
A4.1	SLAB FOUNDATION PLANS
A5.1	MAIN LEVEL FLOOR PLANS
A6.1	UPPER LEVEL FLOOR PLANS - HAMILTON
A6.2	UPPER LEVEL FLOOR PLANS - SMITHTOWN
A7.1	ROOF PLANS
A8.1	ELECTRICAL HAMILTON PLAN
A8.2	ELECTRICAL SMITHTOWN PLAN

FOOTPRINT



AREA CALCULATION

SMITHTOWN SQUARE FOOTAGE:	
MAIN LEVEL	1013
UPPER LEVEL	1089
TOTAL HEATED	1948
2 CAR GARAGE	372
FRONT PORCH	21
TOTAL FRAMED	2341

HAMILTON SQUARE FOOTAGE:	
MAIN LEVEL	741
UPPER LEVEL	1063
TOTAL HEATED	1804
2 CAR GARAGE	367
FRONT MONCH	21
TOTAL FRAMED	2278

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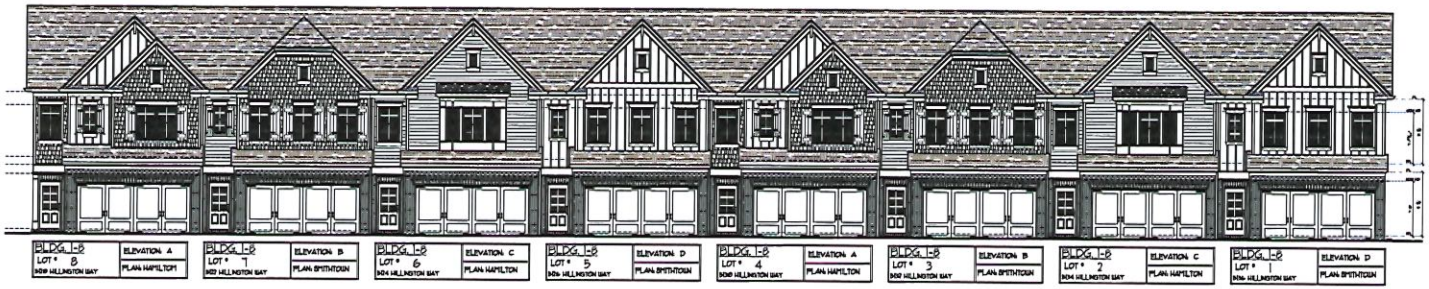
PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
COVER SHEET

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	C0.0



1 Front Elevation (Lot# 1 Through 8)



2 Rear Elevatio (Lot# Through 8)

NO	DESCRIPTION :	DATE :

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
FRONT & REAR ELEVATIONS

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.1

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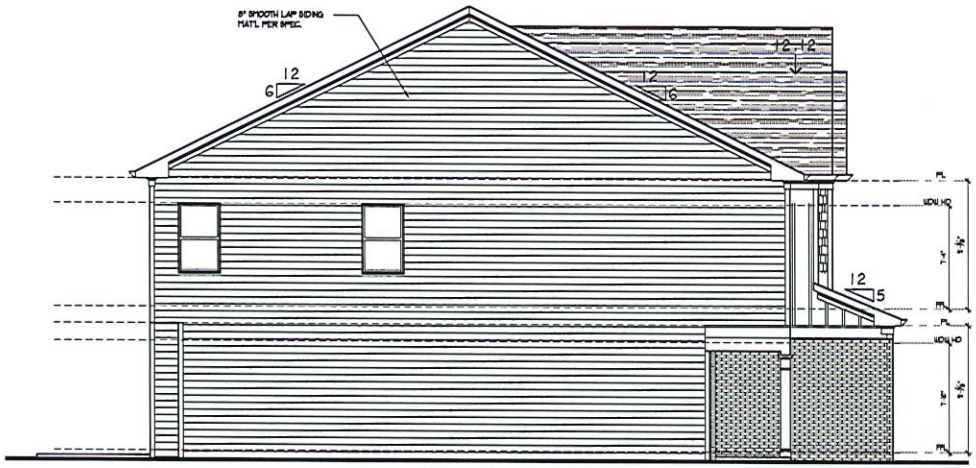
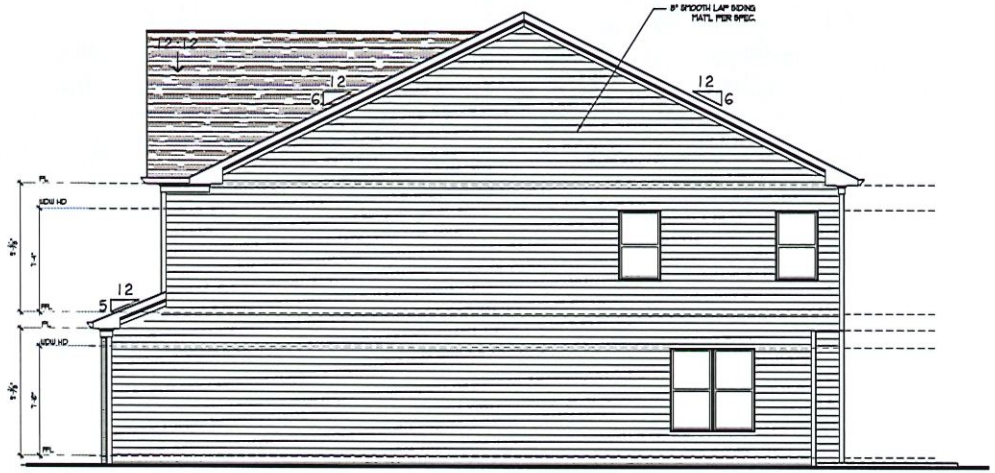


1 Left Side Elevation 'A' - HAMILTON
SCALE: 3/16" = 1'-0"



2 Right Side Elevation 'D' - SMITHTOWN
SCALE: 3/16" = 1'-0"

NO	DESCRIPTION :	DATE :

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SIDE ELEVATIONS

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.2

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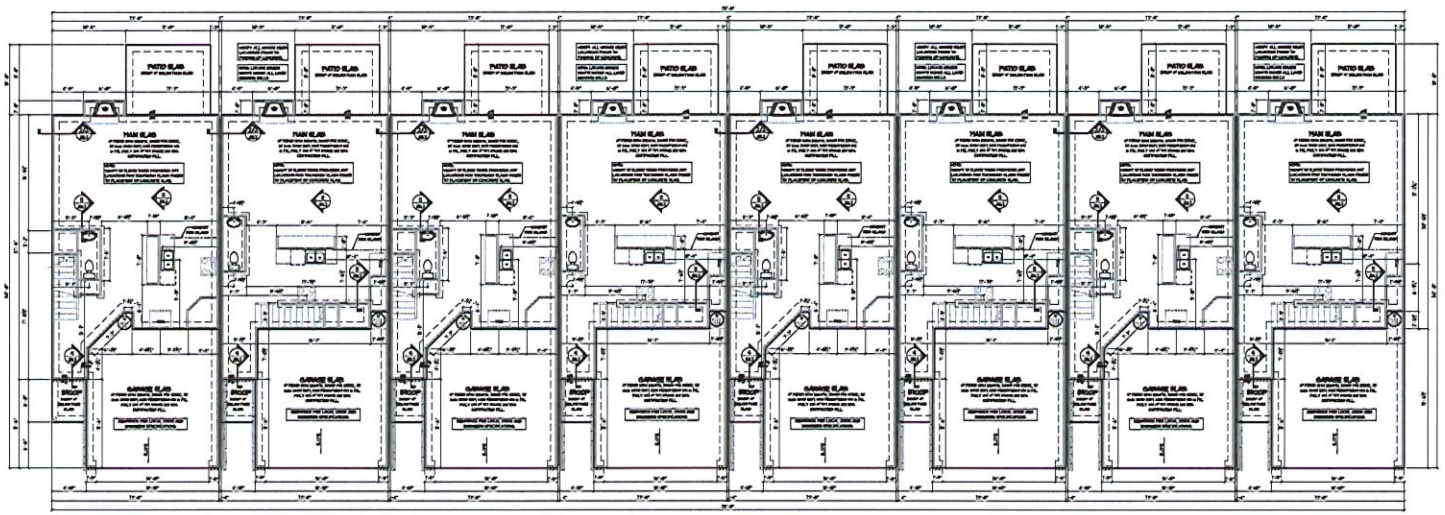

1 Slab Layout (Lot#1 Through #8)

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SLAB PLAN

Date	8/14/2023
Scale	AS NOTED
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Job No.	N/A
Sheet	A1.3

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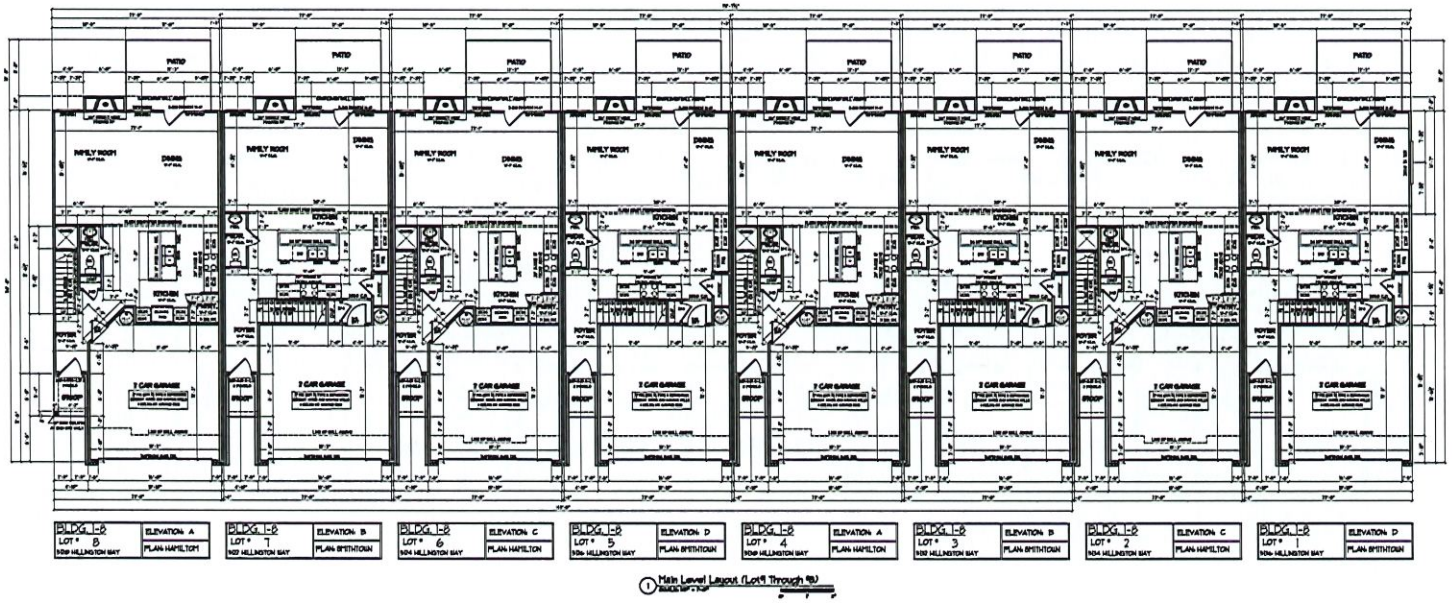

1 Main Level Layout (Lot#s 1 through 8)

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PROJECT NAME :

HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER

SOUTHERN HERITAGE HOMES

390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE

MAIN LEVEL FLOOR PLAN

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.4

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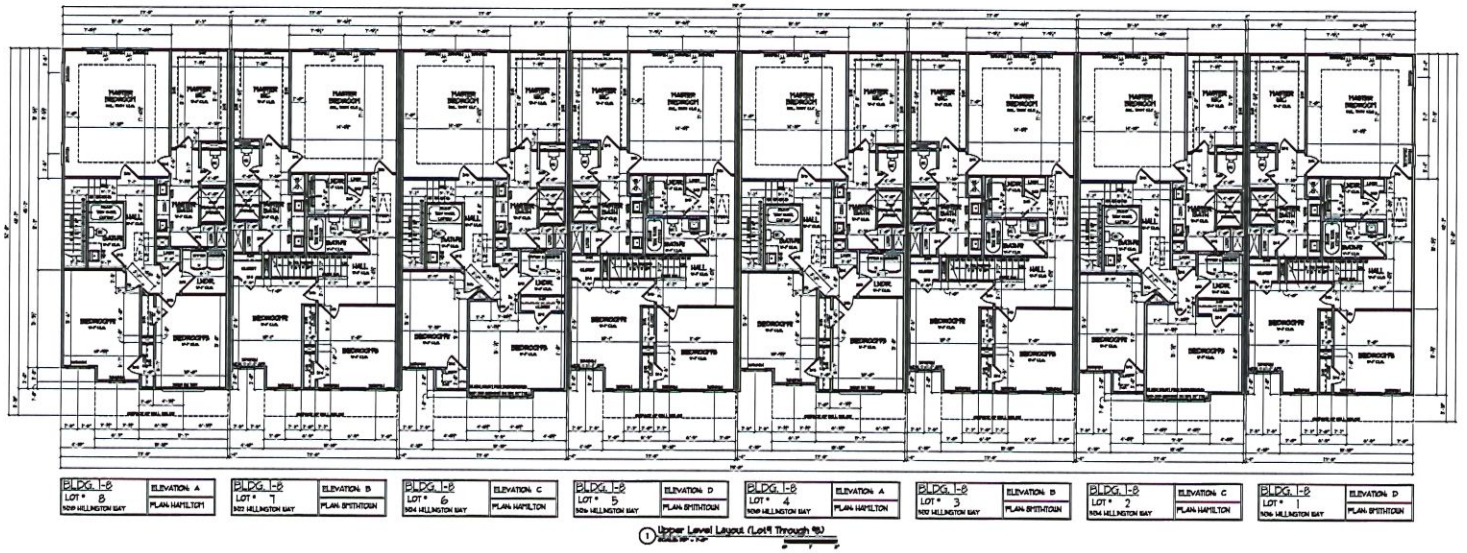

1 Upper Level Layout (Lot#1 Through #8)

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PROJECT NAME :

HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER

SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE

UPPER LEVEL FLOOR PLAN

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.5

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ATTIC VENT CALCULATION: 1:300 RATIO.
(PER 2012 IRC SECTION R8062)

ROOF AREA: 1092 SQ. FT.

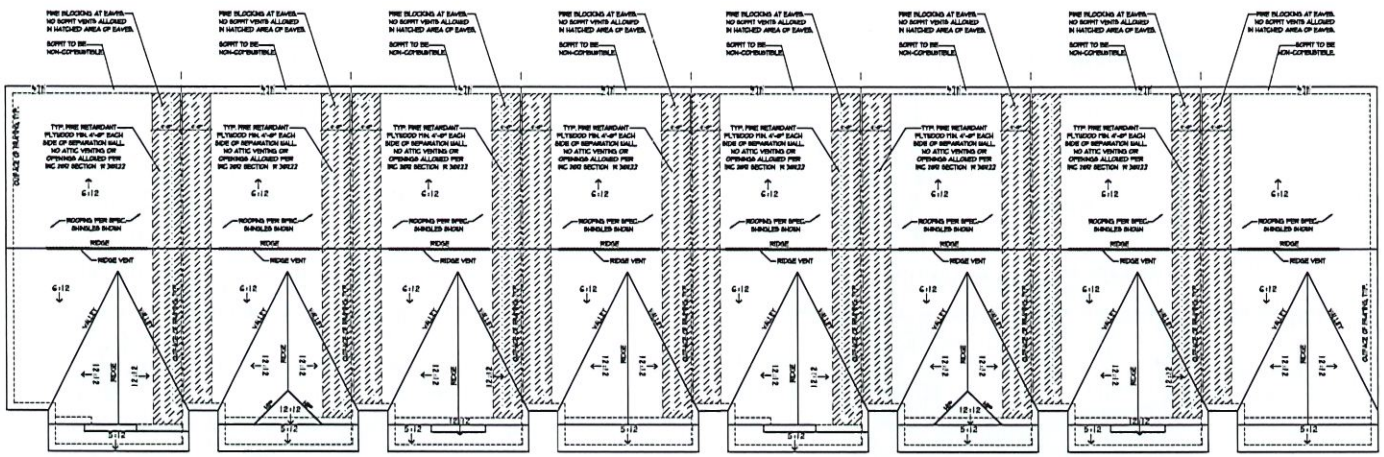
1092 SQ. FT. / 300 = 3.64 SQ. FT.
X 144 = 524.16 SQ. IN. OF VENT REQ'D.
524.16 SQ. IN. / 2 = 262.08 SQ. IN.

VENTILATION REQUIRED:

RIDGE VENTILATION (HIGH): 262 SQ. IN. NFA EXHAUST REQUIRED.
262 SQ. IN. NFA INTAKE REQUIRED.

NOTE:

GENERAL CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED BY OWNER. VERIFY WITH MANUFACTURER OF HIGH AND LOW VENTS TO BE USED FOR MINIMUM CALCULATED VENTS REQUIRED. THE REQUIRED VENTILATION SHALL BE MAINTAINED. PROVIDE INSULATION STOP SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE BUILDING OFFICIAL.



1 Roof Layout (Lot 9 Through 18)

NO.	DESCPRITION :	DATE :

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
ROOF PLAN

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A1.6

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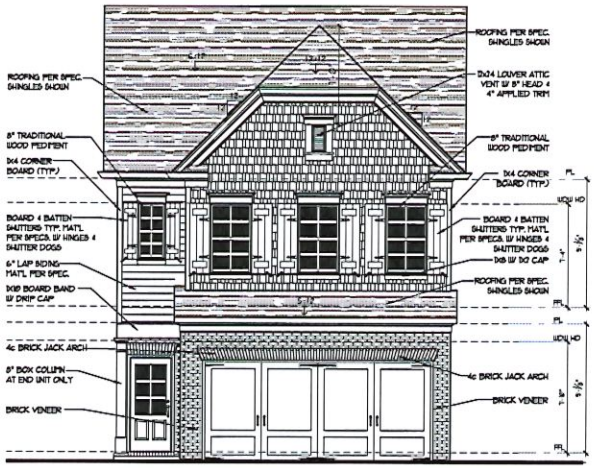
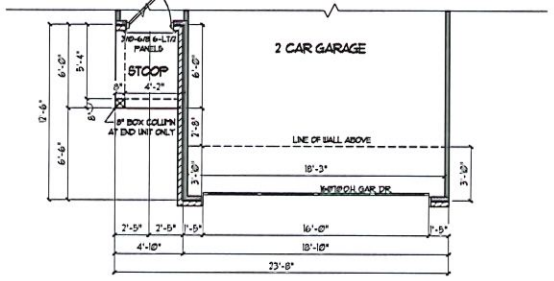
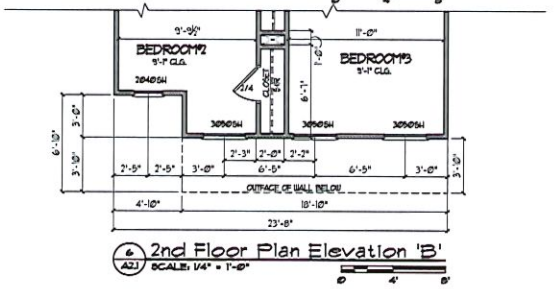


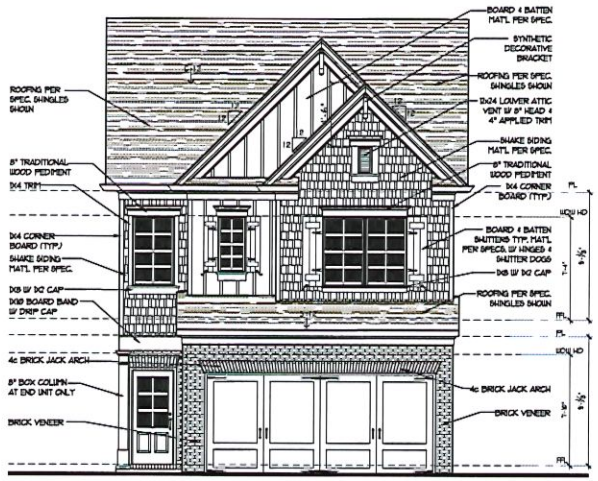
4 A21 **Front Elevation "B"**
SCALE: 1/4" = 1'-0"



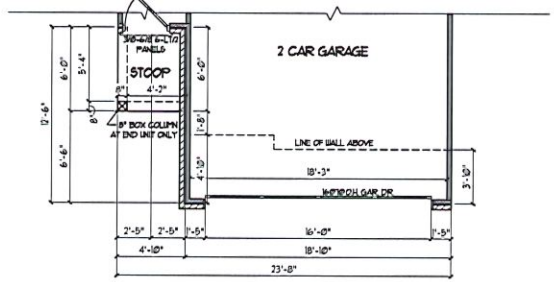
3 A21 **1st Floor Plan Elevation 'B'**
SCALE: 1/4" = 1'-0"



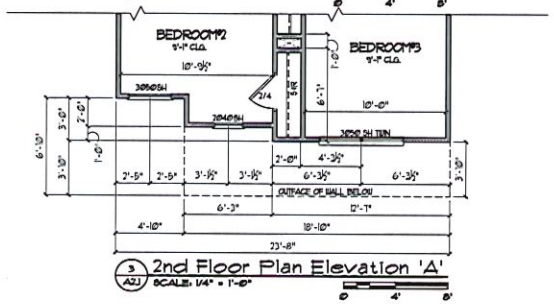
6 A21 **2nd Floor Plan Elevation 'B'**
SCALE: 1/4" = 1'-0"



1 A21 **Front Elevation "A"**
SCALE: 1/4" = 1'-0"



2 A21 **1st Floor Plan Elevation 'A'**
SCALE: 1/4" = 1'-0"



3 A21 **2nd Floor Plan Elevation 'A'**
SCALE: 1/4" = 1'-0"

NO	DESCRIPTION :	DATE :

DESIGNER :
VIEWPOINT DESIGN
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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
ELEVATIONS
'A' & 'B'

Date	8/14/2023
Scale	AS NOTED
Drawn by	GC
Job No.	N/A
Sheet	A2.1

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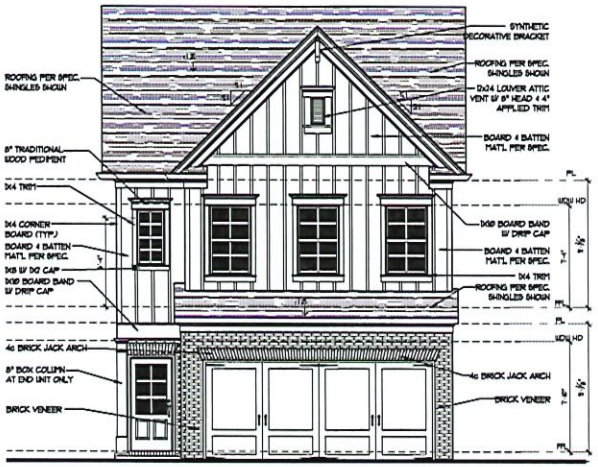
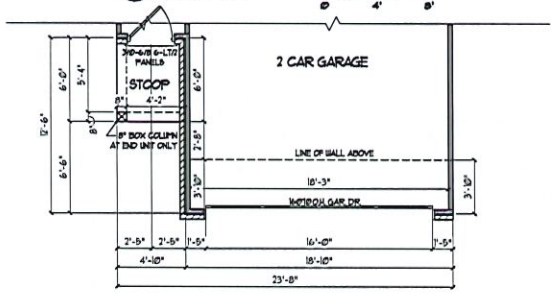


4 A22 Front Elevation 'D'
SCALE: 1/4" = 1'-0"



5 A22 1st Floor Plan Elevation 'D'
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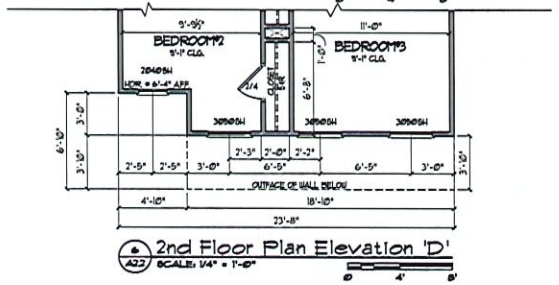
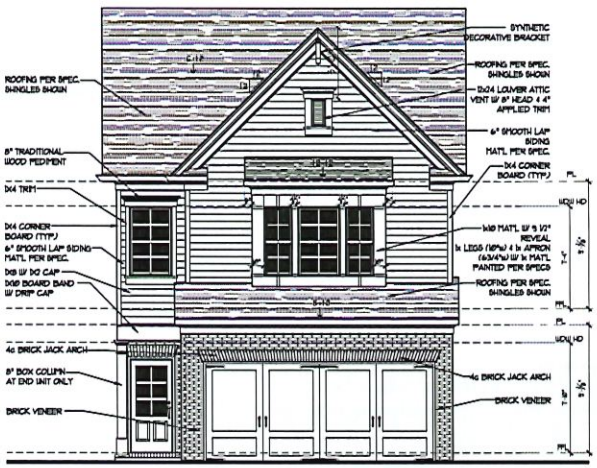
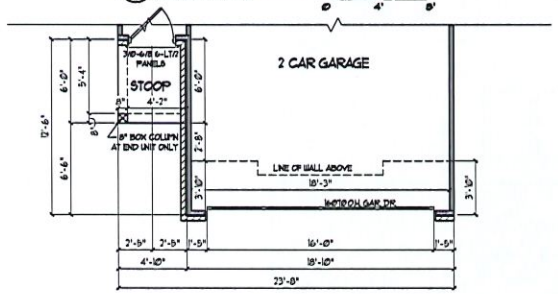


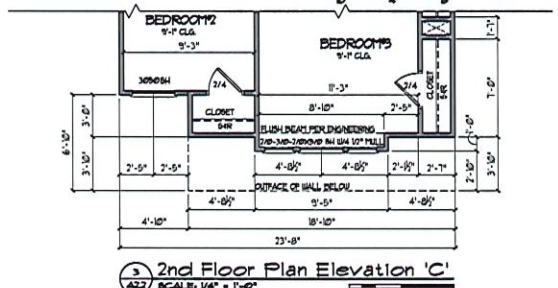
6 A22 2nd Floor Plan Elevation 'D'
SCALE: 1/4" = 1'-0"



1 A22 Front Elevation "C"
SCALE: 1/4" = 1'-0"



2 A22 1st Floor Plan Elevation 'C'
SCALE: 1/4" = 1'-0"



3 A22 2nd Floor Plan Elevation 'C'
SCALE: 1/4" = 1'-0"

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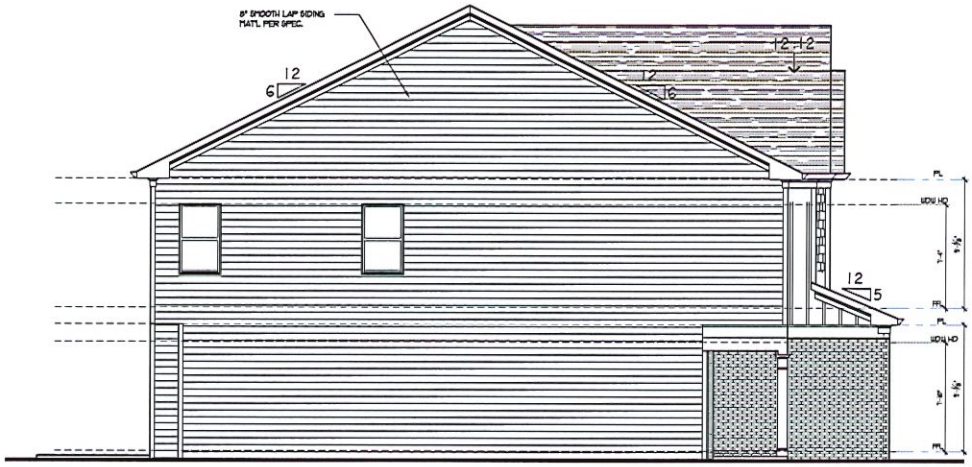
PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

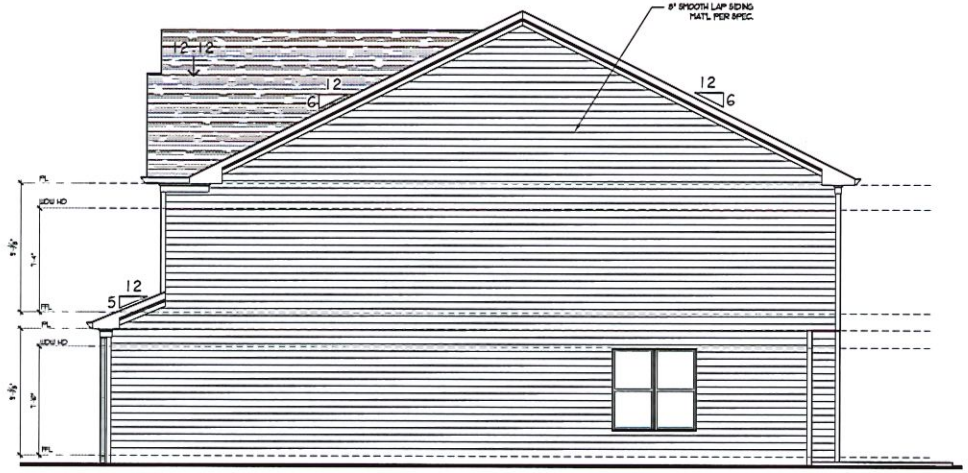
CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
ELEVATIONS
'C' & 'D'

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A2.2



1 A3.1 Left Side Elevation - HAMILTON
SCALE: 1/4" = 1'-0"



2 A3.1 Right Side Elevation - HAMILTON
SCALE: 1/4" = 1'-0"



3 Rear Elevation - HAMILTON
SCALE: 3/16" = 1'-0"

NO.	DESCRIPTION :	DATE :

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
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GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SIDE & REAR ELEVATIONS

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A3.1

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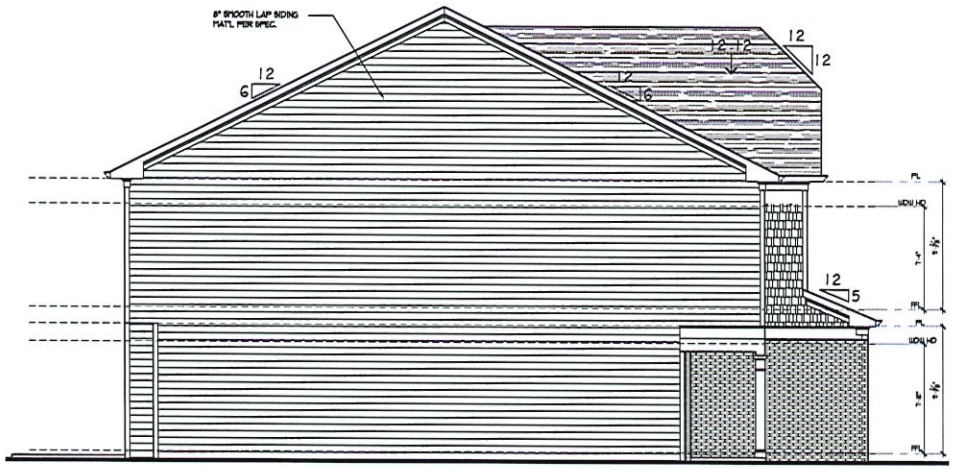
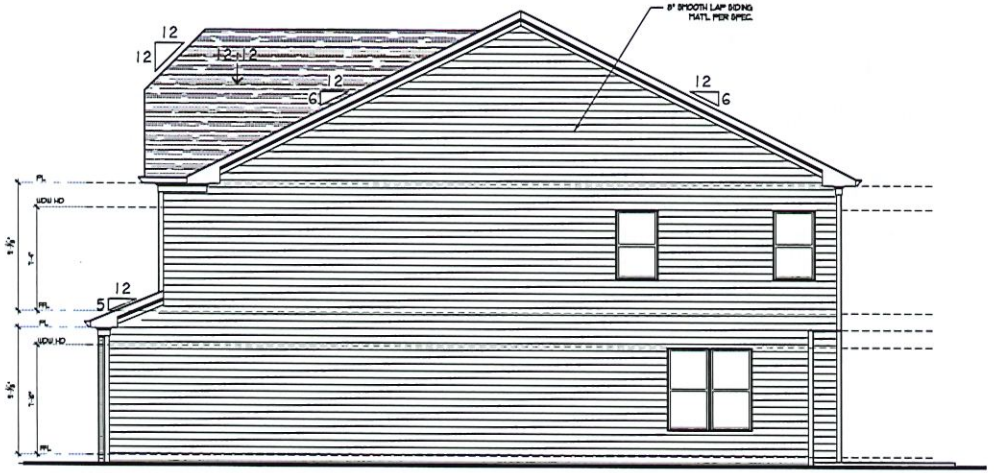


1 Left Side Elevation 'B' - SMITHTOWN
SCALE: 1/4" = 1'-0"



2 Right Side Elevation 'B' - SMITHTOWN
SCALE: 1/4" = 1'-0"



3 Rear Elevation - SMITHTOWN
SCALE: 3/16" = 1'-0"

NO.	DESCRIPTION :	DATE :

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SIDE & REAR ELEVATIONS

Date	8/14/2023
Scale	AS NOTED
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Job No.	N/A
Sheet	A3.2

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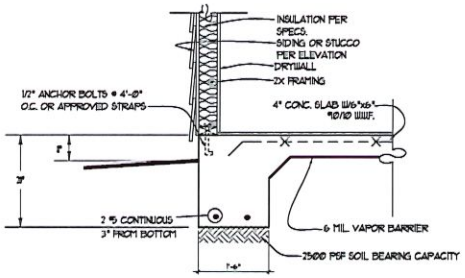
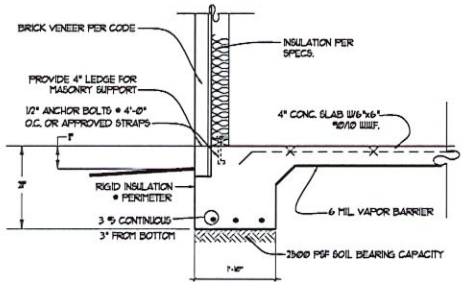
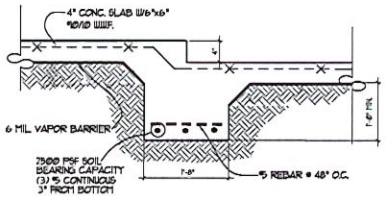


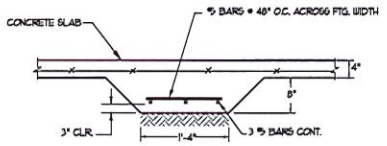
1 A3.1 TURNDOWN SLAB SECTION W/O BRICK VENEER
SCALE: NTS



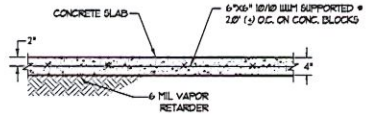
2 A3.1 TURNDOWN SLAB SECTION W/ BRICK VENEER
SCALE: NTS



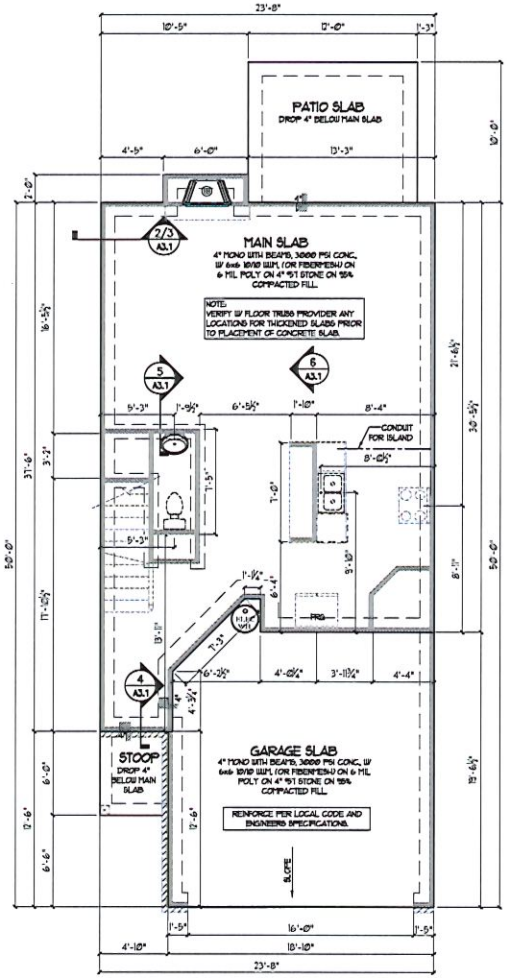
4 A3.1 STEPPED SLAB SECTION
SCALE: NTS



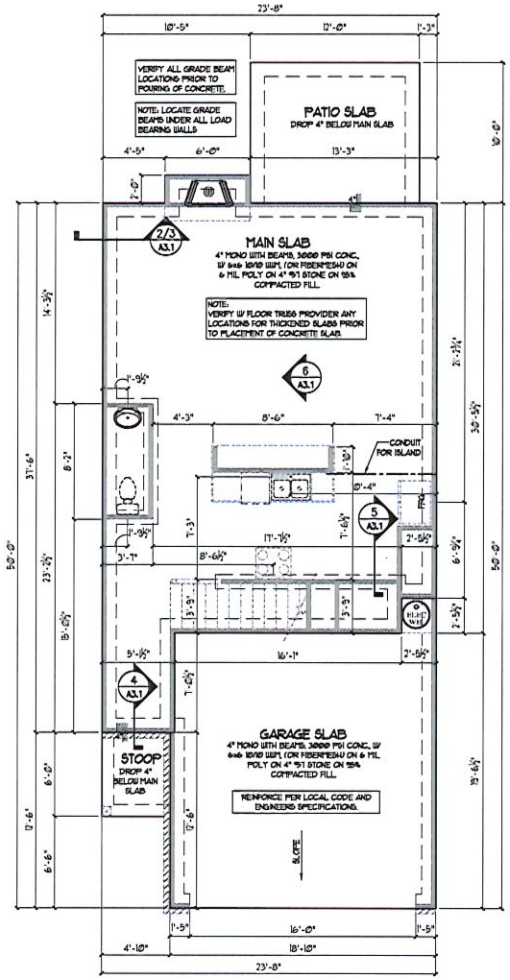
3 A3.1 INTERIOR GRADE BEAM
SCALE: NTS



4 A3.1 TYPICAL SLAB ON GRADE
SCALE: NTS



1 Slab Foundation Plan - HAMILTON
SCALE: 1/4" = 1'-0"



2 Slab Foundation Plan - SMITHTOWN
SCALE: 1/4" = 1'-0"

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
590 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SLAB
FLOOR PLANS

Date	8/14/2023
Scale	AS NOTED
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Job No.	N/A
Sheet	A4.1

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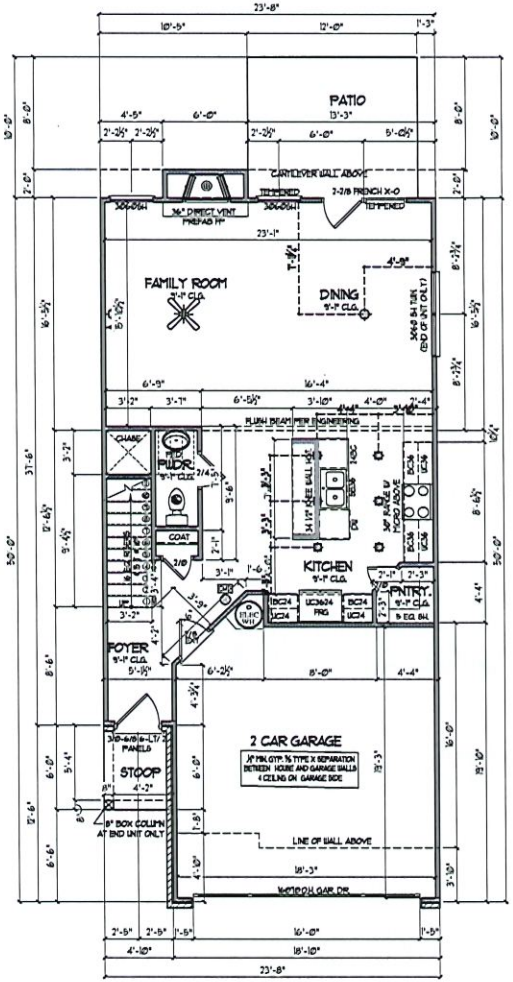
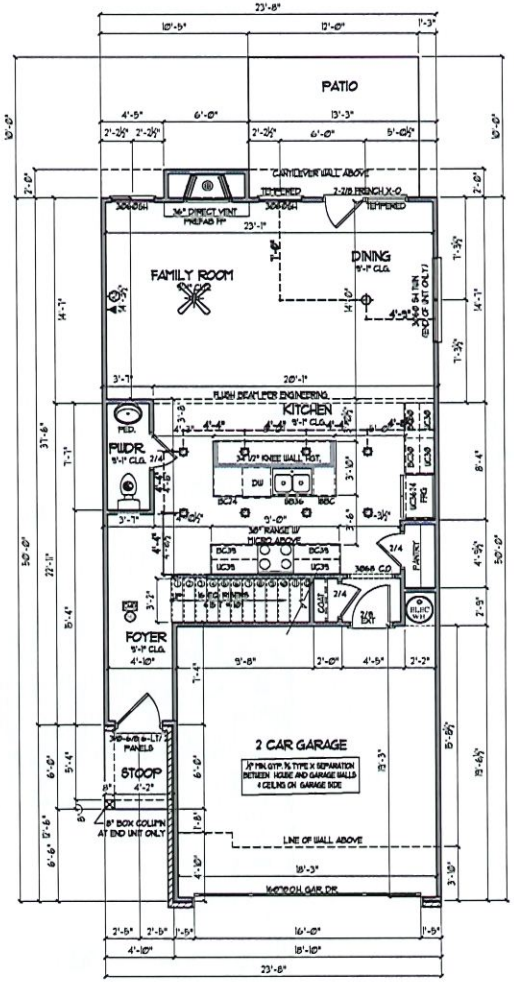


1 1st Floor Plan - HAMILTON
SCALE: 1/4" = 1'-0"

HAMILTON

HAMILTON SQUARE FOOTAGE	
MAIN LEVEL	1671
UPPER LEVEL	1063
TOTAL HEATED	1834
2 CAR GARAGE	361
FRONT PORCH	21
TOTAL FRAMED	2216



2 1st Floor Plan - SMITHTOWN
SCALE: 1/4" = 1'-0"

SMITHTOWN

SMITHTOWN SQUARE FOOTAGE	
MAIN LEVEL	1671
UPPER LEVEL	1065
TOTAL HEATED	1848
2 CAR GARAGE	332
FRONT PORCH	21
TOTAL FRAMED	2241

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
MAIN
FLOOR PLANS

Date	8/14/2023
Scale	AS NOTED
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Job No.	N/A
Sheet	A5.1

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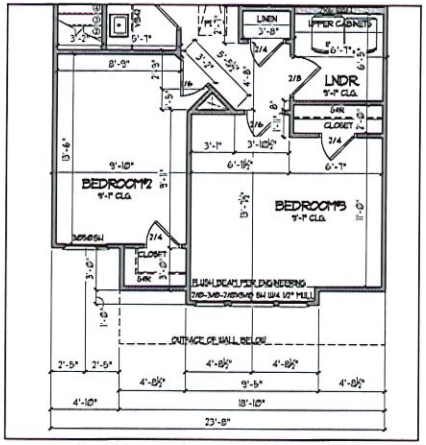
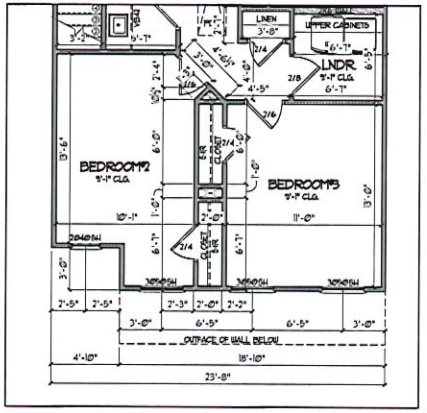
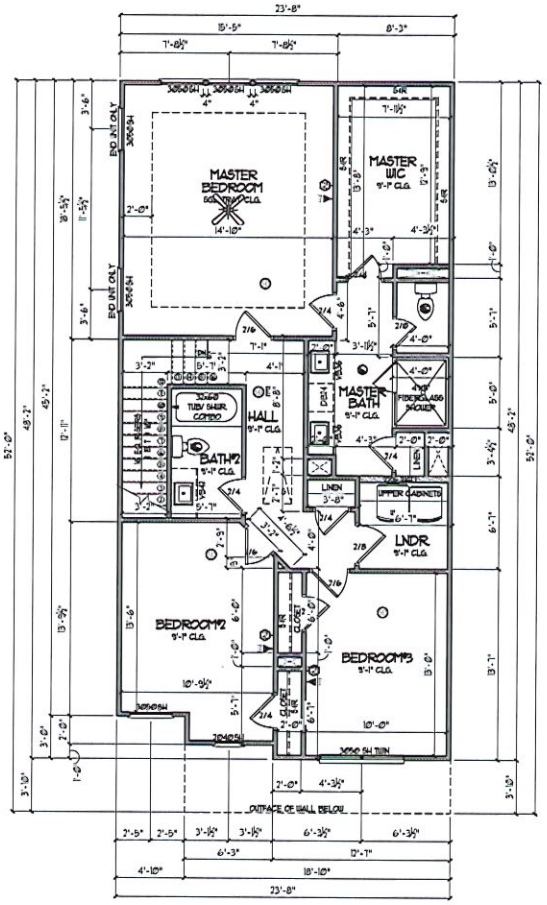


3 2nd Floor Plan - HAMILTON ELEV. 'C'
SCALE: 1/4" = 1'-0"



2 2nd Floor Plan - HAMILTON ELEV. 'B' & 'D'
SCALE: 1/4" = 1'-0"



1 2nd Floor Plan - HAMILTON ELEV. 'A'
SCALE: 1/4" = 1'-0"

HAMILTON

HAMILTON SQUARE FOOTAGE:	
MAIN LEVEL	1067
UPPER LEVEL	1067
TOTAL HEATED	1834
2 CAR GARAGE	367
FRONT PORCH	27
TOTAL FRAMED	2228

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HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
HAMILTON 2ND FLOOR PLAN

Date	8/14/2023
Scale	AS NOTED
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Job No.	N/A
Sheet	A6.1

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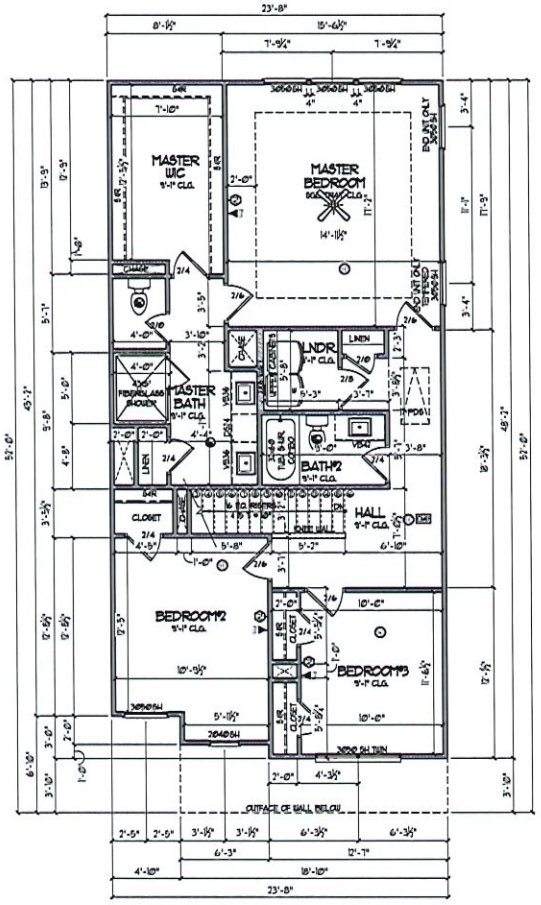
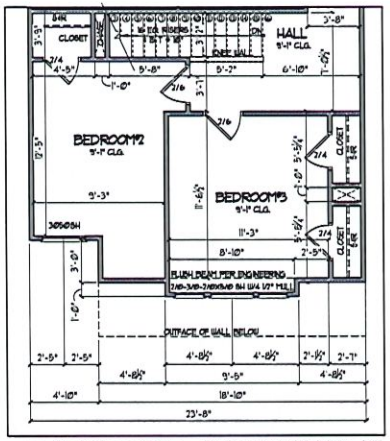
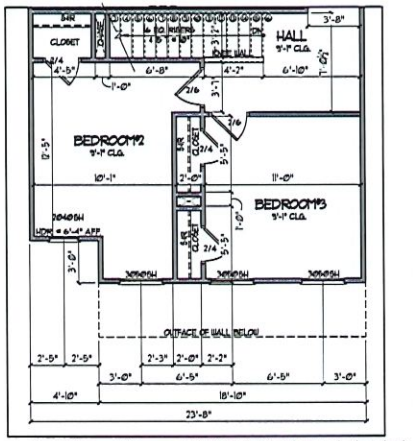


1 2nd Floor Plan - SMITHTOWN ELEV. 'A'
SCALE: 1/4" = 1'-0"



3 2nd Floor Plan - SMITHTOWN ELEV. 'C'
SCALE: 1/4" = 1'-0"



2 2nd Floor Plan - SMITHTOWN ELEV. 'B' & 'D'
SCALE: 1/4" = 1'-0"

SMITHTOWN

SMITHTOWN SQUARE FOOTAGE:	
MAIN LEVEL	1243
UPPER LEVEL	1000
TOTAL HEATED	2243
2 CAR GARAGE	372
FRONT PORCH	27
TOTAL FRAMED	2243

NO	DESCRIPTION :	DATE :

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GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
590 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SMITHTOWN
2ND FLOOR PLAN

Date	8/14/2023
Scale	AS NOTED
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Job No.	N/A
Sheet	A6.2

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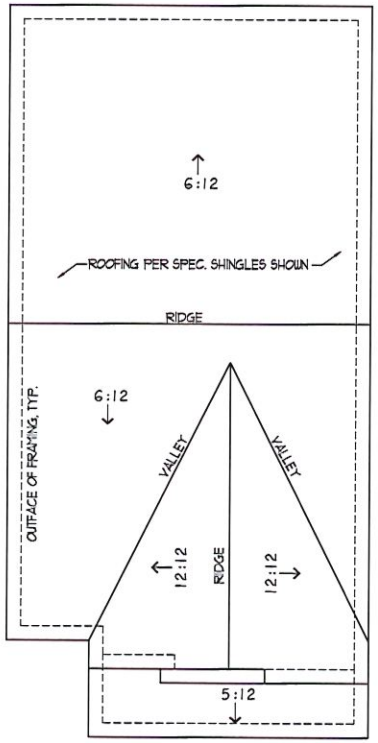
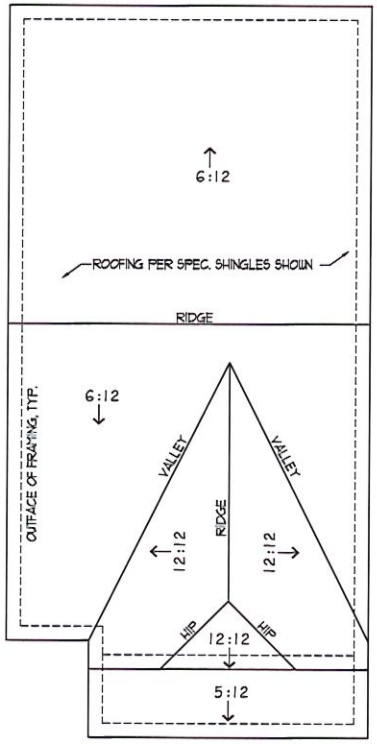
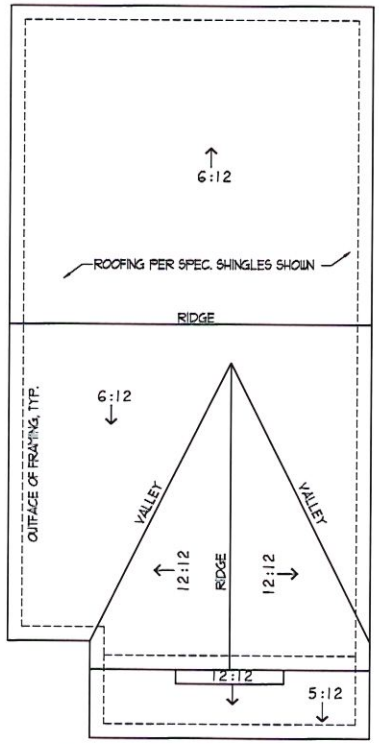


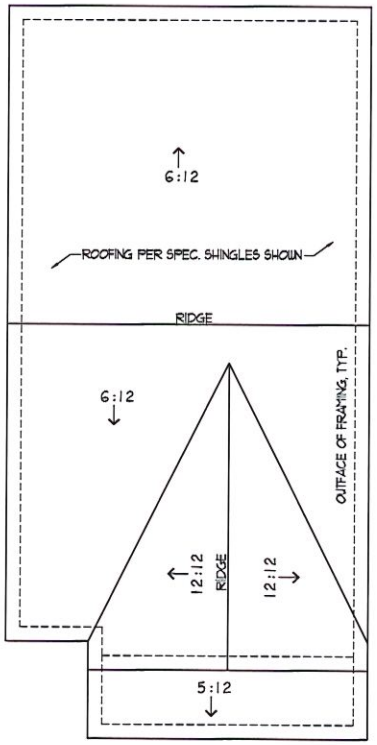
1 Roof Plan Elevation 'A'
SCALE: 1/4" = 1'-0"



2 Roof Plan Elevation 'B'
SCALE: 1/4" = 1'-0"



3 Roof Plan Elevation 'C'
SCALE: 1/4" = 1'-0"



4 Roof Plan Elevation 'D'
SCALE: 1/4" = 1'-0"

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DESIGNER :
VIEWPOINT DESIGN
4841 BELLE ESTATES RD.
SUWANEE, GEORGIA 30024
gc.viewpointdesign@gmail.com
PHONE (404) 518-0956

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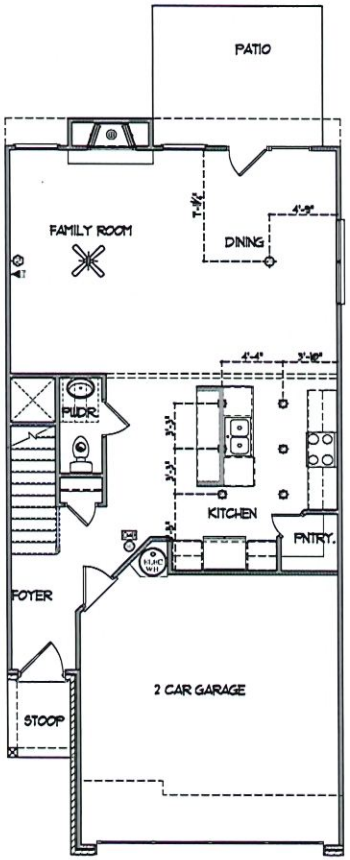
PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

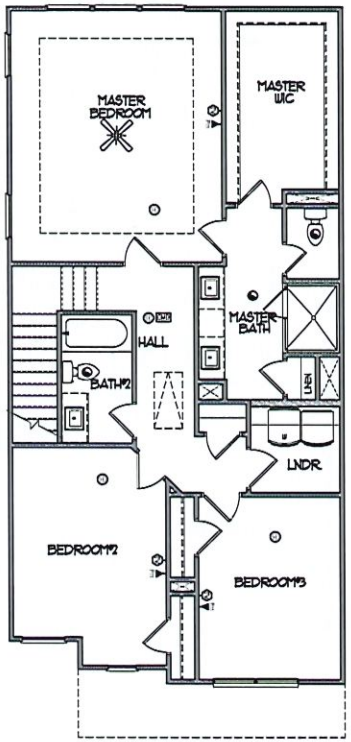
CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
ROOF PLANS

Date	8/14/2023
Scale	AS NOTED
Drawn by	GC
Job No.	N/A
Sheet	A7.1



1 Main Level Electrical - HAMILTON
not to scale



2 Upper Level Electrical - HAMILTON
not to scale

ELECTRICAL LEGEND			
GAS	Gas Line		Recessed Can Light
CW	Cold Water		Eyeball Light
	Electrical Panel		Wall Mounted Light
	Electrical Meter		Wall Sconce
	Disconnect Switch		Fluorescent Light w/1 Bulb
S	Switch		Fluorescent Light w/2 Bulbs
S3	3-Way Switch		Vapor Protected Light
S4	4-Way Switch		Exhaust Fan
SD	Dimmer Switch		Exhaust Fan w/Light
	Button		Exhaust Fan w/Heat & Light
	Duplex Outlet		Smoke Detector
	Quadplex Outlet	CMD	Carbon Monoxide Detector
	Switched Duplex Outlet	T	Thermostat
FLOOR	Floor Outlet		Direct Wire
GFI	GFI Outlet		Phone Jack
WP-GFI	Water Proof GFI Outlet		Media Jack
CLG	Ceiling Mounted Outlet		Cable TV Outlet
220V	220V Outlet		Door Chimes
	Ceiling Mounted Light		Security Panel
H	Hanging Ceiling Mounted Light		Flood Light
	Ceiling Fan		Ceiling Fan w/Light

NO.	DESCRIPTION :	DATE :

DESIGNER :
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4841 BELLE ESTATES RD.
SUWANEE, GEORGIA 30024
gc.viewpointdesign@gmail.com
PHONE (404) 518-0956

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
HAMILTON
ELECTRICAL PLANS

Date	8/14/2023
Scale	AS NOTED
Drawn by	GC
Job No.	N/A
Sheet	A8.1

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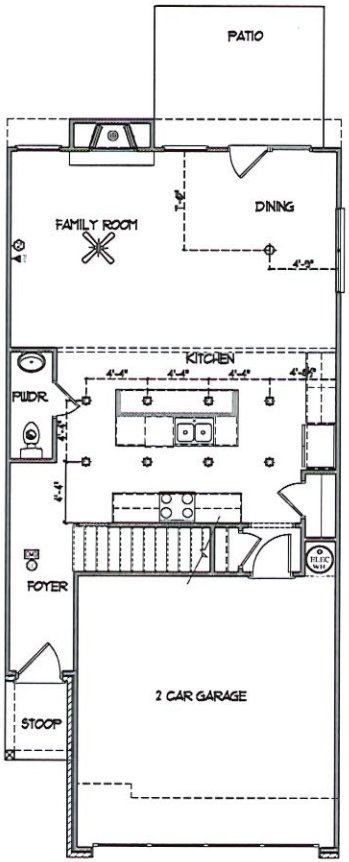
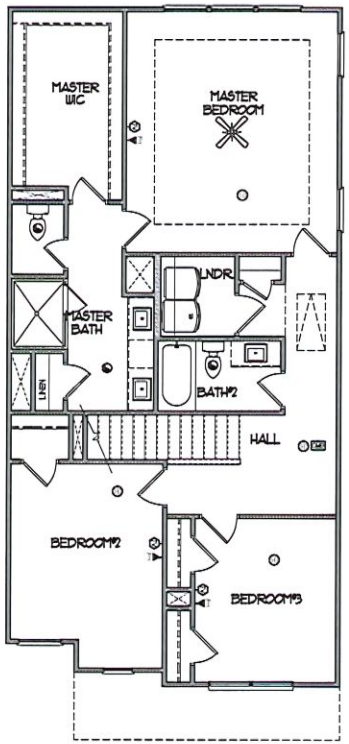


1 Main Level Electrical - SMITHTOWN
not to scale



2 Upper Level Electrical - SMITHTOWN
not to scale

ELECTRICAL LEGEND			
GAS	Gas Line		Recessed Can Light
CW	Cold Water		Eyeball Light
	Electrical Panel		Wall Mounted Light
	Electrical Meter		Wall Sconce
	Disconnect Switch		Fluorescent Light w/1 Bulb
$	Switch		Fluorescent Light w/2 Bulbs
$3	3-Way Switch		Vapor Protected Light
$4	4-Way Switch		Exhaust Fan
$D	Dimmer Switch		Exhaust Fan w/Light
	Button		Exhaust Fan w/Heat & Light
	Duplex Outlet		Smoke Detector
	Quadplex Outlet	CMD	Carbon Monoxide Detector
	Switched Duplex Outlet	T	Thermostat
FLOOR	Floor Outlet		Direct Wire
GFI	GFI Outlet		Phone Jack
WP-GFI	Water Proof GFI Outlet		Media Jack
CLG	Ceiling Mounted Outlet		Cable TV Outlet
220V	220V Outlet		Door Chimes
	Ceiling Mounted Light		Security Panel
H	Hanging Ceiling Mounted Light		Flood Light
	Ceiling Fan		Ceiling Fan w/Light

NO	DESCRIPTION :	DATE :

DESIGNER :
VIEWPOINT DESIGN
4841 BELLE ESTATES RD.
SUWANEE, GEORGIA 30024
gc.viewpointdesign@gmail.com
PHONE (404) 518-9956

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PROJECT NAME :
HILLCREST LANDINGS
BUILDING 2, UNITS 1 - 8
HAMILTON & SMITHTOWN
GWINNETT, GA

CLIENT/ BUILDER
SOUTHERN HERITAGE HOMES
390 BROGDON RD.,
SUWANEE, GA 30024

SHEET TITLE
SMITHTOWN
ELECTRICAL PLANS

Date	8/14/2023
Scale	AS NOTED
Drawn By	GC
Job No.	N/A
Sheet	A8.2

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03700
0582

Georgia, Hall County, Clerk Superior Court
Filed in office, this 6 day of July
2000 at 10:40a.m. Recorded in
Book 3700 Page(s) 582-584
this 7 day of July, 2000.
DWIGHT S. WOOD, CLERK, by: AJ2
2184

018212

Sergio & Associates P.C.
Attorney at Law
3982 Cherokee Trail
Suite 130
Suwanee, Georgia 30024

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ -0-
Date 7-6-00
DWIGHT S. WOOD
Clerk Superior Court
By AJ2

000582

STATE OF GEORGIA

Gwinnett COUNTY

Quit-Claim Deed

THIS INDENTURE, made the 27th day of April, in the year Two Thousand, between **JAY HAK LEE,** of the County of Jackson, State of Georgia, and **KOOK-JA LEE,** of the County of Gwinnett, as party or parties of the first part, hereinafter called Grantor, and **KOOK-JA LEE,** as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor, for and in consideration of LOVE AND AFFECTION, has bargained, sold, and does by these presents bargain, sell, remise, release and forever quit-claim to Grantee all the right, title interest, claim or demand which the Grantor has or may have had in and to the following described real property, to wit:

FOR A COMPLETE LEGAL DESCRIPTION REFER TO EXHIBIT "A" ATTACHED HERETO AND INCORPORATED HEREIN BY THIS REFERENCE.

Each grantor of this deed holds a twenty-five percent (25%) undivided interest in the above-described property. Grantee shall, therefore, hold a fifty percent (50%) undivided interest in a tenancy at common with Been Chuan Lee and Main Di Chang.
with all the rights, members and appurtenances to the said described premises in anywise appertaining or belonging.

TO HAVE AND TO HOLD the said described premises unto the Grantee, so that neither the said Grantor, nor any other person or persons claiming under Grantor shall at any time claim or demand any right, title or interest to the aforesaid described premises or its appurtenances.

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

Signed, sealed and delivered in
presence of:

Witness

Notary Public

My Commission Expires:

NOTARY PUBLIC GWINNETT COUNTY

Jay H. Lee
JAY HAK LEE

KOOK-JA LEE

000583

EXHIBIT "A"

All that tract or parcel of land lying and being in the Clinchem District, number 392, of Hall County, Georgia, and being a portion of that land conveyed by warranty deed from Jasper B. Thompson to Eva Thompson Thornton on January 24, 1921, and recorded at deed book 37, page 568, Hall County records. Said tract is more particularly described as follows:

To find the point of beginning, commence at a concrete monument which point is the common intersection of the southeast boundary of Hall County, the northwestern boundary of Jackson County, the western boundary line of Barrow County, and the eastern boundary line of Gwinnett County; proceed thence North 46 degrees 36 minutes East 183.3 feet along the common boundary line of Hall and Jackson Counties to a point, thence North 87 degrees 13 minutes West 125.3 feet, thence South 82 degrees 23 minutes West 127.8 feet; thence South 36 degrees 32 minutes West 309.4 feet to a point in the center line of Mulberry River; thence along the center line of the Mulberry River the following courses and distances: South 40 degrees 43 minutes West 100.0 feet; thence South 50 degrees 10 minutes West 207.1 feet; thence North 85 degrees 55 minutes West 509.6 feet; thence South 80 degrees 35 minutes West 344.3 feet; thence North 07 degrees 14 minutes West 204.1 feet; thence South 65 degrees 32 minutes West 187.6 feet; thence South 78 degrees 51 minutes West 235.0 feet; thence North 53 degrees 26 minutes West 285.7 feet; thence North 17 degrees 34 minutes West 416.0 feet; thence North 29 degrees 54 minutes West 347.0 feet; thence North 6 degrees 44 minutes East 434.4 feet; thence North 23 degrees 08 minutes West 150.0 feet; thence South 66 degrees 33 minutes West 195.3 feet; thence South 5 degrees 29 minutes West 218.8 feet; thence South 23 degrees 11 minutes West 274.5 feet; thence South 85 degrees 18 minutes West 158.0 feet; thence North 39 degrees 08 minutes West 193.9 feet; thence North 60 degrees 35 minutes West 130.8 feet; thence leaving the center line of the Mulberry River North 21 degrees 54 minutes 00 seconds West 470.83 feet to an iron pin set on the southerly right of way of the Howington Road; thence 45.00 feet to an iron pin set in the center of said road; thence along the center line of said road North 64 degrees 40 minutes 45 seconds West 396.35 feet; thence South 89 degrees 39 minutes 26 seconds West 77.28 feet; thence North 78 degrees 22 minutes 25 seconds West 127.62 feet; thence North 68 degrees 24 minutes 17 seconds West 236.73 feet to an iron pin set on the easterly right of way of Georgia Highway 211; thence along said right of way North 15 degrees 23 minutes 00 seconds West 700.83 feet to a point; thence North 16 degrees 51 minutes West 236.8 feet; thence North 22 degrees 34 minutes West 298.0 feet; thence North 28 degrees 12 minutes West 298.8 feet; thence North 29 degrees 25 minutes West 491.1 feet; thence North 59 degrees 23 minutes East 1143.3 feet to an iron pin found, which point is the true point of beginning; thence North 9 degrees 8 minutes West 1435.1 feet to an axle found; thence South 65 degrees 7 minutes West 706.7 feet; thence North 69 degrees 40 minutes West 295.6 feet; thence South 57 degrees 30 minutes West 730.9 feet to a point on the Easterly side of Georgia Highway 211; thence along the Easterly side of Georgia Highway 211 North 29 degrees 27 minutes West 378.6 feet; thence continuing along the Easterly side of Georgia Highway 211 North 23 degrees 22 minutes West 218.9 feet; thence continuing along the Easterly side of Georgia Highway 211 North 14

degrees 55 minutes West 196.6 feet; thence continuing along the Easterly side of Georgia Highway 211 North 6 degrees 47 minutes West 229.7 feet to an iron pin; thence North 66 degrees 53 minutes East 1297.2 feet to an iron pipe found; thence North 79 degrees 26 minutes East 622.2 feet to a one-half inch pipe found; thence North 49 degrees 12 minutes West 124.6 feet; thence North 13 degrees 58 minutes West 261.7 feet; thence North 5 degrees 36 minutes East 123.3 feet; thence North 18 degrees 44 minutes East 215.9 feet; thence North 68 degrees 10 minutes East 269.8 feet; thence North 45 degrees 56 minutes East 132.8 feet to a one-half inch pipe found; thence South 34 degrees 32 minutes East 735.3 feet to a one inch pipe found; thence North 72 degrees 47 minutes East 1864.6 feet; thence North 4 degrees 57 minutes East 1702.1 feet to a one inch pipe found; thence South 42 degrees 52 minutes East 696.3 feet; thence South 39 degrees 12 minutes East 1538.0 feet to an iron pin found at fence corner; thence South 47 degrees 16 minutes West 396.0 feet to an iron pin; thence South 8 degrees 51 minutes East 1942.9 feet to a nail found at a 30 inch oak and old fence corner; thence South 88 degrees 38 minutes West 1565.7 feet; thence South 88 degrees 37 minutes 54 seconds West 569.61 feet to an iron pin set on the Easterly side of Howington Road; thence South 59 degrees 29 minutes 29 seconds West 1883.62 feet to an iron pin found at the true point of beginning.

Said tract contains 279.024 acres and is shown as Tract 3-A on a plat for Lenox T. Thornton, revised January 5, 1982, and recorded in Plat Book 85, Pages 128 and 129, Hall County Records. Said plat is incorporated herein by reference and made a part of this description.

000584

1250/293

WARRANTY DEED (SHORT FORM) — FORM NO. 207 L 293

STANDARD WARRANTY DEED

STATE OF GEORGIA,

HALL County

THIS INDENTURE, made this 10th day of August in the year of our Lord One Thousand Nine Hundred and Eighty-Eight between JAY HAK LEE and KOOK-JA LEE of the State of Georgia and County of Hall of the first part and BEEN CHUAN LEE and MAIN DI CHANG of the State of Georgia and County of Hall of the Second part

WITNESSETH: That the said part ies of the first part, for and in consideration of the sum of Ten and other good and valuable consideration -- DOLLARS in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the said part ies of the second part, their heirs and assigns ~~XXXXXXXXXXXXXXXX~~ a one-half (1/2) undivided interest in:

See Exhibit "A" attached hereto and made a part hereof.

The purpose of this Deed is to create a tenancy in common with each of the Grantors (Jay Hak Lee and Kook-Ja Lee) and each of the Grantees (Been Chuan Lee and Main Di Chang) owning a twenty-five percent (25%) undivided interest in the above-described property.

TO HAVE AND TO HOLD the said bargained premises, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in any wise appertaining, to the only proper use, benefit and behoof of them, the said part ies of the second part, their heirs and assigns, forever, IN FEE SIMPLE

And the said part ies, of the first, for their heirs, executors and administrators will warrant and forever defend the right and title to the above described property unto the said part ies of the second part, their heirs and assigns, against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, The said part ies of the first part have hereunto set their hand s and affixed their seal s, the day and year above written.

Signed, sealed and delivered in the presence of

NOTARY PUBLIC, GEORGIA
Pamela D. King
Notary Public, Georgia, Hall County
My Commission Expires March 1, 1989

Jay Hak Lee (Seal)
JAY HAK LEE (Seal)
Kook Ja Lee (Seal)
KOOK-JA LEE (Seal)
(Seal)

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=56219789&key1=1250&key2=293&county=69&countyname=HALL&userid=254&appid=4

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=562197898&key1=1250&key2=293&county=69&countyname=HALL&userid=254&appid=4

WARRANTY DEED

FROM

JAY HAK LEE and

KOOK-JA LEE

TO

BEEN CHUAN LEE and

MAIN DI CHANG

Georgia, Hall County
Clerk's Office, Superior Court.

Filed for Record at 9:30 o'clock a. M
August 15, 1988
Recorded in Book 1250 Folio 293-296
August 16, 1988
Dwight S. Wood Clerk

Pd. mail:

David Alexander Sellers
Attorney at Law
50 Polk Street
Marietta, Georgia 30064
(404) 424-9343

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ 558.00
August 15, 1988
Date
DWIGHT S. WOOD
Clerk of Superior Court
By Deputy Clerk

All that tract or parcel of land lying and being in the Clinchem District, number 392, of Hall County, Georgia, and being a portion of that land conveyed by warranty deed from Jasper B. Thompson to Eva Thompson Thornton on January 24, 1921, and recorded at deed book 37, page 560, Hall County records. Said tract is more particularly described as follows:

To find the point of beginning, commence at a concrete monument which point is the common intersection of the southeast boundary of Hall County, the northwestern boundary of Jackson County, the western boundary line of Barrow County, and the eastern boundary line of Gwinnett County; proceed thence North 46 degrees 36 minutes East 183.3 feet along the common boundary line of Hall and Jackson Counties to a point, thence North 87 degrees 13 minutes West 125.3 feet, thence South 82 degrees 23 minutes West 127.8 feet; thence South 36 degrees 32 minutes West 309.4 feet to a point in the center line of Mulberry River; thence along the center line of the Mulberry River the following courses and distances: South 40 degrees 43 minutes West 100.0 feet; thence South 50 degrees 10 minutes West 207.1 feet; thence North 85 degrees 55 minutes West 509.6 feet; thence South 80 degrees 35 minutes West 344.3 feet; thence North 07 degrees 14 minutes West 204.1 feet; thence South 65 degrees 32 minutes West 187.6 feet; thence South 78 degrees 51 minutes West 235.0 feet; thence North 53 degrees 26 minutes West 285.7 feet; thence North 17 degrees 34 minutes West 416.0 feet; thence North 29 degrees 54 minutes West 347.0 feet; thence North 6 degrees 44 minutes East 434.4 feet; thence North 23 degrees 08 minutes West 150.0 feet; thence South 66 degrees 33 minutes West 195.3 feet; thence South 5 degrees 29 minutes West 218.8 feet; thence South 23 degrees 11 minutes West 274.5 feet; thence South 85 degrees 18 minutes West 158.0 feet; thence North 39 degrees 00 minutes West 193.9 feet; thence North 60 degrees 35 minutes West 130.8 feet; thence leaving the center line of the Mulberry River North 21 degrees 54 minutes 00 seconds West 470.83 feet to an iron pin set on the southerly right of way of the Howington Road; thence 45.00 feet to an iron pin set in the center of said road; thence along the center line of said road North 64 degrees 40 minutes 45 seconds West 396.35 feet; thence South 89 degrees 39 minutes 26 seconds West 77.28 feet; thence North 79 degrees 22 minutes 25 seconds West 127.62 feet; thence North 68 degrees 24 minutes 17 seconds West 266.73 feet to an iron pin set on the easterly right of way of Georgia Highway 211; thence along said right of way North 15 degrees 23 minutes 00 seconds West 700.83 feet to a point; thence North 16 degrees 51 minutes West 236.8 feet; thence North 22 degrees 34 minutes West 290.0 feet; thence North 28 degrees 12 minutes West 298.8 feet; thence North 29 degrees 25 minutes West 491.1 feet; thence North 50 degrees 23 minutes East 1143.3 feet to an iron pin found, which point is the true point of beginning; thence North 9 degrees 8 minutes West 1435.1 feet to an axle found; thence South 65 degrees 7 minutes West 706.7 feet; thence North 69 degrees 48 minutes West 295.6 feet; thence South 57 degrees 30 minutes West 730.9 feet to a point on the Easterly side of Georgia Highway 211; thence along the Easterly side of Georgia Highway 211 North 29 degrees 27 minutes West 378.6 feet; thence continuing along the Easterly side of Georgia Highway 211 North 23 degrees 22 minutes West 218.9 feet; thence continuing along the Easterly side of Georgia Highway 211 North 14

EXHIBIT "A"

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Said tract contains 279.024 acres and is shown as Tract 3-A on a plat for Lenox T. Thornton, revised January 5, 1982, and recorded in Plat Book 85, Pages 128 and 129, Hall County Records. Said plat is incorporated herein by reference and made a part of this description.

Form No. 36 WARRANTY DEED (Short Form)

1004/81

STATE OF GEORGIA, County of HALL

This INDENTURE, Made this 15th day of July in the Year of Our Lord One Thousand Nine Hundred and Eighty-Six between LENOX THOMPSON THORNTON of the State of Georgia and County of Fulton of the first part, and JAY HAK LEE and KOOK-JA LEE of the State of Georgia and County of Gwinnett of the second part,

WITNESSETH: That the said party of the first part, for and in consideration of the sum of Ten ($10.00) and other good and valuable consideration ----- Dollars, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said parties of the second part, their heirs and assigns, all that tract or parcel of land lying and being in

See Exhibit "A" attached hereto

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ 500.00
Date July 18, 1986
DWIGHT S. WOOD
Clerk of Superior Court
By Margaret G. Yonce

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said parties of the second part, their heirs and assigns, forever, in Fee Simple.

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

IN WITNESS WHEREOF, the said party of the first part has hereunto set his hand and seal, the day and year above written.

Signed, sealed and delivered in presence of:

[signature] Lenox Thompson Thornton (Seal)
LENOX THOMPSON THORNTON

Executed on 7-15-86 (Seal)

Rachela D. King (Seal)

Notary Public, Cobb County, Georgia
My Commission Expires March 1, 1989

NOTARY PUBLIC COBB COUNTY

Georgia, Hall County, Clerk Superior Court
Filed in office, this 18 day of July 1986 at 9:30 A.M. Recorded in Book 1004 Page 81 this 21 day of July, 1986
Dwight S. Wood
DWIGHT S. WOOD, Clerk

Pd. Sellers & Krause
Marietta, Ga. 30064

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=79247350&key1=1004&key2=81&county=69&countyname=HALL&userid=254&appid=4 1/3

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To find the point of beginning, commence at a concrete monument which point is the common intersection of the southeast boundary of Hall County, the northwestern boundary of Jackson County, the western boundary line of Barrow County, and the eastern boundary line of Gwinnett County; proceed thence North 46 degrees 36 minutes East 183.3 feet along the common boundary line of Hall and Jackson Counties to a point, thence North 87 degrees 13 minutes West 125.3 feet, thence South 82 degrees 23 minutes West 127.8 feet; thence South 36 degrees 32 minutes West 309.4 feet to a point in the center line of Mulberry River; thence along the center line of the Mulberry River the following courses and distances: South 40 degrees 43 minutes West 100.0 feet; thence South 50 degrees 10 minutes West 207.1 feet; thence North 85 degrees 55 minutes West 509.6 feet; thence South 80 degrees 35 minutes West 344.3 feet; thence North 87 degrees 14 minutes West 204.1 feet; thence South 65 degrees 32 minutes West 187.6 feet; thence South 78 degrees 51 minutes West 235.0 feet; thence North 53 degrees 26 minutes West 285.7 feet; thence North 17 degrees 34 minutes West 416.0 feet; thence North 29 degrees 54 minutes West 347.0 feet; thence North 6 degrees 44 minutes East 434.4 feet; thence North 23 degrees 08 minutes West 150.0 feet; thence South 66 degrees 33 minutes West 195.3 feet; thence South 5 degrees 29 minutes West 218.8 feet; thence South 23 degrees 11 minutes West 274.5 feet; thence South 85 degrees 18 minutes West 158.0 feet; thence North 39 degrees 08 minutes West 193.9 feet; thence North 60 degrees 35 minutes West 130.8 feet; thence leaving the center line of the Mulberry River North 21 degrees 54 minutes 00 seconds West 470.83 feet to an iron pin set on the southerly right of way of the Howington Road; thence 45.00 feet to an iron pin set in the center of said road; thence along the center line of said road North 64 degrees 40 minutes 45 seconds West 396.35 feet; thence South 89 degrees 39 minutes 26 seconds West 77.28 feet; thence North 79 degrees 22 minutes 25 seconds West 127.62 feet; thence North 68 degrees 24 minutes 17 seconds West 266.73 feet to an iron pin set on the easterly right of way of Georgia Highway 211; thence along said right of way North 15 degrees 23 minutes 00 seconds West 700.83 feet to a point; thence North 16 degrees 51 minutes West 236.8 feet; thence North 22 degrees 34 minutes West 298.0 feet; thence North 28 degrees 12 minutes West 298.8 feet; thence North 29 degrees 25 minutes West 491.1 feet; thence North 50 degrees 23 minutes East 1143.3 feet to an iron pin found, which point is the true point of beginning; thence North 9 degrees 8 minutes West 1435.1 feet to an axle found; thence South 65 degrees 7 minutes West 706.7 feet; thence North 69 degrees 48 minutes West 295.6 feet; thence South 57 degrees 30 minutes West 730.9 feet to a point on the Easterly side of Georgia Highway 211; thence along the Easterly side of Georgia Highway 211 North 29 degrees 27 minutes West 378.6 feet; thence continuing along the Easterly side of Georgia Highway 211 North 23 degrees 22 minutes West 218.9 feet; thence continuing along the Easterly side of Georgia Highway 211 North 14

EXHIBIT "A" K.V.J.

degrees 55 minutes West 196.6 feet; thence continuing along the Easterly side of Georgia Highway 211 North 6 degrees 47 minutes West 229.7 feet to an iron pin; thence North 66 degrees 53 minutes East 1297.2 feet to an iron pipe found; thence North 79 degrees 26 minutes East 622.2 feet to a one-half inch pipe found; thence North 49 degrees 12 minutes West 124.6 feet; thence North 13 degrees 58 minutes West 261.7 feet; thence North 5 degrees 36 minutes East 123.3 feet; thence North 18 degrees 44 minutes East 215.9 feet; thence North 68 degrees 10 minutes East 269.8 feet; thence North 45 degrees 56 minutes East 132.8 feet to a one-half inch pipe found; thence South 34 degrees 32 minutes East 735.3 feet to a one inch pipe found; thence North 72 degrees 47 minutes East 1864.6 feet; thence North 4 degrees 57 minutes East 1702.1 feet to a one inch pipe found; thence South 42 degrees 52 minutes East 696.3 feet; thence South 39 degrees 12 minutes East 1538.0 feet to an iron pin found at fence corner; thence South 47 degrees 16 minutes West 396.0 feet to an iron pin; thence South 8 degrees 51 minutes East 1942.9 feet to a nail found at a 30 inch oak and old fence corner; thence South 88 degrees 38 minutes West 1565.7 feet; thence South 88 degrees 37 minutes 54 seconds West 569.61 feet to an iron pin set on the Easterly side of Howington Road; thence South 59 degrees 29 minutes 29 seconds West 1883.62 feet to an iron pin found at the true point of beginning.

Said tract contains 279.024 acres and is shown as Tract 3-A on a plat for Lenox T. Thornton, revised January 5, 1982, and recorded in Plat Book 85, Pages 128 and 129, Hall County Records. Said plat is incorporated herein by reference and made a part of this description.

LEGAL DESCRIPTION

OVERALL

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN G.M.D. 392, HALL COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN FOUND (1/2” REBAR) WITH A GEORGIA WEST STATE PLANE COORDINATE (NAD 83) OF NORTH=1506536.48, EAST=2401893.86; THENCE ALONG THE PROPERTY NOW OR FORMERLY OF PEACHTREE RACEWAY LLC AND BRASELTON DEVELOPMENT PARTNERS, LLC, SOUTH 87°59'00" WEST, A DISTANCE OF 1565.14 FEET TO AN IRON PIN FOUND (1/2” REBAR); THENCE CONTINUE ALONG THE PROPERTY NOW OR FORMERLY OF BRASELTON DEVELOPMENT PARTNERS, LLC THE FOLLOWING COURSES AND DISTANCES: SOUTH 87°48'25" WEST, A DISTANCE OF 569.56 FEET TO AN IRON PIN FOUND (1/2” REBAR); THENCE SOUTH 58°42'12" WEST, A DISTANCE OF 1883.62 FEET TO A CONCRETE MONUMENT FOUND; THENCE NORTH 09°47'53" WEST, A DISTANCE OF 1435.35 FEET TO A CONCRETE MONUMENT FOUND; THENCE SOUTH 64°26'20" WEST, A DISTANCE OF 707.02 FEET TO A CONCRETE MONUMENT FOUND; THENCE NORTH 70°28'04" WEST, A DISTANCE OF 295.27 FEET TO AN IRON PIN FOUND (1” OPEN TOP PIPE); THENCE SOUTH 56°47'56" WEST, A DISTANCE OF 721.30 FEET TO AN IRON PIN FOUND ON THE EAST RIGHT-OF-WAY OF HIGHWAY 211 (80’ R/W); THENCE ALONG THE EAST RIGHT-OF-WAY OF HIGHWAY 211, NORTH 30°01'14" WEST, A DISTANCE OF 346.81 FEET TO A POINT; THENCE 665.11 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1382.59 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 16°14'21" WEST, 658.71 FEET TO A POINT; THENCE LEAVING THE EAST RIGHT-OF-WAY OF HIGHWAY 211 AND ALONG THE PROPERTY NOW OR FORMERLY OF NORTHWARD EAST SITE THE FOLLOWING COURSES AND DISTANCES: NORTH 65°46'15" EAST, A DISTANCE OF 1290.05 FEET TO A POINT; THENCE NORTH 78°41'11" EAST, A DISTANCE OF 637.22 FEET TO THE CENTERLINE OF A CREEK; THENCE ALONG THE CENTERLINE OF A CREEK THE FOLLOWING COURSES AND DISTANCES: NORTH 47°07'47" WEST, A DISTANCE OF 19.66 FEET TO A POINT; THENCE NORTH 21°13'04" WEST, A DISTANCE OF 119.74 FEET TO A POINT; THENCE NORTH 03°59'14" WEST, A DISTANCE OF 40.51 FEET TO A POINT; THENCE NORTH 67°57'42" WEST, A DISTANCE OF 48.34 FEET TO A POINT; THENCE NORTH 09°16'36" EAST, A DISTANCE OF 120.10 FEET TO A POINT; THENCE NORTH 49°21'10" WEST, A DISTANCE OF 26.81 FEET TO A POINT; THENCE SOUTH 87°11'57" WEST, A DISTANCE OF 31.77 FEET TO A POINT; THENCE NORTH 22°14'41" WEST, A DISTANCE OF 38.75 FEET TO A POINT; THENCE NORTH 00°46'47" EAST, A DISTANCE OF 44.63 FEET TO A POINT; THENCE NORTH 30°17'58" EAST, A DISTANCE OF 97.08 FEET TO A POINT; THENCE NORTH 33°11'34" WEST, A DISTANCE OF 54.39 FEET TO A POINT; THENCE NORTH 68°24'01" EAST, A DISTANCE OF 50.01 FEET TO A POINT; THENCE NORTH 17°57'00" EAST, A DISTANCE OF 18.57 FEET TO A POINT; THENCE NORTH 26°28'10" EAST, A DISTANCE OF 22.30 FEET TO A POINT; THENCE NORTH 34°43'20" WEST, A DISTANCE OF 17.91 FEET TO A POINT; THENCE NORTH 53°40'00" EAST, A DISTANCE OF 35.51 FEET TO A POINT; THENCE NORTH 63°28'26" EAST, A DISTANCE OF 21.68 FEET TO A POINT; THENCE NORTH 13°52'40" EAST, A DISTANCE OF 37.04 FEET TO A POINT; THENCE NORTH 41°30'21" EAST, A DISTANCE OF 30.28 FEET TO A POINT; THENCE NORTH 71°05'04" EAST, A DISTANCE OF 27.85 FEET TO A POINT; THENCE NORTH 87°26'38" EAST, A

DISTANCE OF 17.88 FEET TO A POINT; THENCE SOUTH 73°15'50" EAST, A DISTANCE OF 37.52 FEET TO A POINT; THENCE NORTH 07°54'29" EAST, A DISTANCE OF 43.43 FEET TO A POINT; THENCE NORTH 88°39'03" EAST, A DISTANCE OF 34.53 FEET TO A POINT; THENCE NORTH 29°54'57" EAST, A DISTANCE OF 76.09 FEET TO A POINT; THENCE NORTH 14°35'15" EAST, A DISTANCE OF 43.01 FEET TO A POINT; THENCE NORTH 68°14'49" EAST, A DISTANCE OF 40.03 FEET TO A POINT; THENCE SOUTH 77°46'56" EAST, A DISTANCE OF 21.22 FEET TO A POINT; THENCE NORTH 56°20'30" EAST, A DISTANCE OF 21.38 FEET TO A POINT; THENCE LEAVING THE CENTERLINE OF A CREEK AND ALONG THE PROPERTY NOW OR FORMERLY OF KATHRYN TURK COOPER, SOUTH 35°14'08" EAST, A DISTANCE OF 739.34 FEET TO AN IRON PIN FOUND (3/4” OPEN TOP PIPE); THENCE NORTH 72°06'01" EAST, A DISTANCE OF 1864.19 FEET TO AN IRON PIN FOUND (3/4” OPEN TOP PIPE); THENCE ALONG THE PROPERTY NOW OR FORMERLY OF KATHRYN TURK COOPER AND TRACY LEE HOWINGTON, NORTH 04°08'29" EAST, A DISTANCE OF 1697.74 FEET TO AN IRON PIN FOUND (3/4” OPEN TOP PIPE); THENCE ALONG THE PROPERTY NOW OR FORMERLY OF PEACHTREE RACEWAY LLC THE FOLLOWING COURSES AND DISTANCES: SOUTH 43°55'02" EAST, A DISTANCE OF 695.99 FEET TO AN IRON PIN FOUND (1” OPEN TOP PIPE); THENCE SOUTH 39°51'36" EAST, A DISTANCE OF 1536.29 FEET TO AN IRON PIN FOUND (1-1/2” OPEN TOP PIPE); THENCE SOUTH 46°33'42" WEST, A DISTANCE OF 395.96 FEET TO AN IRON PIN FOUND (1/2” REBAR); THENCE SOUTH 09°27'42" EAST, A DISTANCE OF 1941.36 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS 278.412 ACRES.

LEGAL DESCRIPTION

TRACT 1

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN G.M.D. 392, HALL COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN FOUND (1/2" REBAR) WITH A GEORGIA WEST STATE PLANE COORDINATE (NAD 83) OF NORTH=1506536.48, EAST=2401893.86; THENCE ALONG THE PROPERTY NOW OR FORMERLY OF PEACHTREE RACEWAY LLC AND BRASELTON DEVELOPMENT PARTNERS, LLC, SOUTH 87°59'00" WEST, A DISTANCE OF 1565.14 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE CONTINUE ALONG THE PROPERTY NOW OR FORMERLY OF BRASELTON DEVELOPMENT PARTNERS, LLC THE FOLLOWING COURSES AND DISTANCES: SOUTH 87°48'25" WEST, A DISTANCE OF 569.56 FEET TO AN IRON PIN FOUND (1/2" REBAR); THENCE SOUTH 58°42'12" WEST, A DISTANCE OF 958.84 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUE ALONG THE PROPERTY NOW OR FORMERLY OF BRASELTON DEVELOPMENT PARTNERS, LLC THE FOLLOWING COURSES AND DISTANCES: SOUTH 58°42'12" WEST, A DISTANCE OF 924.78 FEET TO A CONCRETE MONUMENT FOUND; THENCE NORTH 09°47'53" WEST, A DISTANCE OF 1435.35 FEET TO A CONCRETE MONUMENT FOUND; THENCE SOUTH 64°26'20" WEST, A DISTANCE OF 707.02 FEET TO A CONCRETE MONUMENT FOUND; THENCE NORTH 70°28'04" WEST, A DISTANCE OF 295.27 FEET TO AN IRON PIN FOUND (1" OPEN TOP PIPE); THENCE SOUTH 56°47'56" WEST, A DISTANCE OF 721.30 FEET TO AN IRON PIN FOUND ON THE EAST RIGHT-OF-WAY OF HIGHWAY 211 (80' R/W); THENCE ALONG THE EAST RIGHT-OF-WAY OF HIGHWAY 211, NORTH 30°01'14" WEST, A DISTANCE OF 346.81 FEET TO A POINT; THENCE 665.11 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1382.59 FEET AND A CHORD BEARING AND DISTANCE OF NORTH 16°14'21" WEST, 658.71 FEET TO A POINT; THENCE LEAVING THE EAST RIGHT-OF-WAY OF HIGHWAY 211 AND ALONG THE PROPERTY NOW OR FORMERLY OF NORTHWARD EAST SITE THE FOLLOWING COURSES AND DISTANCES: NORTH 65°46'15" EAST, A DISTANCE OF 1290.05 FEET TO A POINT; THENCE NORTH 78°41'11" EAST, A DISTANCE OF 637.22 FEET TO THE CENTERLINE OF A CREEK; THENCE ALONG THE CENTERLINE OF A CREEK THE FOLLOWING COURSES AND DISTANCES: NORTH 47°07'47" WEST, A DISTANCE OF 19.66 FEET TO A POINT; THENCE NORTH 21°13'04" WEST, A DISTANCE OF 119.74 FEET TO A POINT; THENCE NORTH 03°59'14" WEST, A DISTANCE OF 40.51 FEET TO A POINT; THENCE NORTH 67°57'42" WEST, A DISTANCE OF 48.34 FEET TO A POINT; THENCE NORTH 09°16'36" EAST, A DISTANCE OF 120.10 FEET TO A POINT; THENCE NORTH 49°21'10" WEST, A DISTANCE OF 26.81 FEET TO A POINT; THENCE SOUTH 87°11'57" WEST, A DISTANCE OF 31.77 FEET TO A POINT; THENCE NORTH 22°14'41" WEST, A DISTANCE OF 38.75 FEET TO A POINT; THENCE NORTH 00°46'47" EAST, A DISTANCE OF 44.63 FEET TO A POINT; THENCE NORTH 30°17'58" EAST, A DISTANCE OF 97.08 FEET TO A POINT; THENCE NORTH 33°11'34" WEST, A DISTANCE OF 54.39 FEET TO A POINT; THENCE NORTH 68°24'01" EAST, A DISTANCE OF 50.01 FEET TO A POINT; THENCE NORTH 17°57'00" EAST, A DISTANCE OF 18.57 FEET TO A POINT; THENCE NORTH 26°28'10" EAST, A DISTANCE OF 22.30 FEET TO A POINT; THENCE NORTH 34°43'20" WEST, A DISTANCE OF 17.91 FEET TO A POINT; THENCE NORTH 53°40'00" EAST, A DISTANCE OF 35.51 FEET TO A POINT; THENCE NORTH 63°28'26" EAST, A DISTANCE OF 21.68 FEET TO A POINT; THENCE NORTH 13°52'40" EAST, A DISTANCE OF 37.04 FEET TO A POINT; THENCE NORTH

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SAID TRACT CONTAINS 84.304 ACRES.

Georgia Mountains Regional Commission

DRI Review Findings

TO: Kristie Turner, Principal Planner
Hall County Planning and Development
Other Interested Parties

FROM: Adam Hazell, AICP, Planning Director

DATE: June 2, 2025

SUBJECT: DRI Project Review, Hall County

PROJECT: **DRI-4460,** 5401 Old Winder - Residential

The Georgia Mountains Regional Commission (GMRC) has completed the review of the project identified above. Based on comments received and staff analysis of this project, conducted in accordance with the Georgia Department of Community Affair's Procedures for the Review of Developments of Regional Impact, the GMRC finds that the proposed action does not present any potential adverse inter-jurisdictional impacts. Please note that this finding is advisory only and assumes the project will proceed as presented to the GMRC and will comply with all applicable local, State and federal rules and regulations.

Copies of the staff review, any comments from interested stakeholders and any recommendations have been included with this memo. They should be considered and addressed by the local government in its final determination and review/permitting procedures for the finding to remain as stated.

P.O. Box 1720 • Gainesville, Georgia 30503 • Phone 770-538-2626 • FAX 770-538-2625

Georgia Mountains Regional Commission

DRI **# 4460,** 5401 Old Winder - Residential

STATEMENT OF FINDING

Based on the information provided, comments received, a review of the local comprehensive plan and prevailing DRI review criteria, the GMRC staff analysis finds that this project does not present any potential adverse interjurisdictional impacts. The finding assumes the project will proceed as presented to the GMRC and only if the project complies with all applicable local, State and federal rules and regulations and if the following advisory comments and recommendations are considered and addressed.

Summary of Staff Review

- This is a proposal calls for approximately 320 multi-family units divided among six different buildings, 380 single-family attached townhomes, and various amenity areas.

- The project site is located along SR 211/ Old Winder Highway near Braselton, with an industrial component behind an adjoining residential portion. This is in southern Hall County, near the burgeoning corridor of Interstate 85, and located near the Atlanta Motor Speedway complex. The area has experienced a notable degree of suburbanization during the past decade plus, with several other DRI-sized projects within a 10-mile radius having already been developed. Water service would be provided by the City of Gainesville, while sewer service would be provided by Hall County. Both systems are considered to have sufficient capacity for the proposed project. ***No regional concerns regarding utilities.***

- The site is located on SR 211/ Old Winder Highway approximately 3.2 miles north of the interchange with I-85. The site plan proposes one full-access driveway to SR 211, which would be right across from Pleasant Hill Lane, thus creating a 4-way intersection. Initial plans propose the intersection be rendered a single-lane traffic circle. The residential development would be spread into 4 different pods (two each for the apartments and townhomes), each having its own access to the main internal road to be constructed for the development. Traffic projections for the residential component would produce peak-hour vehicles trips per day at 537 in the morning and 610 in the evening.

  Given that commercial traffic for the adjoining industrial component would need to pass by the proposed additional residential development to reach the State route, the County/ GHMPO should ensure that the residential development has strong internal pedestrian options and that the main road is designed for traffic calming to keep speeds minimal. The County may also wish to consult GDOT on the best long-term options for the intersection at SR 211, both to minimize congestion and ensure safety. ***No regional concerns regarding transportation infrastructure.***

- The project proposes about 35% of impervious surface coverage for the residential portion. There is a tributary to Mulberry Creek which bisects the larger development, including the presence of some floodplains and possible wetlands. Including the residential portion of the development, the draft site plan shows an internal road network with three stream crossings. Mulberry Creek is the source of Braselton's public water supply and is among waters which Georgia's Environmental Protection Division has listed as "Not Supporting" its defined use due to contamination issues, therefore the development should be mindful to not add further degradation to local water quality.

  According to the application, the developer will work *"with the (US Army) corps of engineers and the local jurisdiction prior to any construction."* The application adds further that *"Stormwater management ponds to be provided to treat impervious surface areas. 50' stream buffers in effect."*

  Given the proximity to the stream and the extent of large impervious surfaces on site, plus the sensitivity of Mulberry Creek downstream, the County should be sure environmental reviews ensure best practices for managing stormwater runoff and especially any septic or sewer infrastructure that could leak into the waterways. ***Assuming compliance with State and local regulations, no regional concerns regarding environmental protection. However, best environmental practices are encouraged regarding stormwater management.***

Georgia Mountains Regional Commission

CONSISTENCY REVIEW	
Is the proposed DRI compliant with …	**Comment**
The GMRC Regional Plan?	Yes.
Other State or regional plans for the area?	Best environmental practices recommended to protect a downstream water supply resource.
Applicable Service Delivery Agreements and/or land use management measures?	Yes
Projected capacity for utilities and services?	Yes
Are there any potential inter-jurisdictional conflicts identified by the GMRC?	No significant or standing conflict was raised or identified by staff.

Outside Comments Received
(Copies of any comments received can be found as submitted attached to this report.)

Northeast Georgia Regional Commission

P.O. Box 1720 • Gainesville, Georgia 30503 • Phone 770-538-2626 • FAX 770-538-2625

DEVELOPMENTS OF REGIONAL IMPACT

Comments Form

Project Name: **5401 Old Winder - Residential** Project I.D.: **DRI-4460**

Name of Commenting Organization: Northeast Georgia Regional Commission

Address: 305 Research Dr.

Athens, GA 30605

Contact Person: Carol Flaute, Senior Community Planner Telephone No.: 706-369-5650

Do you believe your jurisdiction will be affected by the proposed development? x Yes ____ No

Please describe the effects (positive and/or negative) the proposed project could have on your jurisdiction:

The stream that flows through the project site is a tributary of the Mulberry River, upstream of a municipal water intake for the Town of Braselton. Additionally, the reach of the Mulberry River into which the tributary flows is listed by the Georgia EPD as "not supporting" due to fecal coliform bacteria and impacts on the macroinvertebrate community (EPD 2024 Integrated 305(b)/303(d) List).

Please ensure that the project is designed to minimize disruption to the existing streams, including minimizing erosion and controlling stormwater runoff to avoid degradation of downstream water quality. Low impact design measures like bioswales, rain gardens, and/or other green infrastructure are encouraged.

Form Completed By: Carol Flaute Title: Senior Community Planner

Signature: Carol J.M. Flaute Date: 5/23/25

Mail Comments to: Adam Hazell
Planning Director
P. O. Box 1720
Gainesville, GA 30503

O: 770.538.2617
F: 770.538.2625
E-mail: ahazell@gmrc.ga.gov

Comments Due By: **May 23, 2025**

Developments of Regional Impact

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DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the ~~DRI Tiers and Thresholds~~ for more information.

Local Government Information

Submitting Local Government:	Hall County, Georgia
Individual completing form:	Steven P. Gilliam, Attorney
Telephone:	770-536-3381
E-mail:	sgilliam@sgwmfirm.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	5401 Old Winder Highway, Braselton GA 30517 - Residential
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	5401 Old Winder Highway, Braselton GA 30517
Brief Description of Project:	The intent is to develop apartments (Maximum amount of units: 350) and a mixture of Stacked Flats and Townhomes (Maximum amount of units: 350) Amendment: Change 350 to 380 on apartments and 350 to 320 on townhomes/stacked, totaling 700 units.

Amendment: Change multi-family to 380 and townhomes/stacked to 320

Development Type:

(●) (not selected)	( ) Hotels	( ) Wastewater Treatment Facilities
( ) Office	( ) Mixed Use	( ) Petroleum Storage Facilities
( ) Commercial	( ) Airports	( ) Water Supply Intakes/Reservoirs
( ) Wholesale & Distribution	( ) Attractions & Recreational Facilities	( ) Intermodal Terminals
( ) Hospitals and Health Care Facilities	( ) Post-Secondary Schools	( ) Truck Stops
(X) Housing	( ) Waste Handling Facilities	( ) Any other development types
( ) Industrial	( ) Quarries, Asphalt & Cement Plants	

If other development type, describe:

N/A

Project Size (# of units, floor area, etc.):	Approximatley 350 multi-family and 350 townhomes and stacked flats
Developer:	K2P Land Partners, LLC
Mailing Address:	390 Brogdon Road
Address 2:	
	City: Suwanee State: GA Zip: 30024
Telephone:	404-863-8195
Email:	mphelps@bfhcompany.com
Is property owner different from developer/applicant?	(not selected) X Yes No
If yes, property owner:	Kook-Ja Lee, Been Chuan Lee, and Main Di Chang
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) X Yes No
If no, in what additional jurisdictions is the project located?	N/A
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: Project ID:
The initial action being requested of the local government for this project:	X Rezoning Variance Connect Sewer Connect Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes X No
If yes, what percent of the overall project does this project/phase represent?	N/A
Estimated Project Completion Dates:	This project/phase: Fall 2028 Overall project: Fall 2028

Amendment: Change multi-family to 380 and townhomes/stacked to 320.

INFORMATION BY OWNER/DEV

Submit Application | Save without Submitting | Cancel

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Developments of Regional Impact

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DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Hall County, Georgia
Individual completing form:	Steven P. Gilliam, Attorney
Telephone:	770-536-3381
Email:	sgilliam@sgwmfirm.com

Project Information

Name of Proposed Project:	5401 Old Winder Highway, Braselton GA 30517 - Industrial
DRI ID Number:	
Developer/Applicant:	K2P Land Partners, LLC
Telephone:	404-863-8195
Email(s):	mphelps@bfhcompany.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	(not selected) ○ Yes X No	RDC TO PROVIDE INFO ?
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected) ○ Yes X No	RDC TO PROVIDE INFO ?

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	$210,000,000.00 - $250,000,000.00 (Approximately)	INFORMATION BY OWNER/DEV
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$2,100,000.00 - $2,500,000.00 (Approximately)	
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) X Yes ○ No	INFORMATION BY OWNER/DEV
Will this development displace any existing uses?	(not selected) ○ Yes X No	

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site:	City of Gainesville
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.140 MGD + irrigation
Is sufficient water supply capacity available to serve the proposed project?	(not selected) X Yes ○ No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) ○ Yes X No
If yes, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Hall County Sanitary Sewer Services
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.140 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) X Yes ○ No — confirm with Hall Co.
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) ○ Yes X No — Sewer is on the property. Small extension within the development (less than 1 mile)
If yes, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	The development will generate 537 vehicle trips (263 entering & 273 exiting) during the AM peak hour, and a total of 610 new vehicle trips (290 entering & 320 exiting) during the PM peak hour. — INFORMATION BY TRAFFIC STUDY
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) X Yes ○ No — INFORMATION BY TRAFFIC STUDY
Are transportation improvements needed to serve this project?	(not selected) ○ Yes X No
If yes, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

Is sufficient landfill capacity available to serve this proposed project? (not selected) X Yes ○ No — UNSURE ?

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? (not selected) ○ Yes X No — NOT ANTICIPATED

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? APPROX. 35%
28 IMP. AC. / 78.67 TOTAL AC.

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

STORMWATER MANAGEMENT PONDS TO BE PROVIDED TO TREAT IMPERVIOUS SURFACE AREAS.
50' STREAM BUFFERS IN EFFECT.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	(not selected) ○ Yes ○ No	N
2. Significant groundwater recharge areas?	(not selected) ○ Yes ○ No	N
3. Wetlands?	(not selected) ○ Yes ○ No	Y — SMALL POCKETS ONSITE (MOSTLY IN FLOODPLAIN)
4. Protected mountains?	(not selected) ○ Yes ○ No	N
5. Protected river corridors?	(not selected) ○ Yes ○ No	N
6. Floodplains?	(not selected) ○ Yes ○ No	Y
7. Historic resources?	(not selected) ○ Yes ○ No	N
8. Other environmentally sensitive resources?	(not selected) ○ Yes ○ No	N

If you answered yes to any question above, describe how the identified resource(s) may be affected:

Submit Application | Save without Submitting | Cancel

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TRAFFIC IMPACT STUDY FOR

SR 211 Mixed-Use Site
Hall County, Georgia

DATE:
June 3, 2025

LOCATION:
Hall County, Georgia

PREPARED FOR:
CHI/Acquisitions, L.P.

PREPARED BY:
NV5 Engineers and Consultants, Inc.
10745 Westside Way, Suite 300
Alpharetta, GA 30009
678.795.3600



NV5

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Executive Summary

A new mixed-use development is proposed for construction along the east side of SR 211 opposite Ridgemoor Drive. When completed, the development will consist of 1,719,640 square feet of warehousing, 350 townhomes, and 350 apartments. With limited frontage to SR 211, only one (1) access point is proposed onto the highway. The full-buildout of the site is expected by 2030.

Currently, SR 211 is a two-lane undivided roadway. The intersection of SR 211 with SR 347 experiences high delay during the PM peak period with signal timings favoring traffic along SR 211 despite there being several hundred vehicles approaching from SR 347 during that period. This delay is expected to be mitigated with two widening projects that are planned to be completed by the end of 2030. The widening projects will add multiple turn lanes to each approach at the intersection and additional northbound and southbound through lanes to improve traffic flow along SR 211.

The concept for PI 0007233 (widening of SR 211 from SR 347 to SR 53) shows a network of R-Cuts for the SR 211 corridor between SR 53 and Union Church Road. While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed.

Other than improvements at the proposed access to SR 211, no changes to the surrounding intersections are necessary to mitigate the impact of the proposed development.

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A. Introduction

A new mixed-use is proposed for construction along the east side of SR 211 opposite Ridgemoor Drive in Hall County, Georgia. The proposed development will consist of 1,719,640 square feet of warehousing, 350 townhomes, and 350 apartments. The site is proposed to have a single access-point onto SR 211.

The traffic analyses in this report are for a single phase of construction – full build-out even though the development cycle will likely be divided between industrial and residential. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is fully completed. This study includes analysis of the Existing, No-Build, and Build conditions at the following intersections for the year 2030:

1. SR 211 & SR 53
2. SR 211 & SR 347 / Bayberry Drive
3. SR 211 & Site Driveway

The report summarizes the analysis of existing, background and projected traffic at the study locations, analysis of traffic impacts including Levels of Service (LOS) and conclusions and recommendations from the analysis.

Figure 1 depicts the study area (vicinity map) in Hall County, Georgia. The study intersections listed above are depicted in Figure 2. A copy of the development concept plan is included in Appendix A.

Figure 1: Vicinity Map

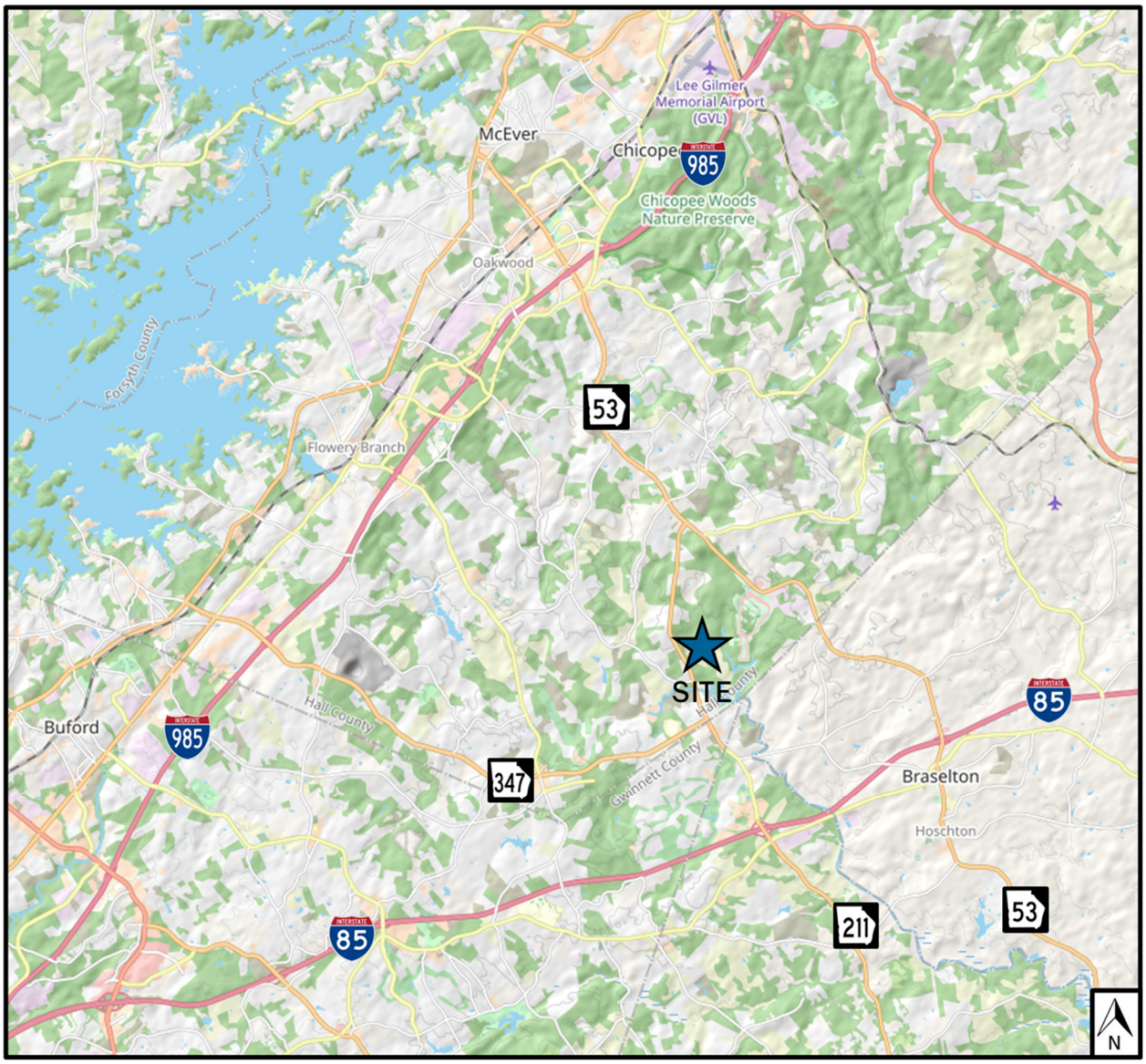
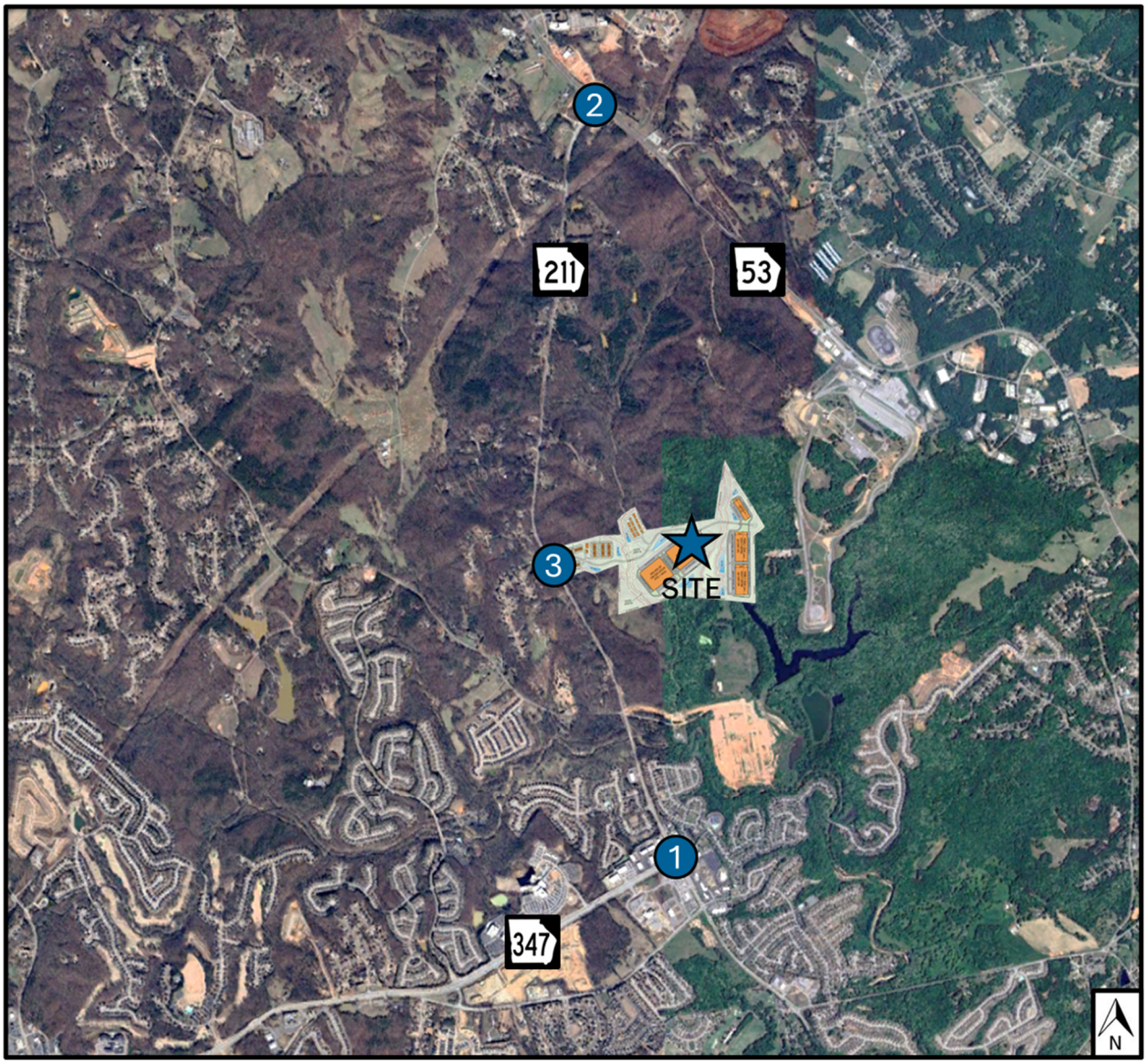


Figure 2: Site Location Aerial



1. SR 211 & SR 53
2. SR 211 & SR 347 / Bayberry Drive
3. SR 211 & Site Driveway / Ridgemoor Drive

B. Existing Conditions

B.1. Transportation Facilities

SR 211 is currently a two-lane, undivided, minor arterial highway that has a north/south orientation for the purposes of this study. SR 211 runs south from its intersection with SR 53 towards Barrow County and I-85. The posted speed limit along SR 211 is 45 miles per hour (MPH) and land uses along the highway are primarily residential in the study area with commercial around its intersection with SR 347 / Bayberry Drive.

SR 53 is a four-lane, divided highway classified as a principal arterial highway west of its intersection with SR 211 and a minor arterial highway east of the intersection as the highway narrows to a two-lane, undivided roadway. SR 53 has an east/west orientation, for the purposes of this study, and runs west towards Oakwood and I-985 and runs east towards Braselton and I-85. The posted speed limit along SR 53 in the study area is 45 MPH. Most of the land is undeveloped along the highway with some small commercial uses in the area as well as a Hall County fire station.

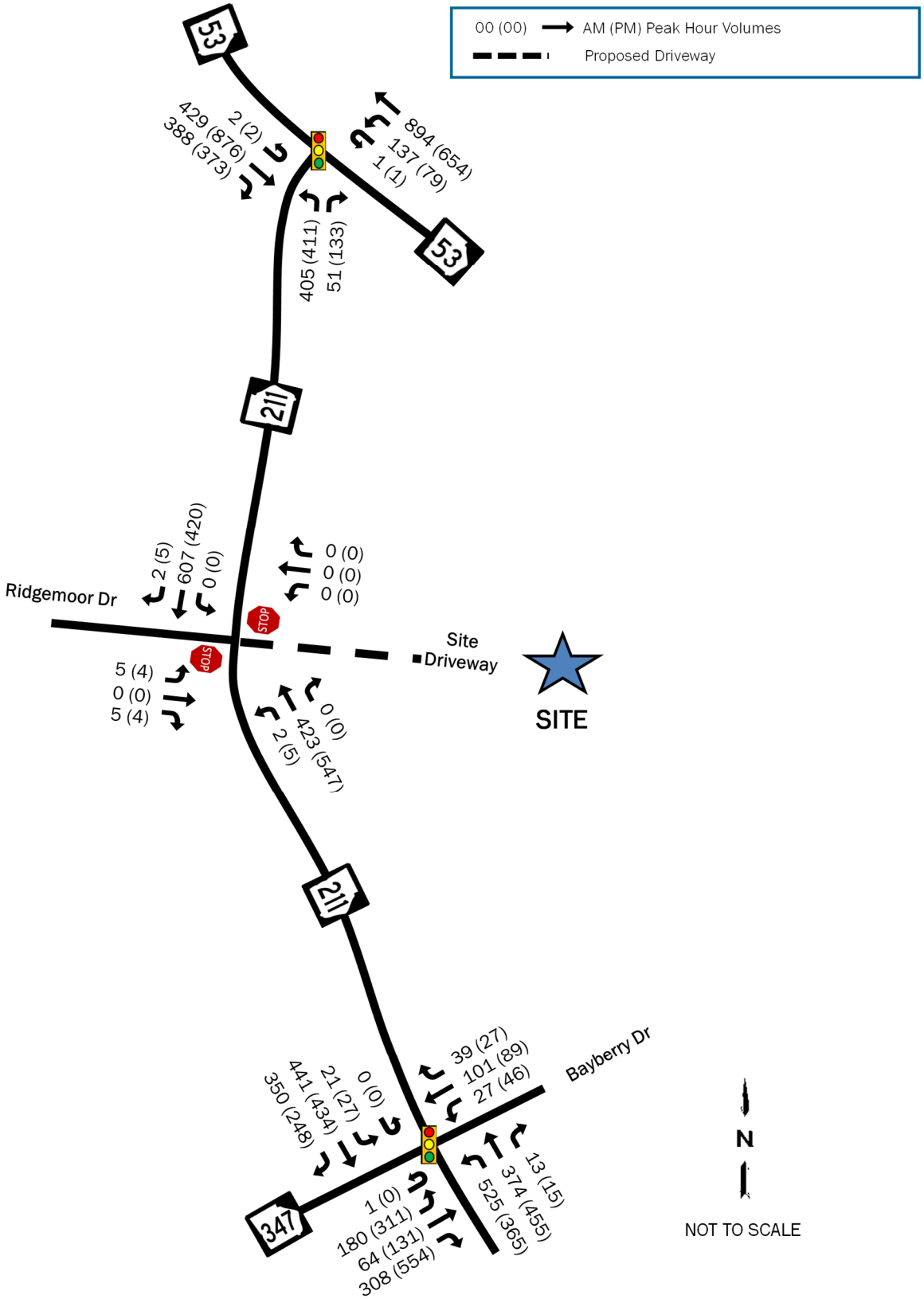
SR 347 (Friendship Road) is a six-lane, divided, minor arterial highway with an east-west orientation for the purposes of this study. SR 347 runs west from its intersection with SR 211 towards Buford and I-985. SR 53 shares an intersection at SR 211 with Bayberry Drive. The posted speed limit along SR 53 is 45 MPH and land uses along the highway are primarily commercial at the study intersection with residential west of the study area.

Bayberry Drive is a four-lane, divided, local roadway that runs east of its intersection with SR 211 into the Mulberry Park residential subdivision. Bayberry Drive also includes three access points for commercial developments located along SR 211. The posted speed limit along Bayberry Drive is 25 MPH.

B.2. Traffic Counts

Weekday AM and PM peak period turning movement counts were collected at the study intersections on Tuesday, March 25, 2025. Average daily traffic counts were also collected on SR 211 in front of the proposed site. The average daily weekday traffic along SR 211 is approximately 12,500 vehicles per day near the project site. Counts were collected while schools were in session and are included in Appendix B. The counts collected in 2025 are shown in Figure 3 (2025 Existing Traffic Volumes).

Figure 3: 2025 Existing Traffic Volumes



C. Future Conditions

C.1. Background Growth

The growth rate used in the study area is based upon an analysis of historical traffic counts in study area according to Georgia DOT's Traffic Data Application. The project is expected to be completed in 2030. To account for ambient growth and other developments in the area, the existing traffic counts for this study were grown by a conservative rate of 2.4% per year for five (5) years. The expected volumes are shown in Figure 4, 2030 No-Build Volumes. The growth rate development worksheet is included in Appendix B.

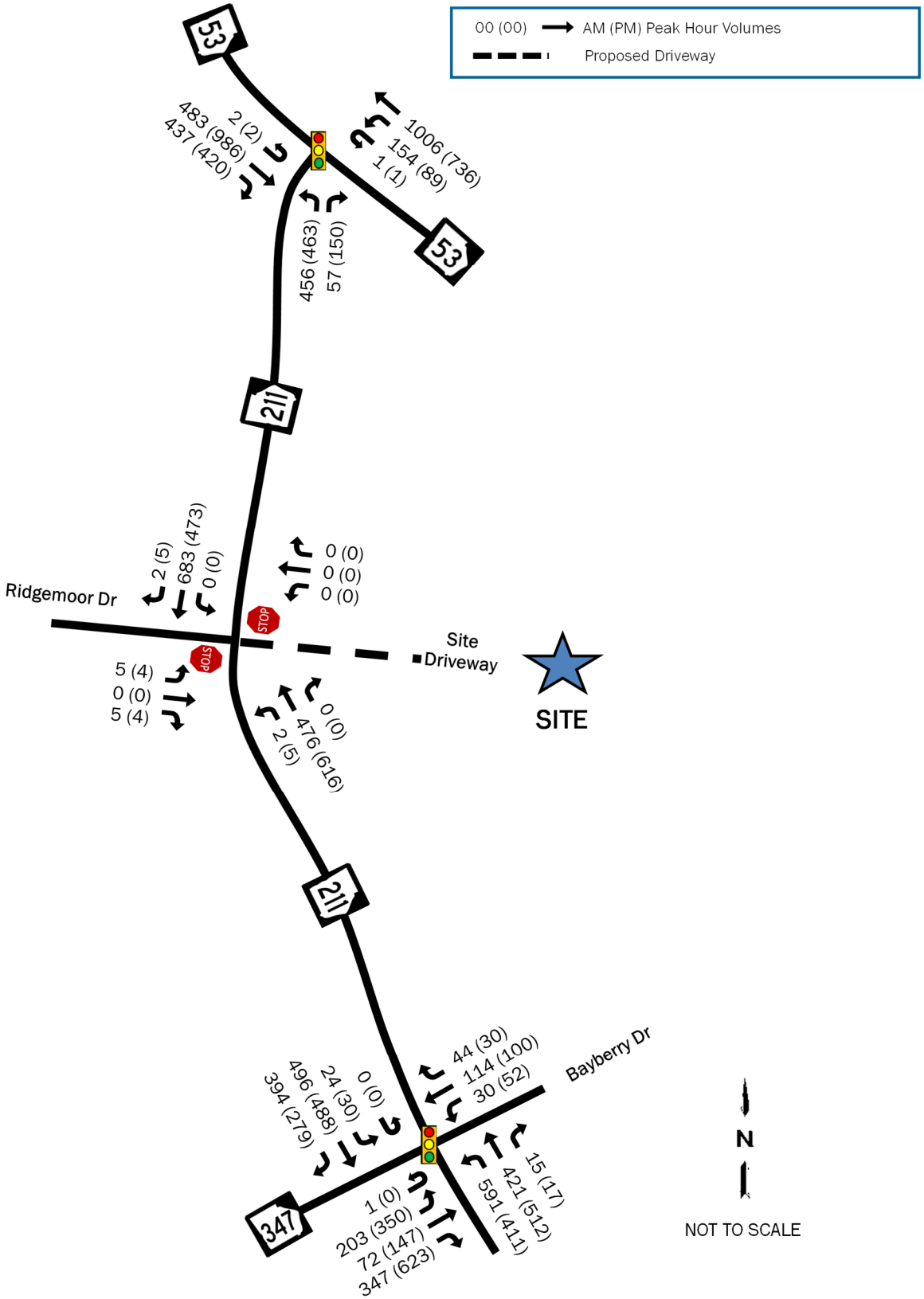
C.2. Planned Roadway Projects

GDOT has two projects planned for SR 211 that are expected to impact the study area and be completed by the end of 2030. The first, PI 0016089, will widen SR 211 from Liberty Church Road to SR 347 / Bayberry Drive from two-lanes to a four-lane, divided highway. This project will add significant capacity improvements to the intersection of SR 211 with SR 347 including an additional eastbound left-turn lane, eastbound right-turn lane, northbound through-lane, northbound right-turn lane, and a westbound right-turn lane. Letting for this project is scheduled for 2025.

The second project, PI 0007233, will continue the widening north to SR 53 creating a series of R-cuts along the highway and a multilane roundabout at the intersection of SR 211 with Union Church Road. This project will add a second southbound through-lane to the intersection of SR 211 with SR 347, but not significantly impact the intersection of SR 211 with SR 53, other than extending the storage bay for northbound right-turns. Construction for this project is expected to be completed by the end of 2030.

The changes from these widening plans are expected to include signal timing improvements, so for the purposes of this study, signal timings for the future (No-build) analysis were optimized and the same timings were used for the future + project traffic (Build) analysis.

Figure 4: 2030 No-Build Traffic Volumes



C.3. Project Trip Generation

Project trip generation was calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021. According to ITE, trips for light industrial developments include both personal vehicles and trucks. Table 1 below shows the breakdown of the trips expected to be generated by the new mixed-use development.

Table 1: Trip Generation

Land Use Code	Variable	Trip Type	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
110 - Light Ind.	1,719,640 SF	Personal Vehicle	1,820	159	37	196	38	143	181
		Truck	936	18	16	34	27	25	52
215 – Townhomes	350 Units	Personal Vehicle	2,616	55	121	176	117	89	206
220 – Apts	350 Units	Personal Vehicle	2,318	31	100	131	108	63	171
Total			**7,690**	**263**	**273**	**537**	**290**	**320**	**610**

The development will generate a total of 537 new vehicle trips (263 entering and 273 exciting) during the AM peak hour, and a total of 610 new vehicle trips (290 entering and 320 exiting) during the PM peak hour.

C.4. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on the traffic patterns evidenced in the overall study area. Traffic counts at the nearest intersection to the north and south of the site suggest that approximately

- 30% of vehicles will travel to/from the northwest along SR 53
- 10% will travel to/from the northeast along SR 53
- 25% will travel to/from the southwest along SR 347
- 35% will travel to/from the south along SR 211.

The detailed personal vehicles trip distribution is shown in Figure 5. The personal vehicles trips generated from the development utilizing the trip distribution is depicted in Figure 6. Truck counts at the intersections suggest a different distribution pattern for heavy vehicles. The counts suggest that:

- 30% of trucks will travel to/from the northwest along SR 53,
- 25% will travel to/from the northeast along SR 53,
- 20% will travel to/from the southwest along SR 347, and
- 25% will travel to/from the south along SR 211.

The truck distribution is shown in Figure 7, and the resulting truck trips are shown in Figure 8. Figure 9 shows the total project trip generation. The No-Build plus project trips (Build Volumes) are depicted in Figure 10.

Figure 5: Personal Vehicle Trip Distribution

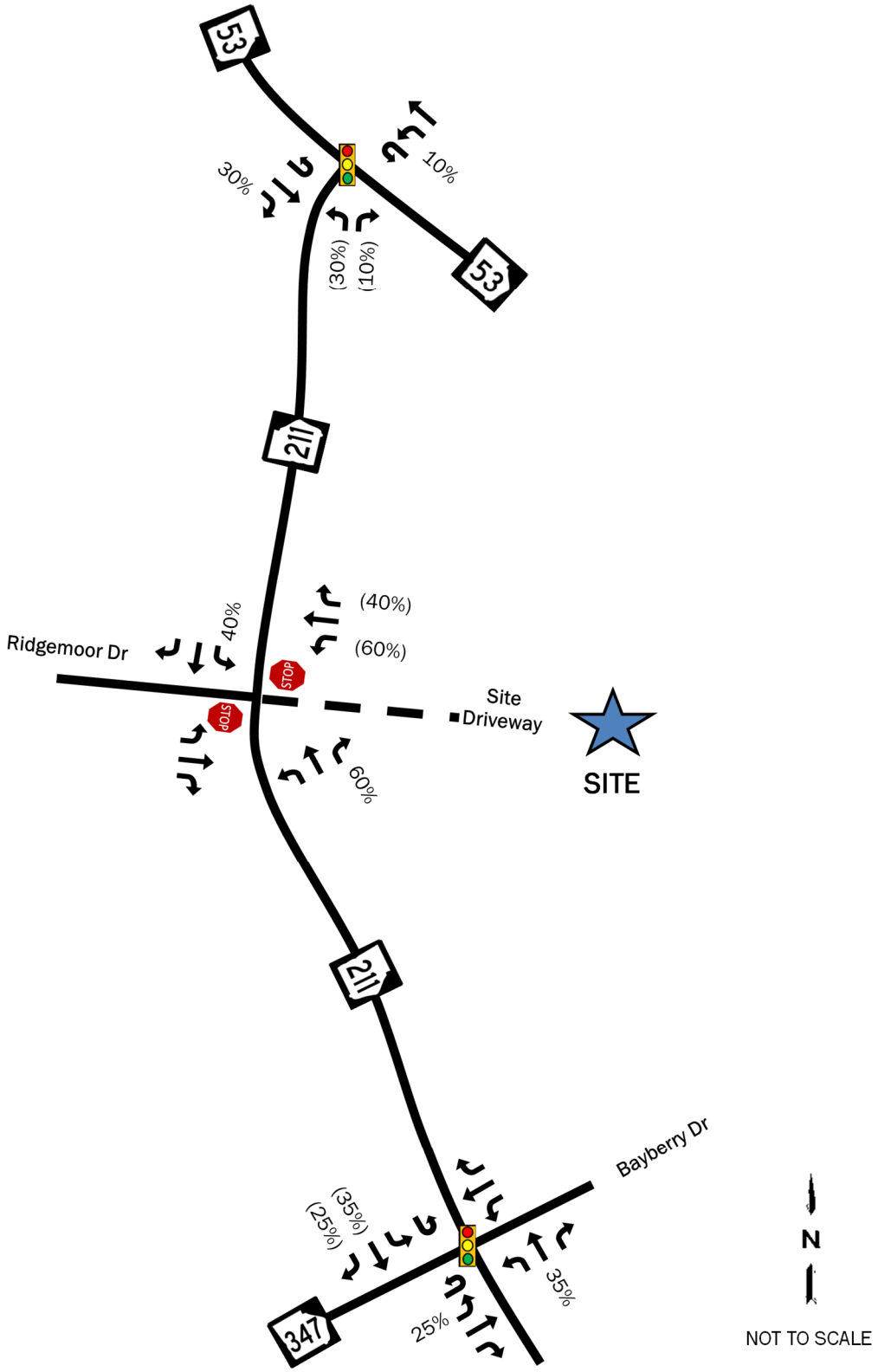


Figure 6: Personal Vehicle Development Trips

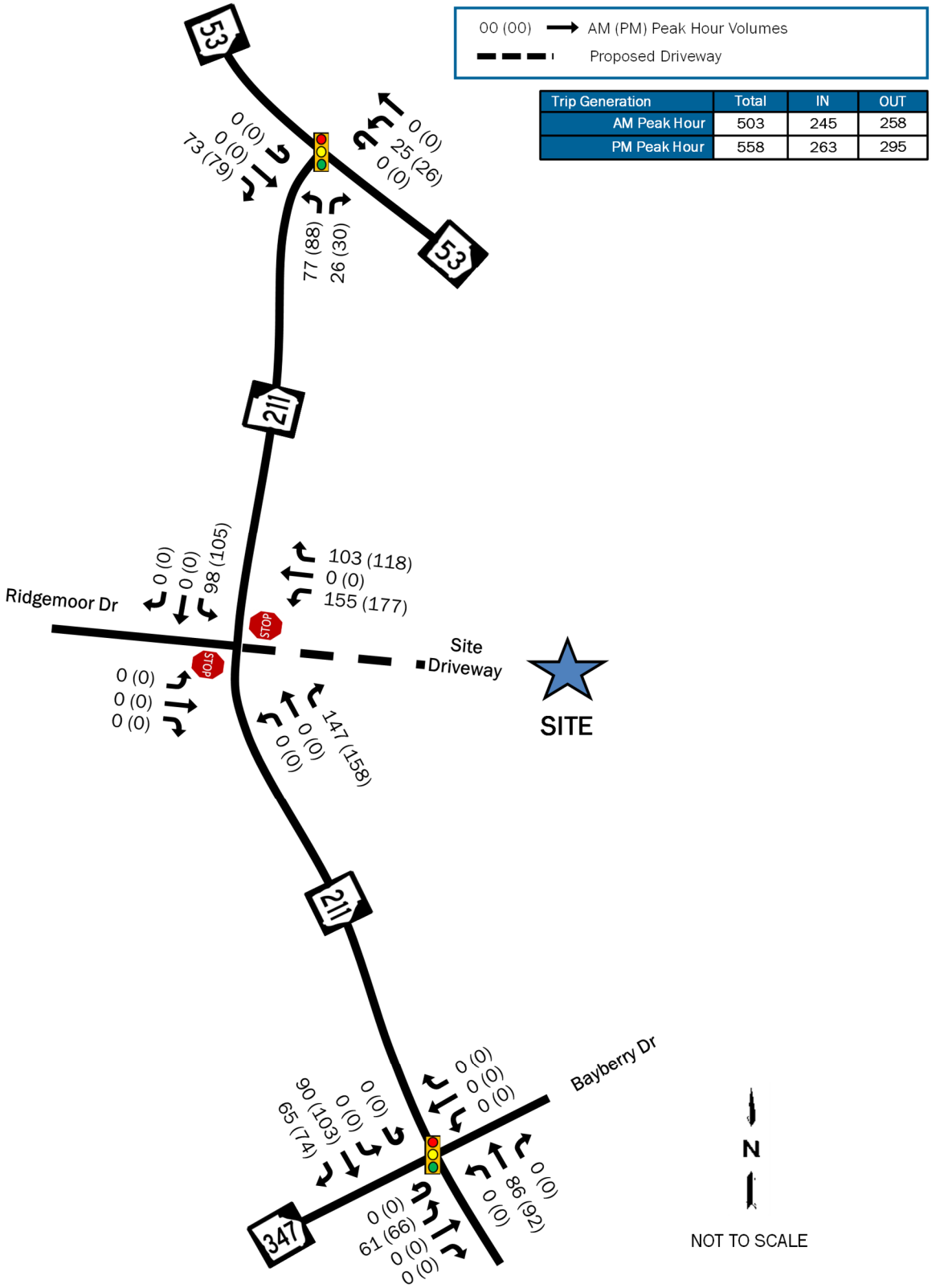


Figure 7: Truck Trip Distribution

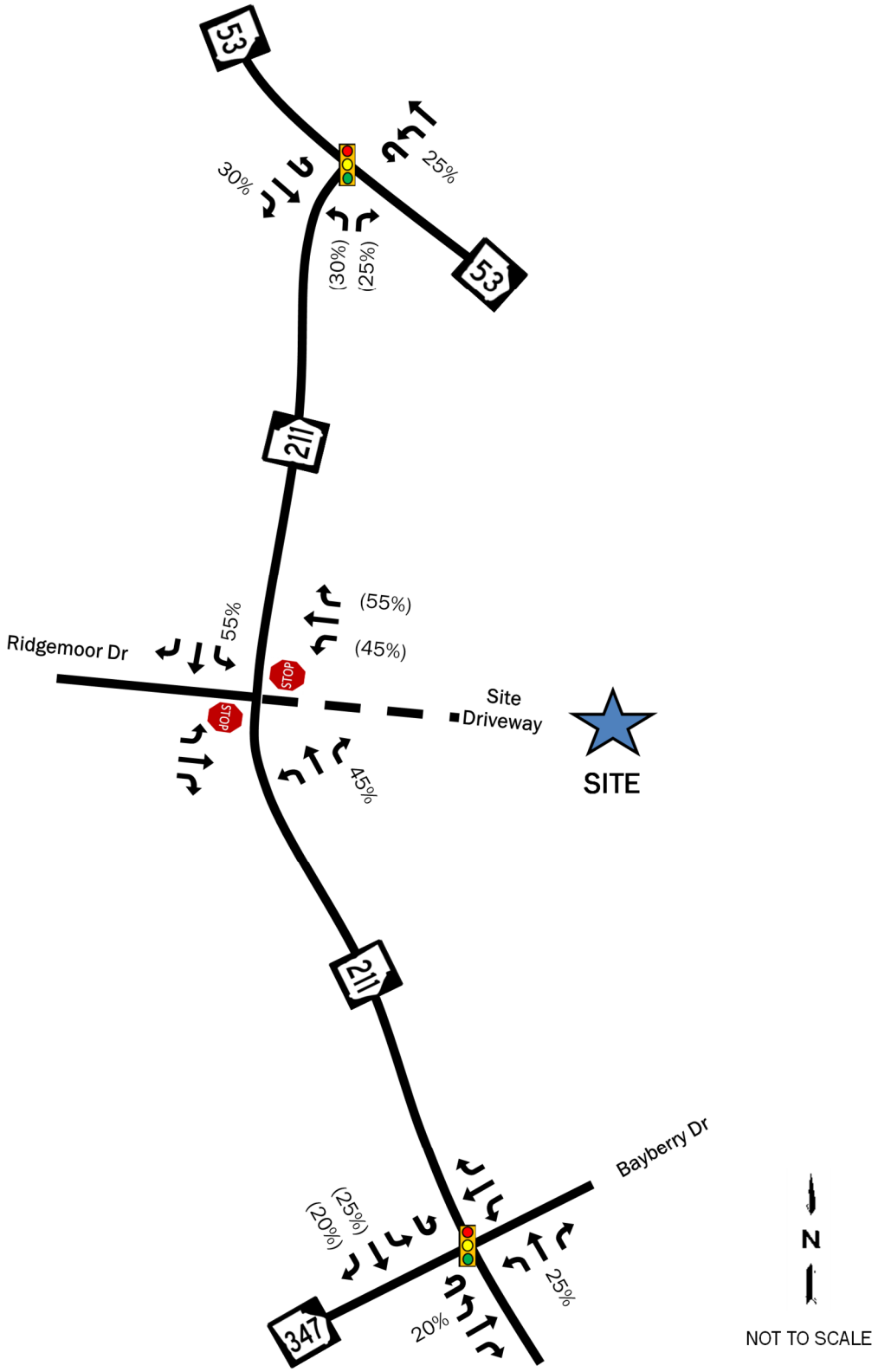


Figure 8: Truck Development Trips

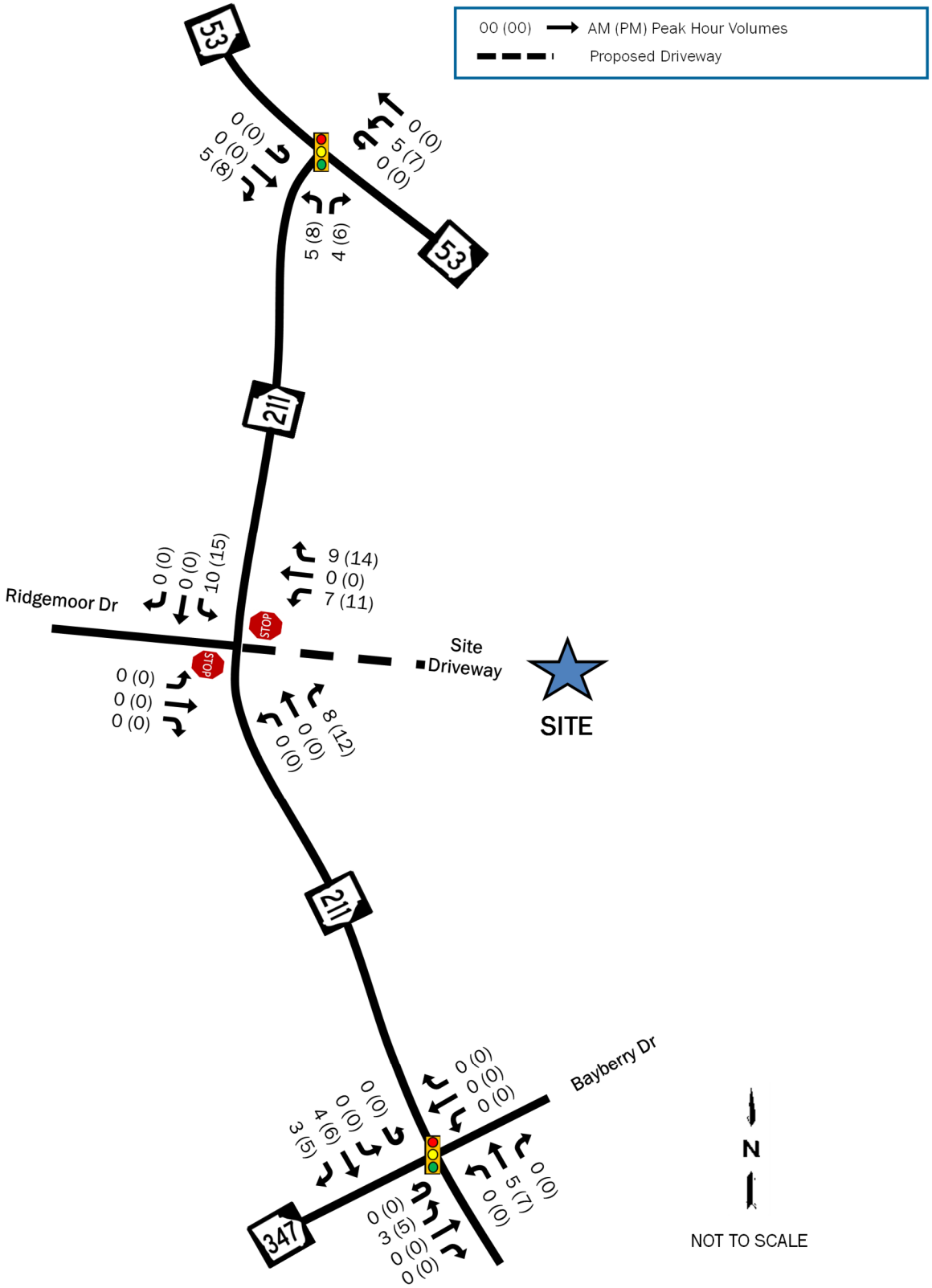


Figure 9: Total Development Trips

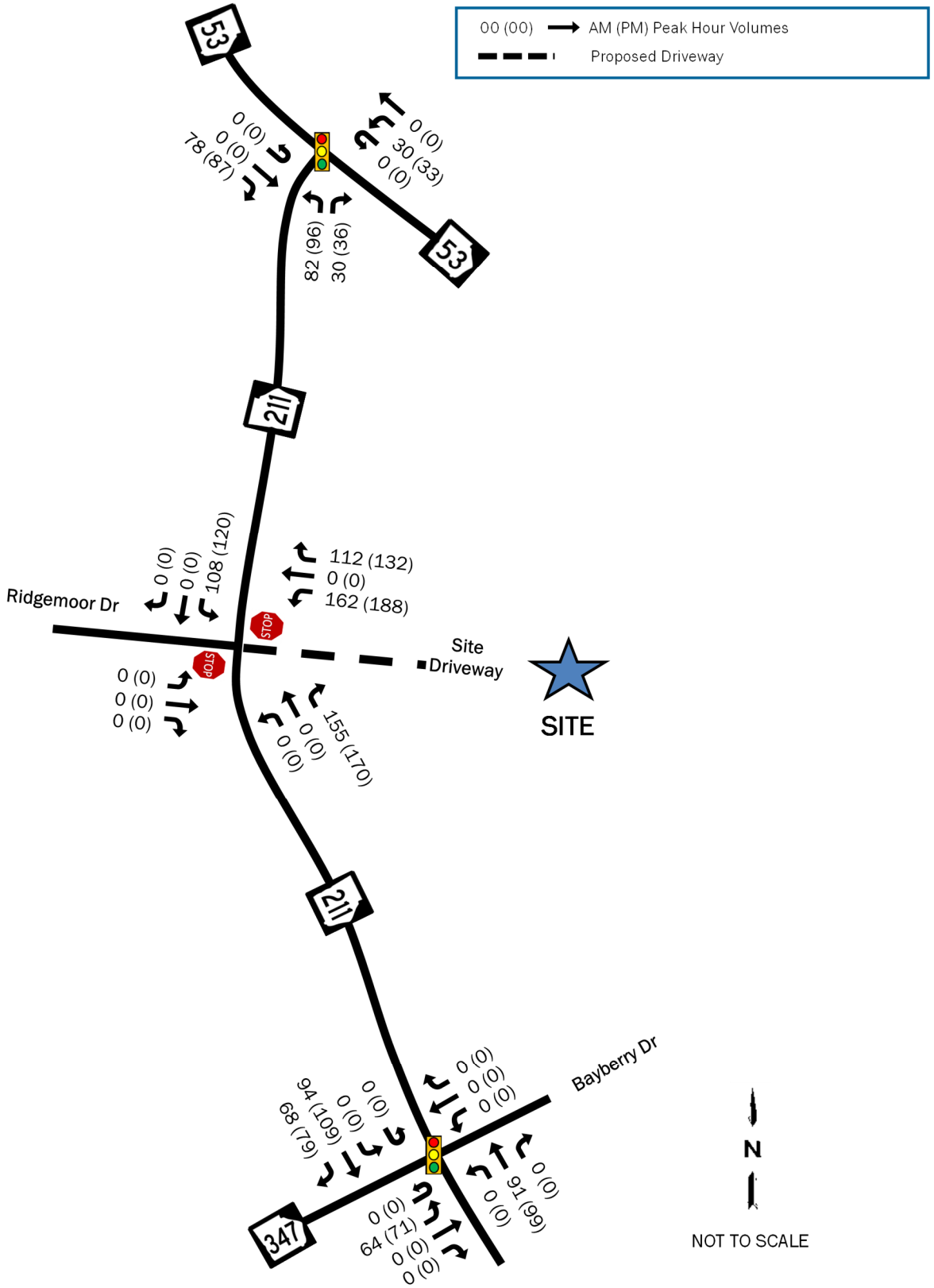
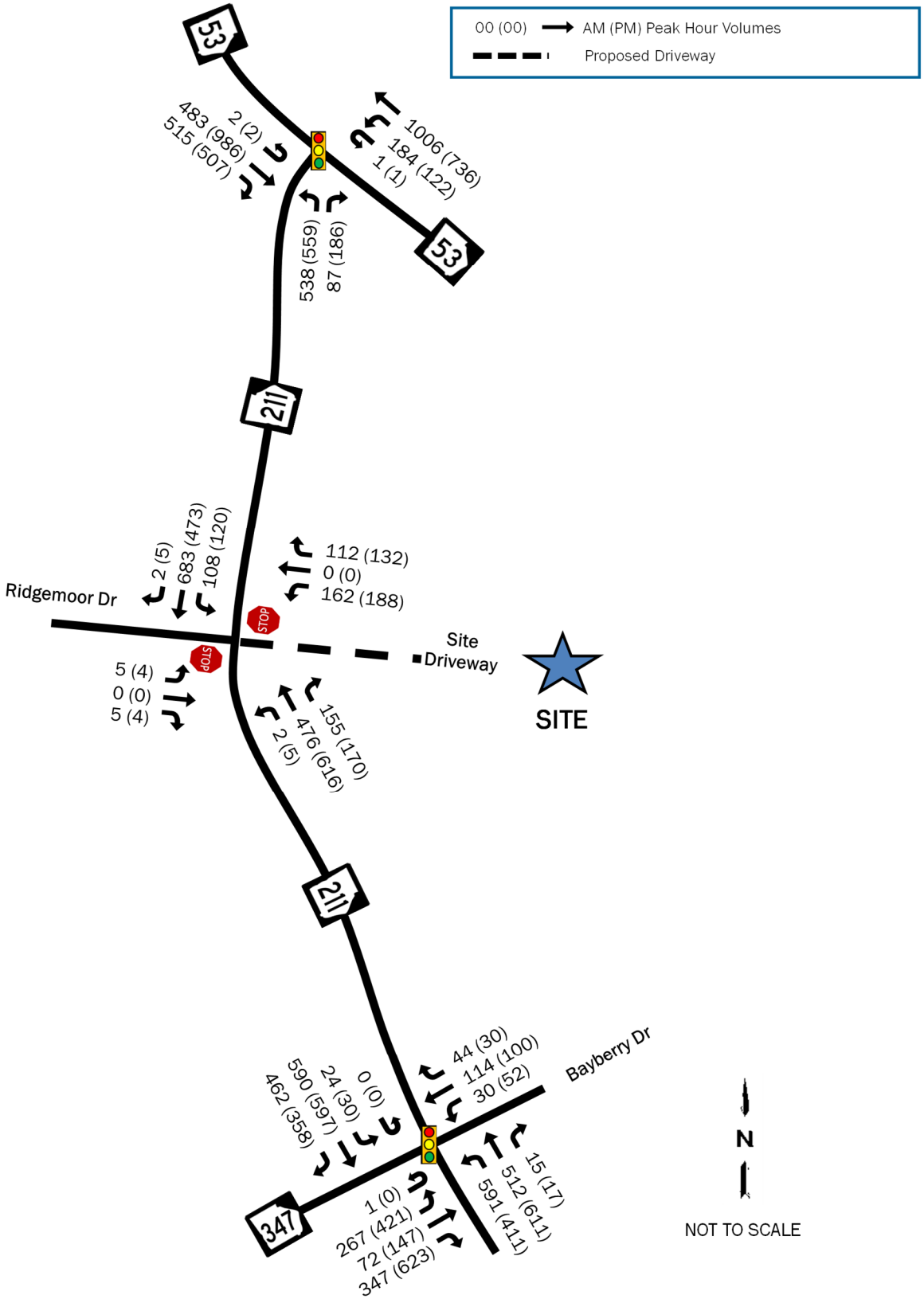


Figure 10: 2030 Build Traffic Volumes



D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM 7th Edition). HCM uses a grading system A through F, where A is the best (little to no delay), and F is the worst (very heavy delay). HCM Levels of Service (LOS) standards and Synchro® output reports are included in Appendix C. Singal timing for the intersections SR 211 with SR 53 and with SR 347 / Bayberry Drive were taken from GDOT's Automated Traffic Signal Performance Measures application. Printouts of the timings are included with the Synchro® output reports in Appendix C. Since HCM does not analyze U-turns at signalized intersections, all U-turns were included as left-turns. The eastbound approach at the intersection of SR 211 with SR 53 had few U-turns that could not be accounted for as the intersection is a T-intersection, but there is an exclusive storage lane for these U-turns and the delay to make the U-turn is negligible to the rest of the intersection.

D.1. 2025 Existing Conditions Analysis

The results of the 2025 Existing conditions capacity analysis are shown in Table 2 and include analysis of the traffic volumes presented in Figure 3.

Table 2: 2025 Existing Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 211 & SR 347 / Bayberry Dr	Signal	**Overall**	**D**	**52.6**	**F**	**113.5**
			EB	E	71.0	F	192.5
			WB	F	90.6	F	135.7
			NB	D	42.5	D	45.6
			SB	D	37.4	D	38.6
2	SR 211 & SR 53	Signal	**Overall**	**A**	**8.9**	**A**	**9.3**
			EB	A	6.6	A	6.9
			WB	A	7.3	A	6.9
			NB	B	16.9	B	19.1
3	SR 211 & Ridgemoor Dr	Stop	EB	**C**	20.3	C	18.4
			NBL	A	8.9	A	8.3

As shown in Table 2, the intersection of SR 211 with SR 347 / Bayberry Drive currently experiences heavy delay along the two side-streets, especially during the PM peak period. Much of the delay is due to a high cycle length during the PM peak period of 160 seconds and very little time allocated to the side streets, despite having a high volume of traffic coming from SR 347.

D.2. 2030 No-Build Conditions Capacity Analysis

The results of the 2030 No-Build conditions capacity analysis are shown in Table 3 for the operation of the study intersections with the traffic volumes presented in Figure 4. The analysis for 2030 assumes the improvements to SR 211 will be in place.

Table 3: 2030 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 211 & SR 347 / Bayberry Dr	Signal	**Overall**	**D**	**39.8**	**D**	**37.0**
			EB	D	38.3	D	35.6
			WB	E	69.2	E	59.1
			NB	D	44.4	D	37.7
			SB	C	29.5	C	31.9
2	SR 211 & SR 53	Signal	**Overall**	**A**	**9.9**	**B**	**10.7**
			EB	A	7.0	A	7.3
			WB	A	7.8	A	7.5
			NB	C	20.3	C	24.1
3	SR 211 & Ridgemoor Dr	Stop	EB	**C**	23.8	C	21.3
			NBL	A	9.2	A	8.5

As shown in Table 3, the major improvements to SR 211 and the intersection of SR 211 with SR 347 / Bayberry Drive is expected to greatly improve traffic operations at the intersection. The Bayberry Drive approach may still experience slightly high delay due to timings needing to favor the other approaches, but queues for this approach are expected to stay low.

D.3. 2030 Build Conditions Capacity Analysis

The results of the 2030 Build conditions intersection capacity analysis are shown in Table 4 for No-Build plus project volumes as presented in Figure 10. As with the no-build analysis, the SR 211 widening is expected to be completed.

Table 4: 2030 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 211 & SR 347 / Bayberry Dr	Signal	**Overall**	**D**	**40.5**	**D**	**37.4**
			EB	D	38.8	D	35.9
			WB	E	69.6	E	59.1
			NB	D	42.6	D	36.7
			SB	D	34.2	C	34.9
2	SR 211 & SR 53	Signal	**Overall**	**B**	**12.1**	**B**	**13.4**
			EB	A	8.4	A	8.7
			WB	A	8.9	B	10.2
			NB	C	24.7	C	27.8
3	SR 211 & Site Driveway	Round-about	**Overall**	**A**	**7.1**	**A**	**8.0**
			EB	A	6.7	A	5.6
			WB	A	9.0	B	12.9
			NB	A	6.2	A	7.3
			SB	A	7.3	A	6.3

As shown in Table 4, the addition of traffic from the proposed mixed-use development is not expected to have a major impact on traffic operations at the nearby intersections. Delay is expected to increase slightly from the no-build volumes, but overall operations are expected to stay the same.

After conducting an Intersection Control Evaluation (See Section E.2) and weighing the industrial character of the site, the best intersection configuration for the proposed access is a multilane roundabout.

E. Site Driveway Evaluation

E.1. GDOT Turn-Lane Evaluations

The need for right and left-turn lanes at the proposed site driveway was analyzed using methodologies from GDOT. GDOT bases the warrants for turn lanes on the speed of the roadway, the average daily traffic along the roadway, and the number of lanes of the roadway. SR 211 is expected to be a four-lane divided roadway by the time the proposed site is completed. The speed limit of SR 211 is 45 MPH, and the average daily traffic is over 10,000 vehicles per day. Table 5 shows the results of the turn lane warrants for the two proposed driveways.

Table 5: GDOT Turn Lane Warrants

ID	Intersection	Movement / Turn Lane	Turn Volume	GDOT Criteria	GDOT Criteria met?
3	SR 211 & Ridgemoor Dr/ Site Driveway	SBL	1,608 LT/Day	250 LT/Day	YES
		NBR	2,237 RT/Day	75 RT/Day	YES
		NBL	58 LT/Day	250 LT/Day	No

As shown in Table 6, both a northbound right-turn deceleration lane and a southbound left-turn lane is warranted at the proposed site driveway. **It is noted that the turn lanes will only be applicable if a multilane roundabout is not constructed at the intersection.**

E.2. Driveway Intersection Control Evaluation (ICE) and Other Considerations

The site driveway was analyzed for different intersection types to decide what would be best for the intersection configuration. With the amount of traffic expected from the development, a signal is likely warranted at the proposed access point. A traffic signal ranked first in the ICE analysis; however, the signal is likely only warranted after the site reaches full-build out, so it would not be a likely option as the site is developed over time.

The second ranked option was an R-Cut which is consistent with the current concept for the SR 211 widening plans. While a R-Cut, could work at the site driveway, the site is expected to generate many large trucks throughout the day which would have to make a U-turn to head towards I-85, which could be dangerous and impeded traffic on SR 211.

A multilane roundabout ranked third in the evaluation but performed the best in terms of capacity, while allowing the safest access onto SR 211 for the larger vehicles; thus, a multilane roundabout is recommended at the site driveway. Additionally, it is recommended that the site driveway align with Ridgemoor Drive on the west side of SR 211 to prevent conflicting turns. Ridgemoor Drive is a small, dead-end road that provides access to about 37 single-family homes, so very little traffic is expected from that approach. The ICE worksheets are included in Appendix E.

F. Conclusions

A new mixed-use development is proposed for construction along the east side of SR 211 opposite Ridgemoor Drive. When completed, the development will consist of 1,719,640 square feet of warehousing, 350 townhomes, and 350 apartments. With limited frontage to SR 211, only one (1) access point is proposed onto the highway. The full-buildout of the site is expected by 2030.

Currently, SR 211 is a two-lane undivided roadway. The intersection of SR 211 with SR 347 experiences high delay during the PM peak period with signal timings favoring traffic along SR 211 despite there being several hundred vehicles approaching from SR 347 during that period. This delay is expected to be mitigated with two widening projects that are planned to be completed by the end of 2030. The widening projects will add multiple turn lanes to each approach at the intersection and additional northbound and southbound through lanes to improve traffic flow along SR 211.

The widening of SR 211 and updated signal timings will yield satisfactorily operations during both peak hours even with additional traffic growth in the area. The addition of traffic from the proposed mixed-use site is expected to increase delay only marginally at the two study intersections, allowing them to continue operating similarly to no-build conditions.

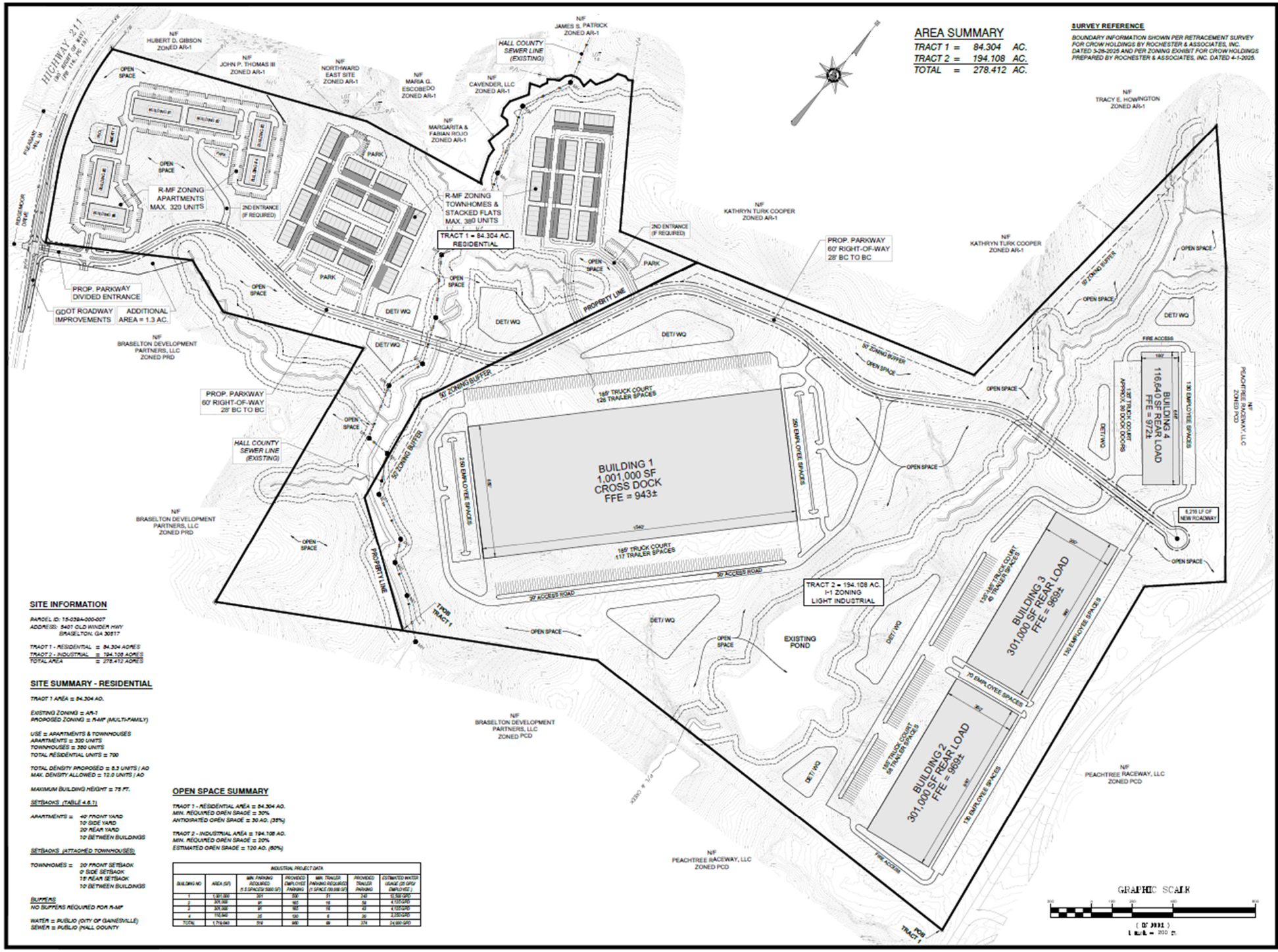
The concept for PI 0007233 (widening of SR 211 from SR 347 to SR 53) shows a network of R-Cuts for the SR 211 corridor between SR 53 and Union Church Road. While the proposed site access would operate satisfactorily as an R-Cut, the addition of 936 heavy trucks per day to the highway from the development present a safety concern for slow-moving, U-turning trucks movement bound for I-85 along SR 211. Instead, a multilane roundabout would operate better at the proposed driveway allowing the large vehicles to safely exit the site while maintaining traffic flow along the highway. Since the widening project is still several years away, the multi-lane roundabout could be initially constructed as a single-lane roundabout until the GDOT project is completed.

Other than improvements at the proposed access to SR 211, no changes to the surrounding intersections are necessary to mitigate the impact of the proposed development.

APPENDIX A:

DEVELOPMENT

CONCEPT PLAN



SITE INFORMATION

PARCEL ID: 15-039A-000-007
ADDRESS: 5401 OLD WINDER HWY
BRASELTON, GA 30517

TRACT 1 - RESIDENTIAL = 84.304 ACRES
TRACT 2 - INDUSTRIAL = 194.108 ACRES
TOTAL AREA = 278.412 ACRES

SITE SUMMARY - RESIDENTIAL

TRACT 1 AREA = 84.304 AC.

EXISTING ZONING = AR-1
PROPOSED ZONING = R-MF (MULTI-FAMILY)

USE = APARTMENTS & TOWNHOUSES
APARTMENTS = 320 UNITS
TOWNHOUSES = 380 UNITS
TOTAL RESIDENTIAL UNITS = 700

TOTAL DENSITY PROPOSED = 8.3 UNITS / AC
MAX. DENSITY ALLOWED = 12.0 UNITS / AC

MAXIMUM BUILDING HEIGHT = 75 FT.

SETBACKS (TABLE 4.6.1)

APARTMENTS = 40' FRONT YARD
10' SIDE YARD
20' REAR YARD
10' BETWEEN BUILDINGS

SETBACKS (ATTACHED TOWNHOUSES)

TOWNHOMES = 20' FRONT SETBACK
0' SIDE SETBACK
15' REAR SETBACK
10' BETWEEN BUILDINGS

BUFFERS
NO BUFFERS REQUIRED FOR R-MF

WATER = PUBLIC (CITY OF GAINESVILLE)
SEWER = PUBLIC (HALL COUNTY

OPEN SPACE SUMMARY

TRACT 1 - RESIDENTIAL AREA = 84.304 AC.
MIN. REQUIRED OPEN SPACE = 30%
ANTICIPATED OPEN SPACE = 30 AC. (35%)

TRACT 2 - INDUSTRIAL AREA = 194.108 AC.
MIN. REQUIRED OPEN SPACE = 20%
ESTIMATED OPEN SPACE = 120 AC. (60%)

INDUSTRIAL PROJECT DATA

BUILDING NO	AREA (SF)	MIN. PARKING REQUIRED (1.5 SPACES/ 1000 SF)	PROVIDED EMPLOYEE PARKING	MIN. TRAILER PARKING REQUIRED (1 SPACE /10,000 SF)	PROVIDED TRAILER PARKING	ESTIMATED WATER USAGE (25 GPD/ EMPLOYEE)
1	1,001,000	501	536	51	140	10,700 GPD
2	301,000	91	165	15	58	4,125 GPD
3	301,000	91	165	15	43	4,125 GPD
4	116,640	35	135	6	30	3,375 GPD
TOTAL	1,719,640	518	969	89	374	24,950 GPD

REED
PLANNING & DESIGN
100 Old Dawson Village Rd
Suite 110
Dawsonville, GA 30534
Phone: 706-531-8428

(C) 2025
REED PLANNING & DESIGN, INC.
ALL RIGHTS RESERVED

STAMP

GSWCC LEVEL 2
CERTIFIED DESIGN
PROFESSIONAL
CERTIFICATION NO. 1639
EXPIRES 10/27/2026

K2P, LLC
MIXED USE DEVELOPMENT
5401 OLD WINDER HWY.

PARCEL	15-039A-000007
LAND LOT	-
DISTRICT	GMD-392
CITY	-
COUNTY	HALL
STATE	GEORGIA

REZONING
PLAN

JOB NUMBER	DATE
25101	3-20-2025

DATE	NO	REVISION
4-30-2025	1	UPDATED LAYOUTS
5-30-2025	2	REVISE ENTRANCE

C-1.0

APPENDIX B:

TRAFFIC COUNTS

& GROWTH RATE

DEVELOPMENT WORSHEET

Prepared by National Data & Surveying Services

SR 211 & Friendship Rd/Bayberry Dr/SR 347

Peak Hour Turning Movement Count

ID: 25-180066-001
City: Braselton

Day: Tuesday
Date: 3/25/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	2444	0	2702
TEV	AM	NOON	PM
PHF	0.98		0.97

SR 211 — SOUTHBOUND

AM	350	441	21	0	593	AM
NOON	0	0	0	0	0	NOON
PM	248	434	27	0	793	PM

EASTBOUND — Friendship Rd/Bayberry Dr/SR 347

AM	NOON	PM		
977	0	702		
1	0	0	0	
180	0	311	1	
64	0	131	1	
308	0	554	1	
AM	NOON	PM		

WESTBOUND — Friendship Rd/Bayberry Dr/SR 347

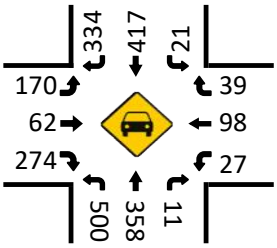
PM	NOON	AM	
27	0	39	0
89	0	101	1
46	0	27	1
0	0	0	0
173	0	98	
PM	NOON	AM	

SR 211 — NORTHBOUND

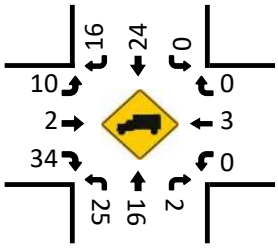
PM	1034	0	365	455	15	PM
NOON	0	0	0	0	0	NOON
AM	776	0	525	374	13	AM

0 2 1 0

Cars (AM)



HT (AM)



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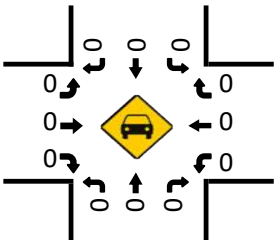

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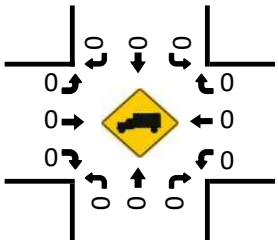
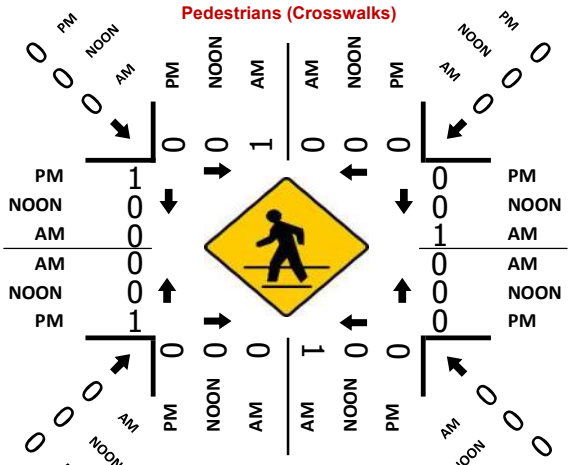
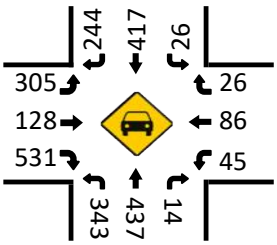


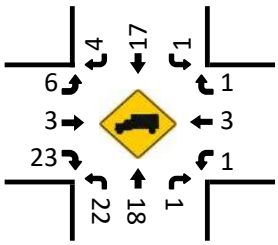
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

SR 211 & SR 53/SR 211

Peak Hour Turning Movement Count

ID: 25-180066-002
City: Braselton

Day: Tuesday
Date: 3/25/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2307	0	2529
PHF	0.92		0.97

SR 211 — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

SR 53/SR 211 — EASTBOUND

AM	NOON	PM	
1301	0	1067	⇦
2	0	2	↰ 1
0	0	0	↱ 0
429	0	876	→ 2
388	0	373	↘ 1
AM	NOON	PM	

SR 53/SR 211 — WESTBOUND

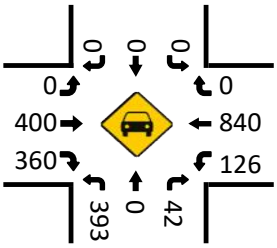
PM	NOON	AM	
0	0	0	↰ 0
654	0	894	← 2
79	0	137	↙ 1
1	0	1	↳ 0
1010	0	481	⇨
PM	NOON	AM	

SR 211 — NORTHBOUND

PM	452	0	411	0	133	PM
NOON	0	0	0	0	0	NOON
AM	525	0	405	0	51	AM

0 2 0 1

Cars (AM)



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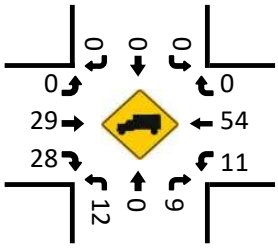
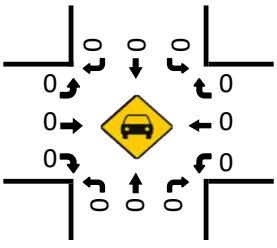
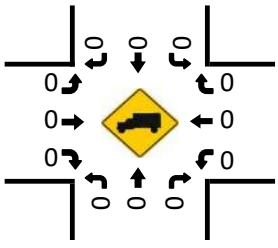


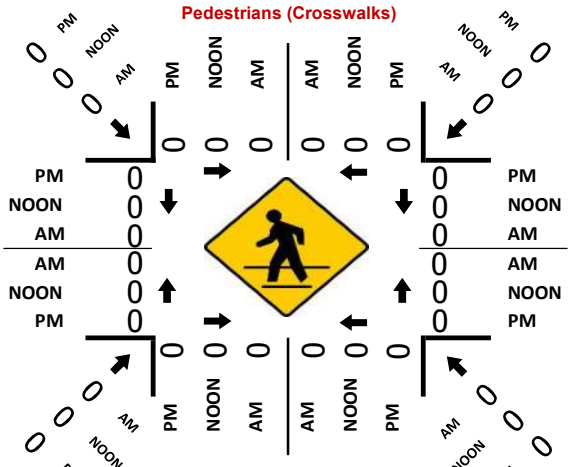
Cars (NOON)



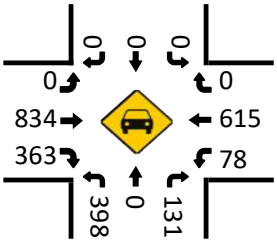
HT (NOON)



Pedestrians (Crosswalks)



Cars (PM)



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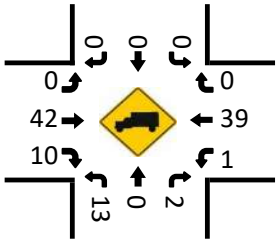


Prepared by National Data & Surveying Services

VOLUME

SR 211 Bet Ridgemoor Dr & Pleasant Hill Ln

Day: Tuesday
Date: 3/25/2025

City: Braselton
Project #: 25_180067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,114	6,253	0	0	12,367

DAILY TOTALS

15-Minutes Interval

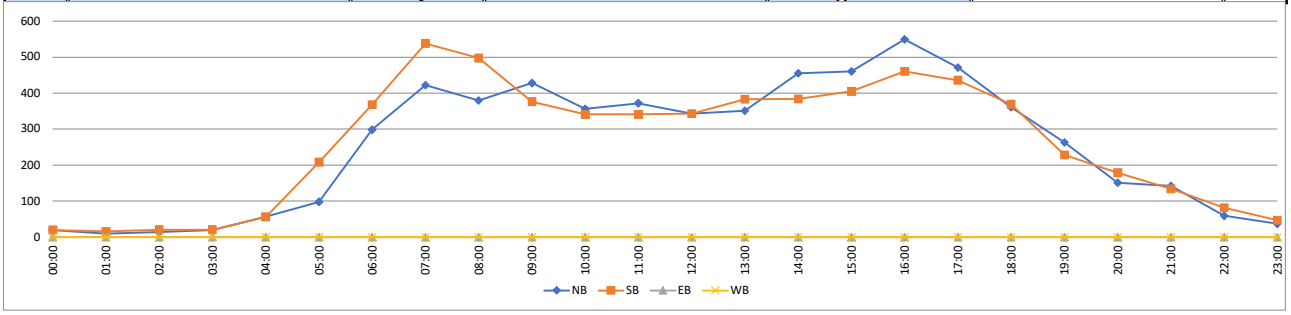
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	10	3			13	12:00	111	83			194
0:15	3	7			10	12:15	85	78			163
0:30	4	3			7	12:30	75	100			175
0:45	2	7			9	12:45	72	82			154
1:00	4	4			8	13:00	86	92			178
1:15	1	3			4	13:15	86	107			193
1:30	2	7			9	13:30	96	84			180
1:45	3	2			5	13:45	83	100			183
2:00	3	4			7	14:00	93	101			194
2:15	2	2			4	14:15	117	98			215
2:30	5	3			8	14:30	122	80			202
2:45	4	12			16	14:45	123	105			228
3:00	4	6			10	15:00	97	82			179
3:15	3	2			5	15:15	117	91			208
3:30	7	8			15	15:30	132	107			239
3:45	5	5			10	15:45	114	125			239
4:00	10	8			18	16:00	127	127			254
4:15	10	7			17	16:15	126	129			255
4:30	19	13			32	16:30	155	92			247
4:45	18	28			46	16:45	141	112			253
5:00	14	25			39	17:00	138	91			229
5:15	24	42			66	17:15	114	125			239
5:30	27	60			87	17:30	113	102			215
5:45	33	81			114	17:45	106	118			224
6:00	57	56			113	18:00	112	94			206
6:15	58	108			166	18:15	86	97			183
6:30	90	112			202	18:30	86	93			179
6:45	93	92			185	18:45	77	85			162
7:00	93	104			197	19:00	69	65			134
7:15	111	112			223	19:15	65	52			117
7:30	117	164			281	19:30	70	50			120
7:45	101	158			259	19:45	59	61			120
8:00	85	152			237	20:00	38	47			85
8:15	96	128			224	20:15	42	50			92
8:30	98	115			213	20:30	36	41			77
8:45	100	102			202	20:45	35	41			76
9:00	117	91			208	21:00	46	36			82
9:15	126	98			224	21:15	38	33			71
9:30	103	104			207	21:30	36	40			76
9:45	82	83			165	21:45	22	25			47
10:00	66	88			154	22:00	16	23			39
10:15	99	82			181	22:15	15	18			33
10:30	98	83			181	22:30	16	30			46
10:45	93	88			181	22:45	12	11			23
11:00	83	81			164	23:00	12	11			23
11:15	96	85			181	23:15	7	18			25
11:30	88	86			174	23:30	11	10			21
11:45	105	89			194	23:45	7	8			15
TOTALS	2472	2803	0	0	5275	TOTALS	3642	3450	0	0	7092
SPLIT %	47%	53%	0%	0%	43%	SPLIT %	51%	49%	0%	0%	57%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	19	20			39
01:00	02:00	10	16			26
02:00	03:00	14	21			35
03:00	04:00	19	21			40
04:00	05:00	57	56			113
05:00	06:00	98	208			306
06:00	07:00	298	368			666
07:00	08:00	422	538			960
08:00	09:00	379	497			876
09:00	10:00	428	376			804
10:00	11:00	356	341			697
11:00	12:00	372	341			713
12:00	13:00	343	343			686
13:00	14:00	351	383			734
14:00	15:00	455	384			839
15:00	16:00	460	405			865
16:00	17:00	549	460			1009
17:00	18:00	471	436			907
18:00	19:00	361	369			730
19:00	20:00	263	228			491
20:00	21:00	151	179			330
21:00	22:00	142	134			276
22:00	23:00	59	82			141
23:00	00:00	37	47			84

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2472	2803			5275
Peak Hour	8:45	7:30			7:30
Peak Volume	446	602			1001
Peak Hour Factor	0.885	0.918			0.891
Peak Period	12:00	to	00:00		
Volume	3642	3450			7092
Peak Hour	16:15	15:30			16:00
Peak Volume	560	488			1009
Peak Hour Factor	0.903	0.946			0.989
Peak Period	07:00	to	09:00		
Volume	801	1035			1836
Peak Hour	7:00	7:30			7:30
Peak Volume	422	602			1001
Peak Hour Factor	0.902	0.918			0.891
Peak Period	16:00	to	18:00		
Volume	1020	896			1916
Peak Hour	16:15	16:00			16:00
Peak Volume	560	460			1009
Peak Hour Factor	0.903	0.891			0.989



Prepared by National Data & Surveying Services

VOLUME

SR 211 Bet Ridgemoor Dr & Pleasant Hill Ln

Day: Wednesday
Date: 3/26/2025

City: Braselton
Project #: 25_180067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,171	6,344	0	0	12,515

DAILY TOTALS

15-Minutes Interval

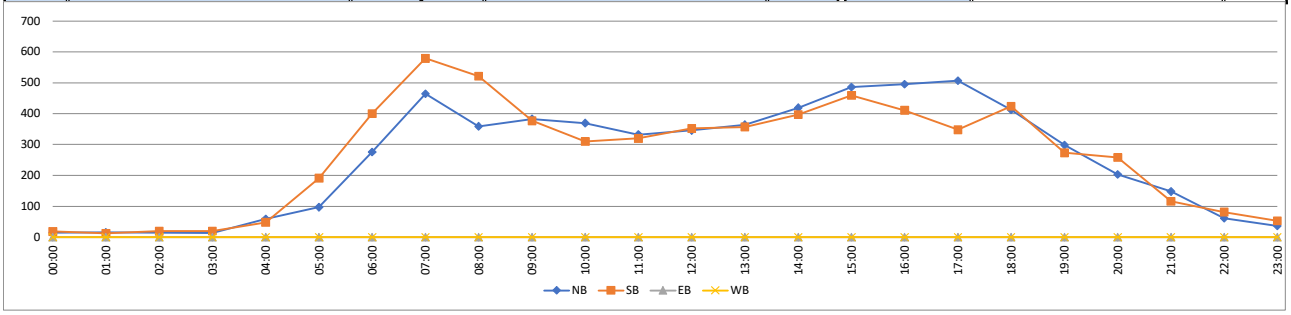
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	5	5			10	12:00	80	78			158
0:15	4	6			10	12:15	83	79			162
0:30	4	3			7	12:30	100	95			195
0:45	1	4			5	12:45	83	100			183
1:00	5	4			9	13:00	83	76			159
1:15	5	3			8	13:15	104	89			193
1:30	4	1			5	13:30	95	94			189
1:45	1	4			5	13:45	82	98			180
2:00	4	6			10	14:00	88	97			185
2:15	5	2			7	14:15	112	101			213
2:30	2	3			5	14:30	123	96			219
2:45	3	8			11	14:45	96	103			199
3:00	3	4			7	15:00	123	100			223
3:15	1	4			5	15:15	109	104			213
3:30	3	6			9	15:30	126	102			228
3:45	6	6			12	15:45	128	153			281
4:00	10	8			18	16:00	115	94			209
4:15	7	9			16	16:15	115	103			218
4:30	24	13			37	16:30	131	124			255
4:45	18	18			36	16:45	134	90			224
5:00	16	28			44	17:00	151	98			249
5:15	20	33			53	17:15	135	88			223
5:30	38	56			94	17:30	125	90			215
5:45	23	74			97	17:45	96	72			168
6:00	45	74			119	18:00	122	117			239
6:15	72	109			181	18:15	98	118			216
6:30	68	111			179	18:30	99	109			208
6:45	91	106			197	18:45	94	80			174
7:00	106	112			218	19:00	97	68			165
7:15	106	138			244	19:15	74	75			149
7:30	139	157			296	19:30	63	59			122
7:45	113	172			285	19:45	64	71			135
8:00	73	160			233	20:00	54	45			99
8:15	84	123			207	20:15	59	90			149
8:30	111	112			223	20:30	39	62			101
8:45	91	126			217	20:45	51	61			112
9:00	88	83			171	21:00	45	29			74
9:15	104	102			206	21:15	35	37			72
9:30	100	91			191	21:30	42	24			66
9:45	91	101			192	21:45	26	26			52
10:00	108	86			194	22:00	20	21			41
10:15	87	72			159	22:15	13	25			38
10:30	96	84			180	22:30	18	17			35
10:45	78	68			146	22:45	10	18			28
11:00	86	78			164	23:00	10	13			23
11:15	78	85			163	23:15	4	21			25
11:30	86	71			157	23:30	15	7			22
11:45	82	86			168	23:45	7	12			19
TOTALS	2395	2815	0	0	5210	TOTALS	3776	3529	0	0	7305
SPLIT %	46%	54%	0%	0%	42%	SPLIT %	52%	48%	0%	0%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	14	18			32
01:00	02:00	15	12			27
02:00	03:00	14	19			33
03:00	04:00	13	20			33
04:00	05:00	59	48			107
05:00	06:00	97	191			288
06:00	07:00	276	400			676
07:00	08:00	464	579			1043
08:00	09:00	359	521			880
09:00	10:00	383	377			760
10:00	11:00	369	310			679
11:00	12:00	332	320			652
12:00	13:00	346	352			698
13:00	14:00	364	357			721
14:00	15:00	419	397			816
15:00	16:00	486	459			945
16:00	17:00	495	411			906
17:00	18:00	507	348			855
18:00	19:00	413	424			837
19:00	20:00	298	273			571
20:00	21:00	203	258			461
21:00	22:00	148	116			264
22:00	23:00	61	81			142
23:00	00:00	36	53			89

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2395	2815			5210
Peak Hour	7:00	7:15			7:15
Peak Volume	464	627			1058
Peak Hour Factor	0.835	0.911			0.894
Peak Period	12:00	to	00:00		
Volume	3776	3529			7305
Peak Hour	16:30	15:45			15:45
Peak Volume	551	474			963
Peak Hour Factor	0.912	0.775			0.857
Peak Period	07:00	to	09:00		
Volume	823	1100			1923
Peak Hour	7:00	7:15			7:15
Peak Volume	464	627			1058
Peak Hour Factor	0.835	0.911			0.894
Peak Period	16:00	to	18:00		
Volume	1002	759			1761
Peak Hour	16:30	16:15			16:30
Peak Volume	551	415			951
Peak Hour Factor	0.912	0.837			0.932



Prepared by National Data & Surveying Services

VOLUME

SR 211 Bet Ridgemoor Dr & Pleasant Hill Ln

Day: Tuesday
Date: 3/25/2025

City: Braselton
Project #: 25_180067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,166	6,318	0	0	12,484

DAILY TOTALS

15-Minutes Interval

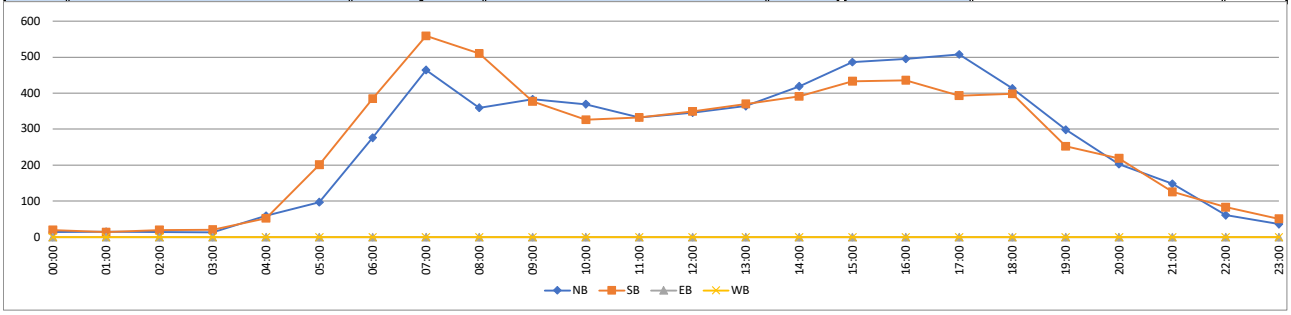
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	8	4			12	12:00	96	81			177
0:15	4	7			11	12:15	84	79			163
0:30	4	3			7	12:30	88	98			186
0:45	2	6			8	12:45	78	91			169
1:00	5	4			9	13:00	85	84			169
1:15	3	3			6	13:15	95	98			193
1:30	3	4			7	13:30	96	89			185
1:45	2	3			5	13:45	83	99			182
2:00	4	5			9	14:00	91	99			190
2:15	4	2			6	14:15	115	100			215
2:30	4	3			7	14:30	123	88			211
2:45	4	10			14	14:45	110	104			214
3:00	4	5			9	15:00	110	91			201
3:15	2	3			5	15:15	113	98			211
3:30	5	7			12	15:30	129	105			234
3:45	6	6			12	15:45	121	139			260
4:00	10	8			18	16:00	121	111			232
4:15	9	8			17	16:15	121	116			237
4:30	22	13			35	16:30	143	108			251
4:45	18	23			41	16:45	138	101			239
5:00	15	27			42	17:00	145	95			240
5:15	22	38			60	17:15	125	107			232
5:30	33	58			91	17:30	119	96			215
5:45	28	78			106	17:45	101	95			196
6:00	51	65			116	18:00	117	106			223
6:15	65	109			174	18:15	92	108			200
6:30	79	112			191	18:30	93	101			194
6:45	92	99			191	18:45	86	83			169
7:00	100	108			208	19:00	83	67			150
7:15	109	125			234	19:15	70	64			134
7:30	128	161			289	19:30	67	55			122
7:45	107	165			272	19:45	62	66			128
8:00	79	156			235	20:00	46	46			92
8:15	90	126			216	20:15	51	70			121
8:30	105	114			219	20:30	38	52			90
8:45	96	114			210	20:45	43	51			94
9:00	103	87			190	21:00	46	33			79
9:15	115	100			215	21:15	37	35			72
9:30	102	98			200	21:30	39	32			71
9:45	87	92			179	21:45	24	26			50
10:00	87	87			174	22:00	18	22			40
10:15	93	77			170	22:15	14	22			36
10:30	97	84			181	22:30	17	24			41
10:45	86	78			164	22:45	11	15			26
11:00	85	80			165	23:00	11	12			23
11:15	87	85			172	23:15	6	20			26
11:30	87	79			166	23:30	13	9			22
11:45	94	88			182	23:45	7	10			17
TOTALS	2445	2817	0	0	5262	TOTALS	3721	3501	0	0	7222
SPLIT %	46%	54%	0%	0%	42%	SPLIT %	52%	48%	0%	0%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	18	20			38
01:00	02:00	13	14			27
02:00	03:00	16	20			36
03:00	04:00	17	21			38
04:00	05:00	59	52			111
05:00	06:00	98	201			299
06:00	07:00	287	385			672
07:00	08:00	444	559			1003
08:00	09:00	370	510			880
09:00	10:00	407	377			784
10:00	11:00	363	326			689
11:00	12:00	353	332			685
12:00	13:00	346	349			695
13:00	14:00	359	370			729
14:00	15:00	439	391			830
15:00	16:00	473	433			906
16:00	17:00	523	436			959
17:00	18:00	490	393			883
18:00	19:00	388	398			786
19:00	20:00	282	252			534
20:00	21:00	178	219			397
21:00	22:00	146	126			272
22:00	23:00	60	83			143
23:00	00:00	37	51			88

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2445	2817			5262
Peak Hour	7:00	7:30			7:15
Peak Volume	444	608			1030
Peak Hour Factor	0.867	0.921			0.891
Peak Period	12:00	to	00:00		
Volume	3721	3501			7222
Peak Hour	16:30	15:45			15:45
Peak Volume	551	474			980
Peak Hour Factor	0.950	0.853			0.942
Peak Period	07:00	to	09:00		
Volume	814	1069			1883
Peak Hour	7:00	7:30			7:15
Peak Volume	444	608			1030
Peak Hour Factor	0.867	0.921			0.891
Peak Period	16:00	to	18:00		
Volume	1013	829			1842
Peak Hour	16:30	16:00			16:15
Peak Volume	551	436			967
Peak Hour Factor	0.950	0.940			0.963



0000139_0292 - 139-0292

- SRT 021100 R
County: Hall
Route number: 00005300
LRS section: 1391005300
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 34.1665067600397,

Site Data

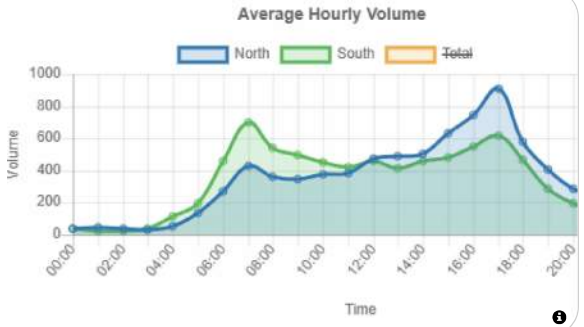


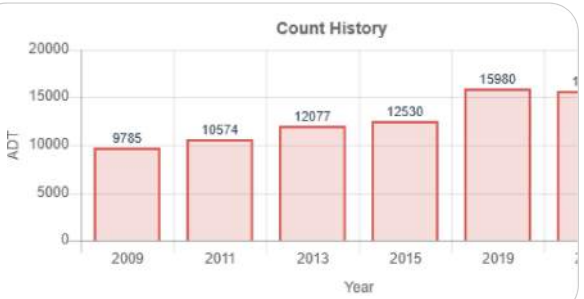
Count History

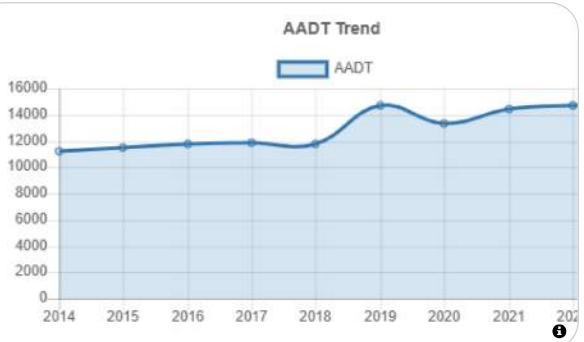
Year	Month	Count type	Duration	Count	ADT
2021	June	Class	48 hours	31,364	15,68
2019	August	Class	48 hours	31,959	15,98
2015	June	Class	48 hours	25,060	12,53
2013	June	Volume	48 hours	24,154	12,07
2011	September	Class	48 hours	21,149	10,57
2009	February	Class	48 hours	19,570	9,78

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	**Estim**
AADT	11,200	11,500	11,800	11,900	11,800	14,700	13,300	14,400	14,700	**14,80**
K-Factor	0.090	0.112	0.112	-	-	0.110	0.110	0.114	0.114	**0.114**
D-Factor	0.600	0.600	0.600	-	-	0.620	0.620	0.590	0.590	**0.590**
Future AADT	-	-	13,700	15,300	20,000	23,200	23,200	23,700	23,500	**24,20**







Vehicle Classification 2021

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.37%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**63.18%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**25.55%**
4. Buses 2- or 3-axle, full length.	**0.53%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**4.61%**
6. Single-unit trucks 3-axle, single-unit trucks.	**1.22%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.04%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**1.42%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**2.89%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.11%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.02%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.02%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.03%**

0000139_0545 - 139-0545

- CRT 130000 L
County: Hall
Route number: 00021100
LRS section: 1391021100
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 34.13548897, -83.83359503

Site Data

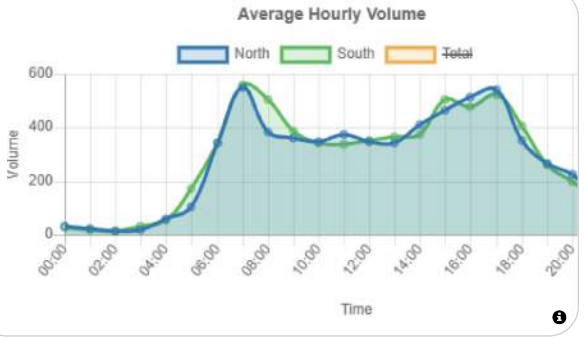


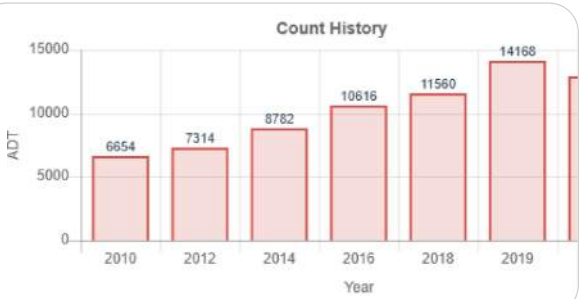
Count History

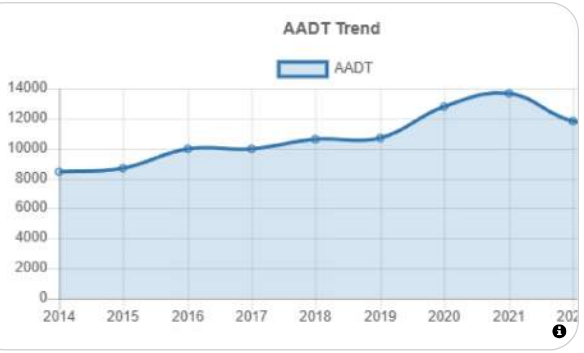
Year	Month	Count type	Duration	Count	ADT
2022	August	Class	48 hours	25,732	12,86
2019	December	Class	48 hours	28,337	14,16
2018	September	Class	48 hours	23,119	11,56
2016	July	Class	48 hours	21,231	10,61
2014	April	Volume	48 hours	17,564	8,782
2012	January	Volume	48 hours	14,627	7,314
2010	January	Class	48 hours	13,309	6,652

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimat**
AADT	8,420	8,700	9,950	10,000	10,600	10,700	12,800	13,700	11,800	**11,900**
K-Factor	0.099	0.099	0.112	-	0.094	0.094	0.111	0.111	0.095	**0.095**
D-Factor	0.500	0.500	0.600	-	0.550	0.550	0.570	0.570	0.530	**0.530**
Future AADT	-	-	16,400	21,800	20,600	20,300	20,300	23,200	21,700	**19,900**







Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.50%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**70.27%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**21.97%**
4. Buses 2- or 3-axle, full length.	**0.56%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**4.17%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.83%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.07%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.84%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.72%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.07%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.01%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0%**

HISTORICAL TRAFFIC COUNTS
Hall County, Georgia

Location	Counter ID									Forecast		Compounded Growth Rate	
		2015	2016	2017	2018	2019	2020	2021	2022	2025	2027	2025 - 2027	Percent
SR 211 n/o SR 347	139-0545		9,950		10,600		12,800		11,800	13,613	14,388	2.81%	24.37%
SR 53 e/o SR 211	139-0292	11,500				14,700		14,400		17,057	18,114	3.05%	30.68%
SR 53 w/o SR 211	139-0289		21,400		23,100		23,000		24,400	25,645	26,535	1.72%	44.95%
Data Taken From GDOT's Traffic Analysis & Data Application										**56,315**	**59,037**	**2.4%**	**100.00%**

Single-Family Attached Housing (215)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Attached Housing	37 DU				215	Dwelling Units				
Daily		**232**	116	116			T = 7.62 * X - 50.48	50%	50%	7.20
AM Peak Hour (One Hour from 7-9)		**14**	4	10			T = 0.52 * X - 5.7	31%	69%	0.48
PM Peak Hour (One Hour from 4-6)		**18**	10	8			T = 0.6 * X - 3.93	57%	43%	0.57
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**232**	116	116						
AM Peak Hour		**14**	4	10						
PM Peak Hour		**18**	10	8						

Note:

[1] Where: T = Trips; X = Density by Variable

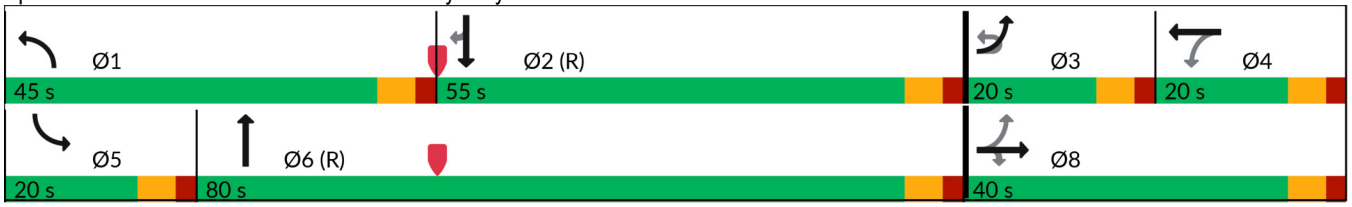
APPENDIX C:

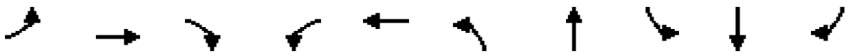
SYNCHRO REPORTS

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1	180	64	308	27	101	525	374	21	441	350
Future Volume (vph)	1	180	64	308	27	101	525	374	21	441	350
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		3	8			4	1	6	5	2	
Permitted Phases	3	8		8	4						2
Detector Phase	3	3	8	8	4	4	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	40.0	40.0	20.0	20.0	45.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	14.3%	28.6%	28.6%	14.3%	14.3%	32.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	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	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	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		33.4	33.4	33.4	13.5	13.5	30.5	86.0	7.3	58.2	58.2
Actuated g/C Ratio		0.24	0.24	0.24	0.10	0.10	0.22	0.61	0.05	0.42	0.42
v/c Ratio		0.82	0.15	0.55	0.23	0.85	0.82	0.40	0.24	0.64	0.45
Control Delay (s/veh)		73.8	43.0	8.1	62.9	93.7	62.0	16.3	69.3	38.6	6.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		73.8	43.0	8.1	62.9	93.7	62.0	16.3	69.3	38.6	6.5
LOS		E	D	A	E	F	E	B	E	D	A
Approach Delay (s/veh)			33.6			88.7		42.6		25.6	
Approach LOS			C			F		D		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 38.2	Intersection LOS: D
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr

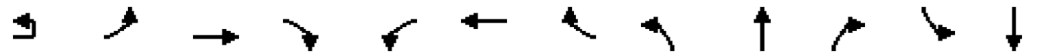




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	192	68	328	30	154	597	440	23	479	380
v/c Ratio	0.82	0.15	0.55	0.23	0.85	0.82	0.40	0.24	0.64	0.45
Control Delay (s/veh)	73.8	43.0	8.1	62.9	93.7	62.0	16.3	69.3	38.6	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.8	43.0	8.1	62.9	93.7	62.0	16.3	69.3	38.6	6.5
Queue Length 50th (ft)	150	49	0	26	130	269	214	21	345	21
Queue Length 95th (ft)	#236	92	82	60	#252	309	297	51	515	105
Internal Link Dist (ft)		1881			827		1407		3359	
Turn Bay Length (ft)						400		255		460
Base Capacity (vph)	234	448	601	135	188	929	1113	180	752	838
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.15	0.55	0.22	0.82	0.64	0.40	0.13	0.64	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	180	64	308	27	101	39	525	374	13	21	441
Future Volume (veh/h)	1	180	64	308	27	101	39	525	374	13	21	441
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826
Adj Flow Rate, veh/h		191	68	328	30	111	43	597	425	0	23	479
Peak Hour Factor		0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92
Percent Heavy Veh, %		6	3	11	0	3	0	5	4	15	0	5
Cap, veh/h		241	451	357	152	127	49	673	1126		31	784
Arrive On Green		0.10	0.24	0.24	0.10	0.10	0.10	0.20	0.61	0.00	0.02	0.43
Sat Flow, veh/h		1725	1856	1472	1004	1273	493	3374	1841	0	1810	1826
Grp Volume(v), veh/h		191	68	328	30	0	154	597	425	0	23	479
Grp Sat Flow(s),veh/h/ln		1725	1856	1472	1004	0	1767	1687	1841	0	1810	1826
Q Serve(g_s), s		13.7	4.0	30.4	3.9	0.0	12.0	24.1	16.3	0.0	1.8	28.4
Cycle Q Clear(g_c), s		13.7	4.0	30.4	3.9	0.0	12.0	24.1	16.3	0.0	1.8	28.4
Prop In Lane		1.00		1.00	1.00		0.28	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		241	451	357	152	0	177	673	1126		31	784
V/C Ratio(X)		0.79	0.15	0.92	0.20	0.00	0.87	0.89	0.38		0.75	0.61
Avail Cap(c_a), veh/h		241	451	357	152	0	177	940	1126		181	784
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		49.4	41.7	51.6	58.4	0.0	62.1	54.5	13.7	0.0	68.5	30.9
Incr Delay (d2), s/veh		16.5	0.2	27.9	0.6	0.0	34.6	7.8	1.0	0.0	30.4	3.5
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		6.9	1.8	13.7	1.0	0.0	7.2	10.7	6.7	0.0	1.1	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		65.9	41.8	79.5	59.1	0.0	96.7	62.3	14.7	0.0	98.9	34.5
LnGrp LOS		E	D	E	E		F	E	B		F	C
Approach Vol, veh/h			587			184			1022			502
Approach Delay, s/veh			70.7			90.6			42.5			37.4
Approach LOS			E			F			D			D

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	33.9	66.1	20.0	20.0	8.4	91.6		40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	26.1	30.4	15.7	14.0	3.8	18.3		32.4				
Green Ext Time (p_c), s	1.8	2.6	0.0	0.0	0.0	2.6		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	52.5
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

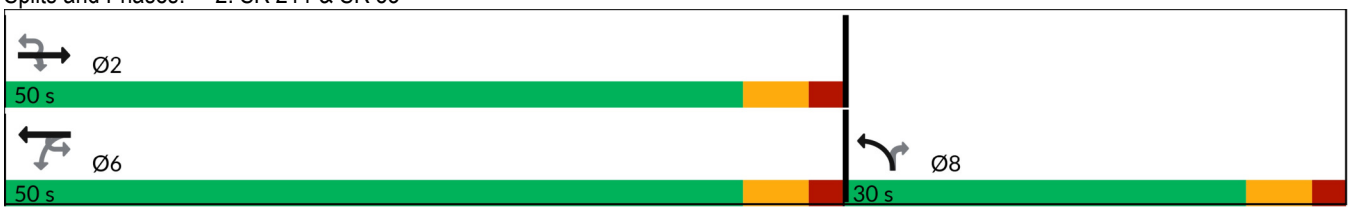


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	350
Future Volume (veh/h)	350
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	5
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	429	388	1	137	894	405	51
Future Volume (vph)	2	429	388	1	137	894	405	51
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	20.3	20.3	20.3		20.3	20.3	11.4	11.4
Actuated g/C Ratio	0.46	0.46	0.46		0.46	0.46	0.26	0.26
v/c Ratio	0.01	0.33	0.49		0.38	0.59	0.50	0.14
Control Delay (s/veh)	7.0	8.2	2.9		11.5	10.6	17.1	6.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	8.2	2.9		11.5	10.6	17.1	6.5
LOS	A	A	A		B	B	B	A
Approach Delay (s/veh)		5.7				10.8	15.9	
Approach LOS		A				B	B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 44.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 9.8	Intersection LOS: A
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	505	456	144	931	435	55
v/c Ratio	0.01	0.33	0.49	0.38	0.59	0.50	0.14
Control Delay (s/veh)	7.0	8.2	2.9	11.5	10.6	17.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	8.2	2.9	11.5	10.6	17.1	6.5
Queue Length 50th (ft)	0	37	0	21	80	46	0
Queue Length 95th (ft)	3	68	29	61	147	101	22
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	860
Base Capacity (vph)	469	3147	1438	765	3177	1920	797
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.16	0.32	0.19	0.29	0.23	0.07

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	429	388	1	137	894	405	51
Future Volume (veh/h)	2	429	388	1	137	894	405	51
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		505	456		143	931	435	55
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		1796	801		413	1811	678	274
Arrive On Green		0.53	0.53		0.53	0.53	0.20	0.20
Sat Flow, veh/h		3503	1522		557	3532	3428	1384
Grp Volume(v), veh/h		505	456		143	931	435	55
Grp Sat Flow(s),veh/h/ln		1706	1522		557	1721	1714	1384
Q Serve(g_s), s		3.6	8.8		8.4	7.6	5.1	1.4
Cycle Q Clear(g_c), s		3.6	8.8		11.9	7.6	5.1	1.4
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1796	801		413	1811	678	274
V/C Ratio(X)		0.28	0.57		0.35	0.51	0.64	0.20
Avail Cap(c_a), veh/h		3454	1541		683	3483	1893	764
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		5.7	7.0		9.0	6.7	16.0	14.6
Incr Delay (d2), s/veh		0.1	0.6		0.5	0.2	1.0	0.4
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.7	1.5		0.7	1.4	1.6	0.4
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		5.8	7.6		9.5	6.9	17.0	14.9
LnGrp LOS		A	A		A	A	B	B
Approach Vol, veh/h		961				1074	490	
Approach Delay, s/veh		6.7				7.3	16.8	
Approach LOS		A				A	B	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	28.9					28.9		14.6
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	10.8					13.9		7.1
Green Ext Time (p_c), s	5.2					8.9		1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	0	0	0	2	423	0	0	607	2
Future Vol, veh/h	5	0	5	0	0	0	2	423	0	0	607	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	83	83	92	92	92
Heavy Vehicles, %	2	2	2	4	2	8	2	5	5	9	6	2
Mvmt Flow	5	0	5	0	0	0	2	510	0	0	660	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1174	1174	660	1174	1176	510	662	0	0	510	0	0
Stage 1	660	660	-	514	514	-	-	-	-	-	-	-
Stage 2	514	514	-	660	662	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.28	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.372	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	169	192	463	167	191	552	927	-	-	1020	-	-
Stage 1	452	460	-	540	535	-	-	-	-	-	-	-
Stage 2	543	535	-	449	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	191	463	165	191	552	927	-	-	1020	-	-
Mov Cap-2 Maneuver	168	191	-	165	191	-	-	-	-	-	-	-
Stage 1	452	460	-	538	534	-	-	-	-	-	-	-
Stage 2	542	534	-	444	459	-	-	-	-	-	-	-

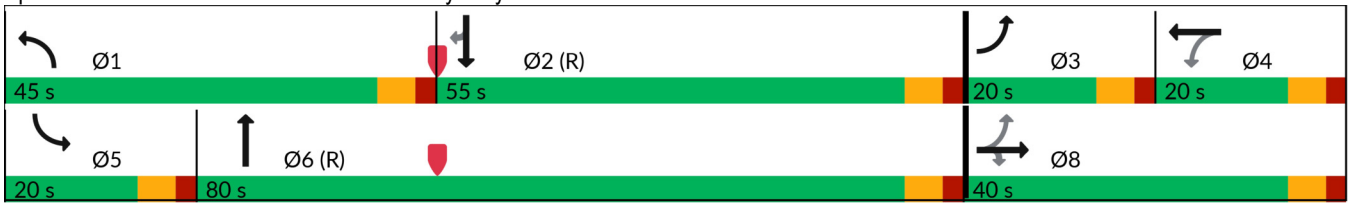
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.26	0	0.04	0
HCM LOS	C	A		

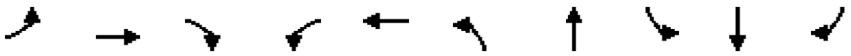
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	247	-	-	1020	-	-
HCM Lane V/C Ratio	0.002	-	-	0.044	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	20.3	0	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	311	131	554	46	89	365	455	27	434	248
Future Volume (vph)	311	131	554	46	89	365	455	27	434	248
Turn Type	pm+pt	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases	3	8			4	1	6	5	2	
Permitted Phases	8		8	4						2
Detector Phase	3	8	8	4	4	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	40.0	40.0	20.0	20.0	45.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	28.6%	28.6%	14.3%	14.3%	32.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	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	2.0
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	32.8	32.8	32.8	12.8	12.8	22.8	86.3	7.8	66.4	66.4
Actuated g/C Ratio	0.23	0.23	0.23	0.09	0.09	0.16	0.62	0.06	0.47	0.47
v/c Ratio	1.33	0.32	0.77	0.44	0.75	0.76	0.48	0.29	0.55	0.31
Control Delay (s/veh)	214.8	46.4	13.1	72.2	82.9	65.4	17.9	70.1	30.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	214.8	46.4	13.1	72.2	82.9	65.4	17.9	70.1	30.4	3.6
LOS	F	D	B	E	F	E	B	E	C	A
Approach Delay (s/veh)		80.5			79.9		38.7		22.5	
Approach LOS		F			E		D		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay (s/veh): 51.9	Intersection LOS: D
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr



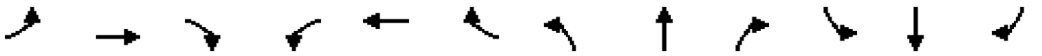


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	331	139	589	51	128	415	534	29	472	270
v/c Ratio	1.33	0.32	0.77	0.44	0.75	0.76	0.48	0.29	0.55	0.31
Control Delay (s/veh)	214.8	46.4	13.1	72.2	82.9	65.4	17.9	70.1	30.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	214.8	46.4	13.1	72.2	82.9	65.4	17.9	70.1	30.4	3.6
Queue Length 50th (ft)	~306	104	28	44	106	188	281	26	305	0
Queue Length 95th (ft)	#501	167	176	90	#193	230	386	60	449	53
Internal Link Dist (ft)		1881			827		1407		3359	
Turn Bay Length (ft)						400		255		460
Base Capacity (vph)	248	448	769	126	187	929	1117	180	858	871
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	0.31	0.77	0.40	0.68	0.45	0.48	0.16	0.55	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	131	554	46	89	27	365	455	15	27	434	248
Future Volume (veh/h)	311	131	554	46	89	27	365	455	15	27	434	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826	1826
Adj Flow Rate, veh/h	331	139	589	51	98	30	415	517	0	29	472	0
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	6	3	11	0	3	0	5	4	15	0	5	5
Cap, veh/h	261	451	357	125	136	42	486	1119		37	885	
Arrive On Green	0.10	0.24	0.24	0.10	0.10	0.10	0.14	0.61	0.00	0.02	0.48	0.00
Sat Flow, veh/h	1725	1856	1472	738	1363	417	3374	1841	0	1810	1826	1547
Grp Volume(v), veh/h	331	139	589	51	0	128	415	517	0	29	472	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1472	738	0	1780	1687	1841	0	1810	1826	1547
Q Serve(g_s), s	14.0	8.6	34.0	9.3	0.0	9.8	16.8	21.4	0.0	2.2	25.2	0.0
Cycle Q Clear(g_c), s	14.0	8.6	34.0	9.3	0.0	9.8	16.8	21.4	0.0	2.2	25.2	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	451	357	125	0	178	486	1119		37	885	
V/C Ratio(X)	1.27	0.31	1.65	0.41	0.00	0.72	0.85	0.46		0.78	0.53	
Avail Cap(c_a), veh/h	261	451	357	125	0	178	940	1119		181	885	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.5	43.4	53.0	60.9	0.0	61.1	58.5	15.0	0.0	68.2	25.1	0.0
Incr Delay (d2), s/veh	147.5	0.4	303.7	2.1	0.0	13.1	4.4	1.4	0.0	28.8	2.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	3.9	42.4	1.8	0.0	5.1	7.3	8.8	0.0	1.3	11.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	202.0	43.8	356.7	63.0	0.0	74.2	62.9	16.3	0.0	97.0	27.4	0.0
LnGrp LOS	F	D	F	E		E	E	B		F	C	
Approach Vol, veh/h		1059			179			932			501	
Approach Delay, s/veh		267.3			71.0			37.0			31.4	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	73.8	20.0	20.0	8.9	91.1		40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	18.8	27.2	16.0	11.8	4.2	23.4		36.0				
Green Ext Time (p_c), s	1.4	2.6	0.0	0.2	0.0	3.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	129.6
HCM 7th LOS	F

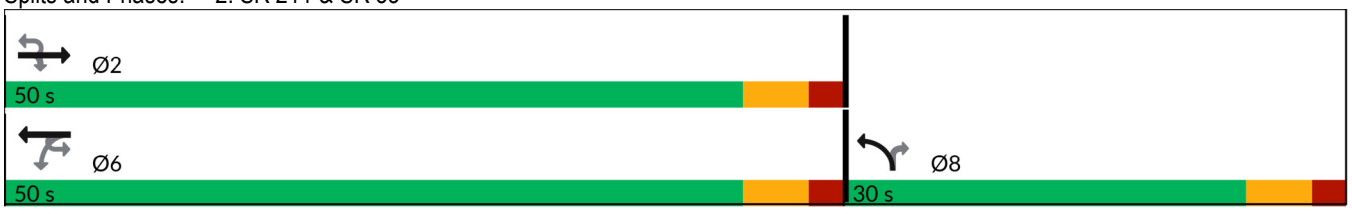
Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	876	373	1	79	654	411	133
Future Volume (vph)	2	876	373	1	79	654	411	133
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	26.3	26.3	26.3		26.3	26.3	12.7	12.7
Actuated g/C Ratio	0.51	0.51	0.51		0.51	0.51	0.25	0.25
v/c Ratio	0.01	0.60	0.45		0.41	0.39	0.53	0.35
Control Delay (s/veh)	6.5	10.6	2.5		15.2	8.5	20.9	11.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.5	10.6	2.5		15.2	8.5	20.9	11.7
LOS	A	B	A		B	A	C	B
Approach Delay (s/veh)		8.2				9.2	18.6	
Approach LOS		A				A	B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 51.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	1031	439	83	681	442	143
v/c Ratio	0.01	0.60	0.45	0.41	0.39	0.53	0.35
Control Delay (s/veh)	6.5	10.6	2.5	15.2	8.5	20.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.5	10.6	2.5	15.2	8.5	20.9	11.7
Queue Length 50th (ft)	0	97	0	13	55	56	12
Queue Length 95th (ft)	3	172	27	52	111	129	62
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	860
Base Capacity (vph)	633	2876	1351	343	2903	1674	720
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.36	0.32	0.24	0.23	0.26	0.20

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	876	373	1	79	654	411	133
Future Volume (veh/h)	2	876	373	1	79	654	411	133
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		1031	439		82	681	442	143
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		1902	848		273	1918	677	273
Arrive On Green		0.56	0.56		0.56	0.56	0.20	0.20
Sat Flow, veh/h		3503	1522		343	3532	3428	1384
Grp Volume(v), veh/h		1031	439		82	681	442	143
Grp Sat Flow(s),veh/h/ln		1706	1522		343	1721	1714	1384
Q Serve(g_s), s		9.4	8.8		9.7	5.3	5.8	4.5
Cycle Q Clear(g_c), s		9.4	8.8		19.1	5.3	5.8	4.5
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1902	848		273	1918	677	273
V/C Ratio(X)		0.54	0.52		0.30	0.36	0.65	0.52
Avail Cap(c_a), veh/h		3069	1369		390	3095	1682	679
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		6.9	6.7		12.9	6.0	18.1	17.6
Incr Delay (d2), s/veh		0.2	0.5		0.6	0.1	1.1	1.6
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	1.6		0.6	1.1	2.0	1.3
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		7.1	7.2		13.5	6.1	19.2	19.1
LnGrp LOS		A	A		B	A	B	B
Approach Vol, veh/h		1470				763	585	
Approach Delay, s/veh		7.1				6.9	19.2	
Approach LOS		A				A	B	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	33.3					33.3		15.7
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	11.4					21.1		7.8
Green Ext Time (p_c), s	10.3					6.1		1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	9.6
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	4	0	0	0	5	547	0	0	420	5
Future Vol, veh/h	4	0	4	0	0	0	5	547	0	0	420	5
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	-	-	-	0	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	83	83	92	92	92
Heavy Vehicles, %	2	2	2	4	2	8	2	5	5	9	6	2
Mvmt Flow	4	0	4	0	0	0	5	659	0	0	457	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1126	1126	457	1126	1132	659	462	0	0	659	0	0
Stage 1	457	457	-	670	670	-	-	-	-	-	-	-
Stage 2	670	670	-	457	462	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.28	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.372	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	182	205	604	180	203	453	1099	-	-	897	-	-
Stage 1	584	568	-	443	455	-	-	-	-	-	-	-
Stage 2	447	455	-	580	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	180	203	604	178	202	453	1099	-	-	897	-	-
Mov Cap-2 Maneuver	180	203	-	178	202	-	-	-	-	-	-	-
Stage 1	584	568	-	440	452	-	-	-	-	-	-	-
Stage 2	443	452	-	576	565	-	-	-	-	-	-	-

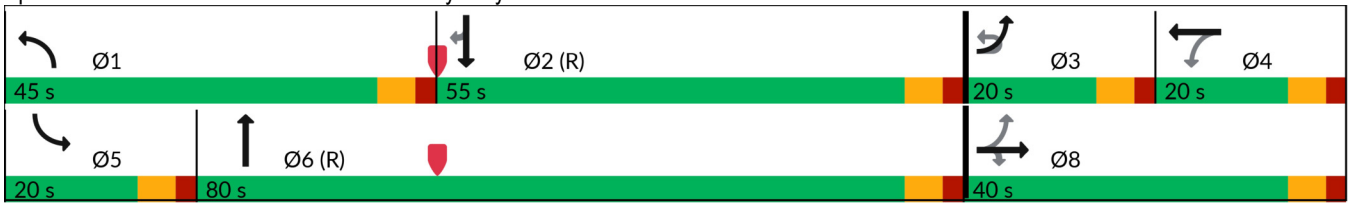
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.37	0	0.07	0
HCM LOS	C	A		

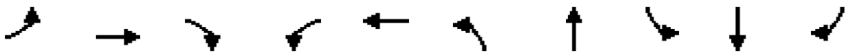
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	278	-	-	897	-	-
HCM Lane V/C Ratio	0.005	-	-	0.031	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	18.4	0	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0	-	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1	203	72	347	30	114	591	421	24	496	394
Future Volume (vph)	1	203	72	347	30	114	591	421	24	496	394
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		3	8			4	1	6	5	2	
Permitted Phases	3	8		8	4						2
Detector Phase	3	3	8	8	4	4	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	40.0	40.0	20.0	20.0	45.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	14.3%	28.6%	28.6%	14.3%	14.3%	32.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	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	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	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		34.0	34.0	34.0	14.0	14.0	33.2	85.2	7.5	54.8	54.8
Actuated g/C Ratio		0.24	0.24	0.24	0.10	0.10	0.24	0.61	0.05	0.39	0.39
v/c Ratio		0.96	0.17	0.58	0.25	0.92	0.85	0.45	0.27	0.76	0.54
Control Delay (s/veh)		99.0	43.2	8.1	63.3	105.5	61.9	17.5	69.8	46.1	11.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		99.0	43.2	8.1	63.3	105.5	61.9	17.5	69.8	46.1	11.3
LOS		F	D	A	E	F	E	B	E	D	B
Approach Delay (s/veh)			42.0			98.7		43.0		31.7	
Approach LOS			D			F		D		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 42.9	Intersection LOS: D
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr

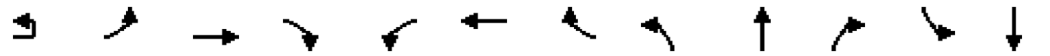




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	217	77	369	33	173	672	495	26	539	428
v/c Ratio	0.96	0.17	0.58	0.25	0.92	0.85	0.45	0.27	0.76	0.54
Control Delay (s/veh)	99.0	43.2	8.1	63.3	105.5	61.9	17.5	69.8	46.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.0	43.2	8.1	63.3	105.5	61.9	17.5	69.8	46.1	11.3
Queue Length 50th (ft)	173	56	0	28	149	303	252	23	424	64
Queue Length 95th (ft)	#312	101	88	64	#296	346	346	55	#649	181
Internal Link Dist (ft)		1881			827		1407		3359	
Turn Bay Length (ft)						400		255		460
Base Capacity (vph)	225	448	632	134	188	929	1103	180	708	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.17	0.58	0.25	0.92	0.72	0.45	0.14	0.76	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	203	72	347	30	114	44	591	421	15	24	496
Future Volume (veh/h)	1	203	72	347	30	114	44	591	421	15	24	496
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826
Adj Flow Rate, veh/h		216	77	369	33	125	48	672	478	0	26	539
Peak Hour Factor		0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92
Percent Heavy Veh, %		6	3	11	0	3	0	5	4	15	0	5
Cap, veh/h		227	451	357	147	128	49	747	1123		33	744
Arrive On Green		0.10	0.24	0.24	0.10	0.10	0.10	0.22	0.61	0.00	0.02	0.41
Sat Flow, veh/h		1725	1856	1472	959	1277	490	3374	1841	0	1810	1826
Grp Volume(v), veh/h		216	77	369	33	0	173	672	478	0	26	539
Grp Sat Flow(s),veh/h/ln		1725	1856	1472	959	0	1767	1687	1841	0	1810	1826
Q Serve(g_s), s		14.0	4.6	34.0	4.5	0.0	13.7	27.1	19.1	0.0	2.0	34.8
Cycle Q Clear(g_c), s		14.0	4.6	34.0	4.5	0.0	13.7	27.1	19.1	0.0	2.0	34.8
Prop In Lane		1.00		1.00	1.00		0.28	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h		227	451	357	147	0	177	747	1123		33	744
V/C Ratio(X)		0.95	0.17	1.03	0.22	0.00	0.98	0.90	0.43		0.79	0.72
Avail Cap(c_a), veh/h		227	451	357	147	0	177	940	1123		181	744
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		51.6	41.9	53.0	58.7	0.0	62.9	53.0	14.4	0.0	68.4	34.9
Incr Delay (d2), s/veh		46.6	0.2	56.1	0.8	0.0	61.3	9.9	1.2	0.0	32.4	6.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		9.6	2.1	17.8	1.1	0.0	9.2	12.2	7.9	0.0	1.2	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		98.2	42.0	109.1	59.5	0.0	124.1	62.9	15.5	0.0	100.9	41.0
LnGrp LOS		F	D	F	E		F	E	B		F	D
Approach Vol, veh/h			662			206			1150			565
Approach Delay, s/veh			97.8			113.8			43.2			43.7
Approach LOS			F			F			D			D

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	63.0	20.0	20.0	8.6	91.4		40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	29.1	36.8	16.0	15.7	4.0	21.1		36.0				
Green Ext Time (p_c), s	1.9	2.5	0.0	0.0	0.0	3.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	62.9
HCM 7th LOS	E

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

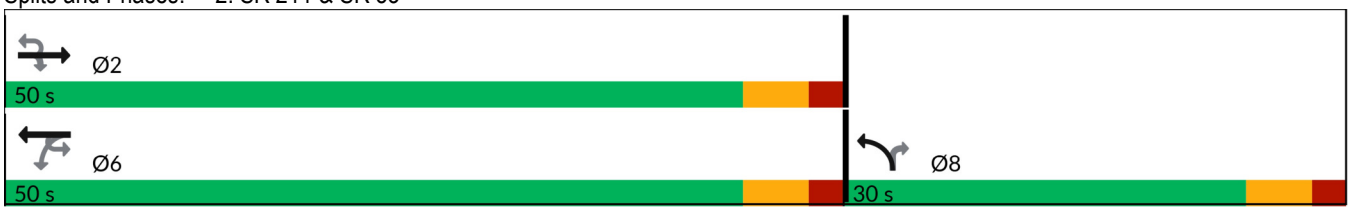


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	394
Future Volume (veh/h)	394
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	5
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	483	437	1	154	1006	456	57
Future Volume (vph)	2	483	437	1	154	1006	456	57
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	24.1	24.1	24.1		24.1	24.1	13.1	13.1
Actuated g/C Ratio	0.48	0.48	0.48		0.48	0.48	0.26	0.26
v/c Ratio	0.01	0.35	0.52		0.43	0.64	0.55	0.15
Control Delay (s/veh)	7.5	8.7	3.0		13.0	11.6	19.5	6.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	8.7	3.0		13.0	11.6	19.5	6.6
LOS	A	A	A		B	B	B	A
Approach Delay (s/veh)		6.0				11.8	18.1	
Approach LOS		A				B	B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 49.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	568	514	161	1048	490	61
v/c Ratio	0.01	0.35	0.52	0.43	0.64	0.55	0.15
Control Delay (s/veh)	7.5	8.7	3.0	13.0	11.6	19.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	8.7	3.0	13.0	11.6	19.5	6.6
Queue Length 50th (ft)	0	46	0	26	102	60	0
Queue Length 95th (ft)	3	86	30	79	195	130	25
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	860
Base Capacity (vph)	357	2940	1381	673	2968	1725	724
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.19	0.37	0.24	0.35	0.28	0.08

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	483	437	1	154	1006	456	57
Future Volume (veh/h)	2	483	437	1	154	1006	456	57
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		568	514		160	1048	490	61
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		1928	860		376	1944	700	283
Arrive On Green		0.57	0.57		0.57	0.57	0.20	0.20
Sat Flow, veh/h		3503	1522		497	3532	3428	1384
Grp Volume(v), veh/h		568	514		160	1048	490	61
Grp Sat Flow(s),veh/h/ln		1706	1522		497	1721	1714	1384
Q Serve(g_s), s		4.5	11.5		12.9	9.9	6.9	1.9
Cycle Q Clear(g_c), s		4.5	11.5		17.4	9.9	6.9	1.9
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		1928	860		376	1944	700	283
V/C Ratio(X)		0.29	0.60		0.43	0.54	0.70	0.22
Avail Cap(c_a), veh/h		2888	1288		516	2912	1583	639
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		5.9	7.4		10.4	7.1	19.2	17.2
Incr Delay (d2), s/veh		0.1	0.7		0.8	0.2	1.3	0.4
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	2.3		1.0	2.1	2.4	0.5
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		6.0	8.1		11.2	7.3	20.5	17.6
LnGrp LOS		A	A		B	A	C	B
Approach Vol, veh/h		1082				1208	551	
Approach Delay, s/veh		7.0				7.8	20.2	
Approach LOS		A				A	C	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	35.4					35.4		16.6
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	13.5					19.4		8.9
Green Ext Time (p_c), s	6.0					10.0		1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	0	0	0	2	476	0	0	683	2
Future Vol, veh/h	5	0	5	0	0	0	2	476	0	0	683	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	83	83	92	92	92
Heavy Vehicles, %	2	2	2	4	2	8	2	5	5	9	6	2
Mvmt Flow	5	0	5	0	0	0	2	573	0	0	742	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1320	1320	742	1320	1322	573	745	0	0	573	0	0
Stage 1	742	742	-	578	578	-	-	-	-	-	-	-
Stage 2	578	578	-	742	745	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.28	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.372	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	134	157	415	132	156	507	863	-	-	966	-	-
Stage 1	407	422	-	498	501	-	-	-	-	-	-	-
Stage 2	501	501	-	404	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	156	415	130	156	507	863	-	-	966	-	-
Mov Cap-2 Maneuver	133	156	-	130	156	-	-	-	-	-	-	-
Stage 1	407	422	-	496	499	-	-	-	-	-	-	-
Stage 2	500	499	-	399	421	-	-	-	-	-	-	-

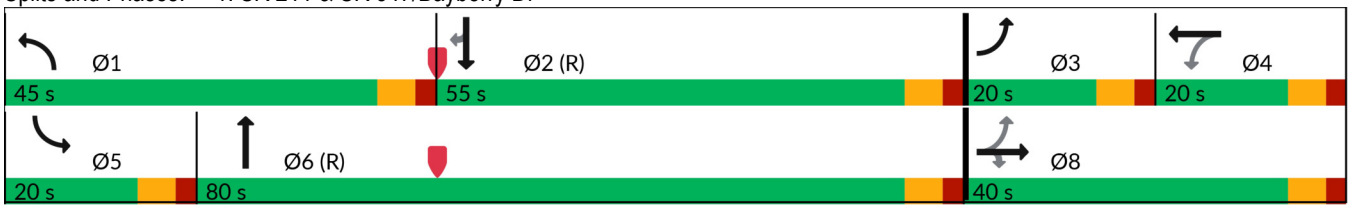
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.85	0	0.03	0
HCM LOS	C	A		

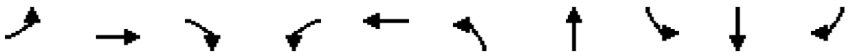
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	202	-	-	966	-	-
HCM Lane V/C Ratio	0.003	-	-	0.054	-	-	-	-	-
HCM Ctrl Dly (s/v)	9.2	0	-	23.8	0	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	350	147	623	52	100	411	512	30	488	279
Future Volume (vph)	350	147	623	52	100	411	512	30	488	279
Turn Type	pm+pt	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases	3	8			4	1	6	5	2	
Permitted Phases	8		8	4						2
Detector Phase	3	8	8	4	4	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	40.0	40.0	20.0	20.0	45.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	28.6%	28.6%	14.3%	14.3%	32.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	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	2.0
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	33.3	33.3	33.3	13.3	13.3	25.0	85.5	8.0	63.7	63.7
Actuated g/C Ratio	0.24	0.24	0.24	0.10	0.10	0.18	0.61	0.06	0.46	0.46
v/c Ratio	1.54	0.36	0.89	0.48	0.80	0.79	0.54	0.32	0.64	0.35
Control Delay (s/veh)	297.8	46.9	25.5	73.8	88.8	64.6	19.6	70.7	35.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	297.8	46.9	25.5	73.8	88.8	64.6	19.6	70.7	35.0	3.8
LOS	F	D	C	E	F	E	B	E	D	A
Approach Delay (s/veh)		113.3			84.5		39.3		25.5	
Approach LOS		F			F		D		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.54	
Intersection Signal Delay (s/veh): 64.9	Intersection LOS: E
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr



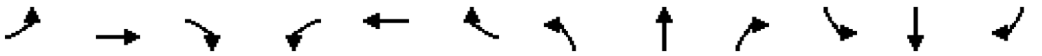


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	372	156	663	57	143	467	601	33	530	303
v/c Ratio	1.54	0.36	0.89	0.48	0.80	0.79	0.54	0.32	0.64	0.35
Control Delay (s/veh)	297.8	46.9	25.5	73.8	88.8	64.6	19.6	70.7	35.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	297.8	46.9	25.5	73.8	88.8	64.6	19.6	70.7	35.0	3.8
Queue Length 50th (ft)	~400	118	132	50	121	211	336	29	369	0
Queue Length 95th (ft)	#603	186	#394	99	#230	253	457	65	541	57
Internal Link Dist (ft)		1881			827		1407		3359	
Turn Bay Length (ft)						400		255		460
Base Capacity (vph)	241	448	753	125	187	929	1108	180	824	865
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.54	0.35	0.88	0.46	0.76	0.50	0.54	0.18	0.64	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	147	623	52	100	30	411	512	17	30	488	279
Future Volume (veh/h)	350	147	623	52	100	30	411	512	17	30	488	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826	1826
Adj Flow Rate, veh/h	372	156	663	57	110	33	467	582	0	33	530	0
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	6	3	11	0	3	0	5	4	15	0	5	5
Cap, veh/h	250	451	357	119	137	41	540	1114		43	855	
Arrive On Green	0.10	0.24	0.24	0.10	0.10	0.10	0.16	0.61	0.00	0.02	0.47	0.00
Sat Flow, veh/h	1725	1856	1472	678	1370	411	3374	1841	0	1810	1826	1547
Grp Volume(v), veh/h	372	156	663	57	0	143	467	582	0	33	530	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1472	678	0	1782	1687	1841	0	1810	1826	1547
Q Serve(g_s), s	14.0	9.7	34.0	11.6	0.0	11.0	18.9	25.6	0.0	2.5	30.4	0.0
Cycle Q Clear(g_c), s	14.0	9.7	34.0	11.6	0.0	11.0	18.9	25.6	0.0	2.5	30.4	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	451	357	119	0	178	540	1114		43	855	
V/C Ratio(X)	1.49	0.35	1.85	0.48	0.00	0.80	0.86	0.52		0.77	0.62	
Avail Cap(c_a), veh/h	250	451	357	119	0	178	940	1114		181	855	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.0	43.8	53.0	61.9	0.0	61.6	57.3	16.0	0.0	68.0	27.9	0.0
Incr Delay (d2), s/veh	240.3	0.5	395.2	2.9	0.0	22.6	4.3	1.8	0.0	25.1	3.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.8	4.5	51.5	2.1	0.0	6.1	8.2	10.6	0.0	1.5	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	294.2	44.3	448.2	64.9	0.0	84.3	61.6	17.7	0.0	93.0	31.2	0.0
LnGrp LOS	F	D	F	E		F	E	B		F	C	
Approach Vol, veh/h		1191			200			1049			563	
Approach Delay, s/veh		347.2			78.7			37.3			34.9	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	28.4	71.6	20.0	20.0	9.3	90.7		40.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	20.9	32.4	16.0	13.6	4.5	27.6		36.0				
Green Ext Time (p_c), s	1.5	2.8	0.0	0.1	0.0	3.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	162.5
HCM 7th LOS	F

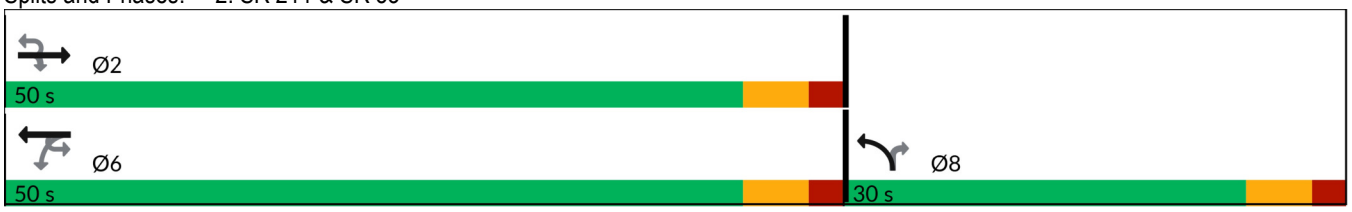
Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	986	420	1	89	736	463	150
Future Volume (vph)	2	986	420	1	89	736	463	150
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	30.9	30.9	30.9		30.9	30.9	14.6	14.6
Actuated g/C Ratio	0.53	0.53	0.53		0.53	0.53	0.25	0.25
v/c Ratio	0.01	0.65	0.48		0.55	0.42	0.59	0.41
Control Delay (s/veh)	7.0	11.7	2.6		24.0	9.1	23.5	16.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	11.7	2.6		24.0	9.1	23.5	16.8
LOS	A	B	A		C	A	C	B
Approach Delay (s/veh)		9.0				10.7	21.9	
Approach LOS		A				B	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 58.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	1160	494	94	767	498	161
v/c Ratio	0.01	0.65	0.48	0.55	0.42	0.59	0.41
Control Delay (s/veh)	7.0	11.7	2.6	24.0	9.1	23.5	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	11.7	2.6	24.0	9.1	23.5	16.8
Queue Length 50th (ft)	0	129	0	18	72	77	27
Queue Length 95th (ft)	3	214	29	80	135	150	87
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	860
Base Capacity (vph)	503	2621	1282	251	2646	1484	634
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.44	0.39	0.37	0.29	0.34	0.25

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	986	420	1	89	736	463	150
Future Volume (veh/h)	2	986	420	1	89	736	463	150
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		1160	494		93	767	498	161
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		2067	922		232	2085	688	278
Arrive On Green		0.61	0.61		0.61	0.61	0.20	0.20
Sat Flow, veh/h		3503	1522		287	3532	3428	1384
Grp Volume(v), veh/h		1160	494		93	767	498	161
Grp Sat Flow(s),veh/h/ln		1706	1522		287	1721	1714	1384
Q Serve(g_s), s		12.6	11.7		17.7	7.0	8.4	6.5
Cycle Q Clear(g_c), s		12.6	11.7		30.3	7.0	8.4	6.5
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2067	922		232	2085	688	278
V/C Ratio(X)		0.56	0.54		0.40	0.37	0.72	0.58
Avail Cap(c_a), veh/h		2424	1081		262	2444	1328	536
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		7.3	7.1		16.3	6.2	23.2	22.4
Incr Delay (d2), s/veh		0.2	0.5		1.1	0.1	1.5	1.9
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.9	2.5		1.0	1.6	3.1	2.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		7.5	7.6		17.5	6.3	24.6	24.3
LnGrp LOS		A	A		B	A	C	C
Approach Vol, veh/h		1654				860	659	
Approach Delay, s/veh		7.6				7.5	24.6	
Approach LOS		A				A	C	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	43.5					43.5		18.4
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	14.6					32.3		10.4
Green Ext Time (p_c), s	11.8					5.2		2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	4	0	0	0	5	616	0	0	473	5
Future Vol, veh/h	4	0	4	0	0	0	5	616	0	0	473	5
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	-	-	-	0	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	83	83	92	92	92
Heavy Vehicles, %	2	2	2	4	2	8	2	5	5	9	6	2
Mvmt Flow	4	0	4	0	0	0	5	742	0	0	514	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1267	1267	514	1267	1273	742	520	0	0	742	0	0
Stage 1	514	514	-	753	753	-	-	-	-	-	-	-
Stage 2	753	753	-	514	520	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.28	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.372	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	146	169	560	144	167	406	1047	-	-	834	-	-
Stage 1	543	535	-	399	417	-	-	-	-	-	-	-
Stage 2	402	417	-	540	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	167	560	142	166	406	1047	-	-	834	-	-
Mov Cap-2 Maneuver	144	167	-	142	166	-	-	-	-	-	-	-
Stage 1	543	535	-	395	414	-	-	-	-	-	-	-
Stage 2	398	414	-	535	532	-	-	-	-	-	-	-

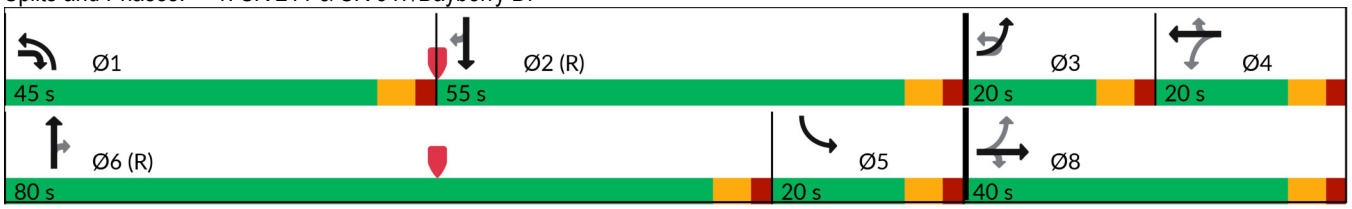
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.3	0	0.06	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	229	-	-	834	-	-
HCM Lane V/C Ratio	0.005	-	-	0.038	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	21.3	0	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0	-	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	267	72	347	30	114	44	591	512	15	24	590
Future Volume (vph)	1	267	72	347	30	114	44	591	512	15	24	590
Turn Type	custom	pm+pt	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases		3	8	1		4		1	6		5	2
Permitted Phases	3	8		8	4		4			6		
Detector Phase	3	3	8	1	4	4	4	1	6	6	5	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	40.0	45.0	20.0	20.0	20.0	45.0	80.0	80.0	20.0	55.0
Total Split (%)	14.3%	14.3%	28.6%	32.1%	14.3%	14.3%	14.3%	32.1%	57.1%	57.1%	14.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	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	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	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	6.0	6.0
Lead/Lag	Lead	Lead		Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		32.4	32.4	72.2	12.9	12.9	12.9	33.7	83.6	83.6	10.8	55.8
Actuated g/C Ratio		0.23	0.23	0.52	0.09	0.09	0.09	0.24	0.60	0.60	0.08	0.40
v/c Ratio		0.60	0.18	0.26	0.27	0.74	0.16	0.84	0.28	0.02	0.19	0.47
Control Delay (s/veh)		50.5	43.7	9.6	64.3	86.7	1.2	60.2	15.7	0.1	61.7	33.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		50.5	43.7	9.6	64.3	86.7	1.2	60.2	15.7	0.1	61.7	33.7
LOS		D	D	A	E	F	A	E	B	A	E	C
Approach Delay (s/veh)			29.1			63.2			39.1			27.7
Approach LOS			C			E			D			C

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 34.4	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

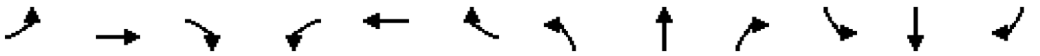
Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	462
Future Volume (vph)	462
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	55.0
Total Split (%)	39.3%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	55.8
Actuated g/C Ratio	0.40
v/c Ratio	0.64
Control Delay (s/veh)	18.3
Queue Delay	0.0
Total Delay (s/veh)	18.3
LOS	B
Approach Delay (s/veh)	
Approach LOS	

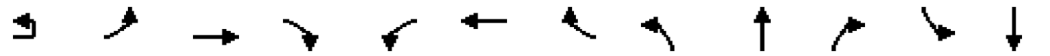
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	285	77	369	33	125	48	672	582	17	26	641	502
v/c Ratio	0.60	0.18	0.26	0.27	0.74	0.16	0.84	0.28	0.02	0.19	0.47	0.64
Control Delay (s/veh)	50.5	43.7	9.6	64.3	86.7	1.2	60.2	15.7	0.1	61.7	33.7	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.5	43.7	9.6	64.3	86.7	1.2	60.2	15.7	0.1	61.7	33.7	18.3
Queue Length 50th (ft)	111	56	51	28	112	0	300	153	0	22	231	153
Queue Length 95th (ft)	155	101	77	64	#196	0	346	188	0	54	306	301
Internal Link Dist (ft)		1881			827			1407			3359	
Turn Bay Length (ft)	360		390			100	610		330	590		405
Base Capacity (vph)	484	448	1491	134	184	309	929	2072	885	180	1371	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.17	0.25	0.25	0.68	0.16	0.72	0.28	0.02	0.14	0.47	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	267	72	347	30	114	44	591	512	15	24	590
Future Volume (veh/h)	1	267	72	347	30	114	44	591	512	15	24	590
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826
Adj Flow Rate, veh/h		284	77	369	33	125	48	672	582	0	26	641
Peak Hour Factor		0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92
Percent Heavy Veh, %		6	3	11	0	3	0	5	4	15	0	5
Cap, veh/h		443	401	1133	130	153	132	747	1849		230	1507
Arrive On Green		0.09	0.22	0.22	0.08	0.08	0.08	0.22	0.53	0.00	0.13	0.43
Sat Flow, veh/h		3346	1856	2591	959	1856	1610	3374	3497	1422	1810	3469
Grp Volume(v), veh/h		284	77	369	33	125	48	672	582	0	26	641
Grp Sat Flow(s),veh/h/ln		1673	1856	1295	959	1856	1610	1687	1749	1422	1810	1735
Q Serve(g_s), s		10.6	4.8	13.1	4.6	9.3	3.0	27.1	13.2	0.0	1.8	18.0
Cycle Q Clear(g_c), s		10.6	4.8	13.1	4.6	9.3	3.0	27.1	13.2	0.0	1.8	18.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		443	401	1133	130	153	132	747	1849		230	1507
V/C Ratio(X)		0.64	0.19	0.33	0.25	0.82	0.36	0.90	0.31		0.11	0.43
Avail Cap(c_a), veh/h		474	451	1203	147	186	161	940	1849		230	1507
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		51.0	44.9	25.9	61.1	63.2	35.9	53.0	18.7	0.0	54.1	27.5
Incr Delay (d2), s/veh		2.7	0.2	0.2	1.0	20.7	1.7	9.9	0.4	0.0	0.2	0.9
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.5	2.2	4.0	1.2	5.3	1.6	12.2	5.3	0.0	0.8	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		53.7	45.1	26.0	62.1	83.9	37.5	62.9	19.1	0.0	54.3	28.4
LnGrp LOS		D	D	C	E	F	D	E	B		D	C
Approach Vol, veh/h			730			206			1254			1169
Approach Delay, s/veh			38.8			69.6			42.6			34.2
Approach LOS			D			E			D			C

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	66.8	18.7	17.5	23.8	80.0		36.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	29.1	40.0	12.6	11.3	3.8	15.2		15.1				
Green Ext Time (p_c), s	1.9	3.9	0.1	0.2	0.0	4.0		1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	40.5
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

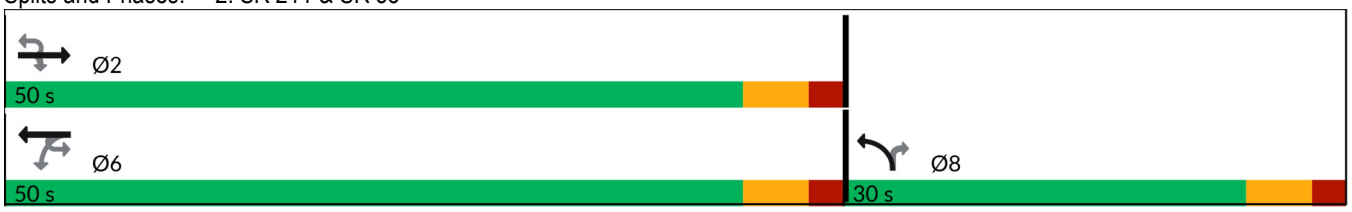


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	462
Future Volume (veh/h)	462
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	502
Peak Hour Factor	0.92
Percent Heavy Veh, %	5
Cap, veh/h	672
Arrive On Green	0.43
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	502
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	38.0
Cycle Q Clear(g_c), s	38.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	672
V/C Ratio(X)	0.75
Avail Cap(c_a), veh/h	672
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	33.2
Incr Delay (d2), s/veh	7.4
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	15.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	40.6
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	483	515	1	184	1006	538	87
Future Volume (vph)	2	483	515	1	184	1006	538	87
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	26.2	26.2	26.2		26.2	26.2	15.2	15.2
Actuated g/C Ratio	0.48	0.48	0.48		0.48	0.48	0.28	0.28
v/c Ratio	0.01	0.35	0.58		0.52	0.64	0.61	0.21
Control Delay (s/veh)	8.0	9.4	3.4		15.9	12.5	21.2	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	9.4	3.4		15.9	12.5	21.2	6.2
LOS	A	A	A		B	B	C	A
Approach Delay (s/veh)		6.3				13.0	19.1	
Approach LOS		A				B	B	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 54.2		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.64		
Intersection Signal Delay (s/veh): 11.8	Intersection LOS: B	
Intersection Capacity Utilization 62.3%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2: SR 211 & SR 53



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	568	606	193	1048	578	94
v/c Ratio	0.01	0.35	0.58	0.52	0.64	0.61	0.21
Control Delay (s/veh)	8.0	9.4	3.4	15.9	12.5	21.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	9.4	3.4	15.9	12.5	21.2	6.2
Queue Length 50th (ft)	0	50	0	36	111	76	0
Queue Length 95th (ft)	3	97	32	109	219	171	32
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	
Base Capacity (vph)	330	2794	1353	640	2821	1607	696
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.20	0.45	0.30	0.37	0.36	0.14

Intersection Summary

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	483	515	1	184	1006	538	87
Future Volume (veh/h)	2	483	515	1	184	1006	538	87
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		568	606		192	1048	578	94
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		2020	901		345	2036	755	305
Arrive On Green		0.59	0.59		0.59	0.59	0.22	0.22
Sat Flow, veh/h		3503	1522		455	3532	3428	1384
Grp Volume(v), veh/h		568	606		192	1048	578	94
Grp Sat Flow(s),veh/h/ln		1706	1522		455	1721	1714	1384
Q Serve(g_s), s		5.2	17.2		22.8	11.4	10.1	3.6
Cycle Q Clear(g_c), s		5.2	17.2		28.0	11.4	10.1	3.6
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2020	901		345	2036	755	305
V/C Ratio(X)		0.28	0.67		0.56	0.51	0.77	0.31
Avail Cap(c_a), veh/h		2351	1049		389	2370	1288	520
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		6.4	8.8		13.2	7.7	23.4	20.8
Incr Delay (d2), s/veh		0.1	1.4		1.4	0.2	1.7	0.6
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.3	4.0		1.8	2.8	3.8	1.1
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		6.5	10.2		14.7	7.9	25.0	21.4
LnGrp LOS		A	B		B	A	C	C
Approach Vol, veh/h		1174				1240	672	
Approach Delay, s/veh		8.4				8.9	24.5	
Approach LOS		A				A	C	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	43.8					43.8		20.1
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	19.2					30.0		12.1
Green Ext Time (p_c), s	6.3					7.8		2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes
User approved ignoring U-Turning movement.

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

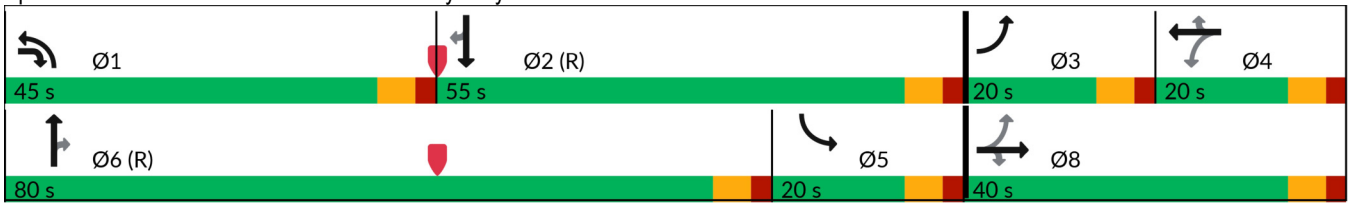
Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	10	298	762	861
Demand Flow Rate, veh/h	10	315	800	917
Vehicles Circulating, veh/h	1098	609	133	185
Vehicles Exiting, veh/h	4	324	975	739
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.7	9.0	6.2	7.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	L	LT	TR	LT	TR
Assumed Moves	LTR	L	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1420	1420	1350	1420	1350	1420
B (Slope)	8.501e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	10	315	376	424	431	486
Cap Entry Lane, veh/h	558	846	1194	1268	1139	1213
Entry HV Adj Factor	1.000	0.946	0.953	0.953	0.939	0.939
Flow Entry, veh/h	10	298	358	404	405	457
Cap Entry, veh/h	558	801	1138	1209	1070	1140
V/C Ratio	0.018	0.372	0.315	0.334	0.379	0.401
Control Delay, s/veh	6.7	9.0	6.2	6.1	7.3	7.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	2	1	1	2	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	147	623	52	100	30	411	611	17	30	597	358
Future Volume (vph)	421	147	623	52	100	30	411	611	17	30	597	358
Turn Type	pm+pt	NA	pm+ov	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8	1		4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Detector Phase	3	8	1	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	40.0	45.0	20.0	20.0	20.0	45.0	80.0	80.0	20.0	55.0	55.0
Total Split (%)	14.3%	28.6%	32.1%	14.3%	14.3%	14.3%	32.1%	57.1%	57.1%	14.3%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	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	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	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	6.0	6.0	6.0
Lead/Lag	Lead		Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	32.3	32.3	64.8	12.3	12.3	12.3	26.5	83.7	83.7	10.9	63.2	63.2
Actuated g/C Ratio	0.23	0.23	0.46	0.09	0.09	0.09	0.19	0.60	0.60	0.08	0.45	0.45
v/c Ratio	0.90	0.37	0.52	0.52	0.68	0.11	0.74	0.33	0.02	0.24	0.42	0.44
Control Delay (s/veh)	69.9	47.6	20.2	77.4	82.3	0.8	60.7	16.4	0.1	63.0	28.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.9	47.6	20.2	77.4	82.3	0.8	60.7	16.4	0.1	63.0	28.1	5.8
LOS	E	D	C	E	F	A	E	B	A	E	C	A
Approach Delay (s/veh)		41.2			67.5			33.6			21.1	
Approach LOS		D			E			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 34.4	Intersection LOS: C
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: SR 211 & SR 347/Bayberry Dr

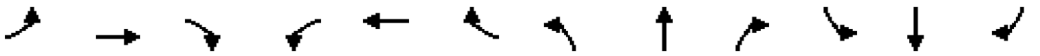




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	448	156	663	57	110	33	467	694	19	33	649	389
v/c Ratio	0.90	0.37	0.52	0.52	0.68	0.11	0.74	0.33	0.02	0.24	0.42	0.44
Control Delay (s/veh)	69.9	47.6	20.2	77.4	82.3	0.8	60.7	16.4	0.1	63.0	28.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.9	47.6	20.2	77.4	82.3	0.8	60.7	16.4	0.1	63.0	28.1	5.8
Queue Length 50th (ft)	186	119	174	50	98	0	208	188	0	28	211	20
Queue Length 95th (ft)	#269	186	211	99	163	0	247	229	0	64	290	99
Internal Link Dist (ft)		1881			827			1407			3359	
Turn Bay Length (ft)	360		390			100	610		330	590		405
Base Capacity (vph)	500	448	1488	125	184	309	929	2074	886	180	1552	886
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.35	0.45	0.46	0.60	0.11	0.50	0.33	0.02	0.18	0.42	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	421	147	623	52	100	30	411	611	17	30	597	358
Future Volume (veh/h)	421	147	623	52	100	30	411	611	17	30	597	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1856	1737	1900	1856	1900	1826	1841	1678	1900	1826	1826
Adj Flow Rate, veh/h	448	156	663	57	110	33	467	694	0	33	649	389
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	6	3	11	0	3	0	5	4	15	0	5	5
Cap, veh/h	532	446	1037	117	181	157	540	1849		186	1634	729
Arrive On Green	0.10	0.24	0.24	0.10	0.10	0.10	0.16	0.53	0.00	0.10	0.47	0.47
Sat Flow, veh/h	3346	1856	2591	678	1856	1610	3374	3497	1422	1810	3469	1547
Grp Volume(v), veh/h	448	156	663	57	110	33	467	694	0	33	649	389
Grp Sat Flow(s),veh/h/ln	1673	1856	1295	678	1856	1610	1687	1749	1422	1810	1735	1547
Q Serve(g_s), s	14.0	9.8	28.9	11.6	8.0	2.1	18.9	16.3	0.0	2.3	17.0	24.9
Cycle Q Clear(g_c), s	14.0	9.8	28.9	11.6	8.0	2.1	18.9	16.3	0.0	2.3	17.0	24.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	532	446	1037	117	181	157	540	1849		186	1634	729
V/C Ratio(X)	0.84	0.35	0.64	0.49	0.61	0.21	0.86	0.38		0.18	0.40	0.53
Avail Cap(c_a), veh/h	532	451	1044	119	186	161	940	1849		186	1634	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	44.1	33.8	62.3	60.6	36.5	57.3	19.4	0.0	57.4	24.1	26.2
Incr Delay (d2), s/veh	11.6	0.5	1.3	3.1	5.4	0.7	4.3	0.6	0.0	0.5	0.7	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.5	9.0	2.1	4.1	1.1	8.2	6.5	0.0	1.1	7.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.1	44.6	35.1	65.3	66.1	37.1	61.6	20.0	0.0	57.9	24.8	29.0
LnGrp LOS	E	D	D	E	E	D	E	B		E	C	C
Approach Vol, veh/h		1267			200			1161			1071	
Approach Delay, s/veh		46.5			61.1			36.7			27.3	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	28.4	71.9	20.0	19.6	20.4	80.0		39.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	39.0	49.0	14.0	14.0	14.0	74.0		34.0				
Max Q Clear Time (g_c+I1), s	20.9	26.9	16.0	13.6	4.3	18.3		30.9				
Green Ext Time (p_c), s	1.5	5.6	0.0	0.0	0.0	5.0		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	38.7
HCM 7th LOS	D

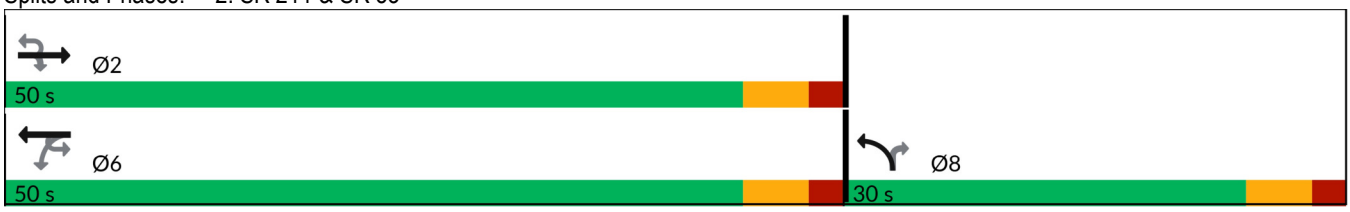
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	2	986	507	1	122	736	559	186
Future Volume (vph)	2	986	507	1	122	736	559	186
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Prot	Perm
Protected Phases		2				6	8	
Permitted Phases	2		2	6	6			8
Detector Phase	2	2	2	6	6	6	8	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	30.0	30.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	None	None
Act Effct Green (s)	34.4	34.4	34.4		34.4	34.4	17.4	17.4
Actuated g/C Ratio	0.53	0.53	0.53		0.53	0.53	0.27	0.27
v/c Ratio	0.01	0.64	0.55		0.76	0.42	0.66	0.48
Control Delay (s/veh)	8.0	12.8	3.0		45.1	10.0	25.9	19.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	12.8	3.0		45.1	10.0	25.9	19.4
LOS	A	B	A		D	A	C	B
Approach Delay (s/veh)		9.5				15.0	24.3	
Approach LOS		A				B	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 64.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 14.3	Intersection LOS: B
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 211 & SR 53





Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2	1160	596	128	767	601	200
v/c Ratio	0.01	0.64	0.55	0.76	0.42	0.66	0.48
Control Delay (s/veh)	8.0	12.8	3.0	45.1	10.0	25.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	12.8	3.0	45.1	10.0	25.9	19.4
Queue Length 50th (ft)	0	160	0	37	90	118	47
Queue Length 95th (ft)	3	234	32	#149	147	182	112
Internal Link Dist (ft)		2207			2068	4517	
Turn Bay Length (ft)	290		180	190		260	
Base Capacity (vph)	456	2418	1250	227	2441	1343	580
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.48	0.48	0.56	0.31	0.45	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	2	986	507	1	122	736	559	186
Future Volume (veh/h)	2	986	507	1	122	736	559	186
Initial Q (Qb), veh		0	0		0	0	0	0
Lane Width Adj.		1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No	No	
Adj Sat Flow, veh/h/ln		1796	1796		1781	1811	1856	1633
Adj Flow Rate, veh/h		1160	596		127	767	601	200
Peak Hour Factor		0.85	0.85		0.96	0.96	0.93	0.93
Percent Heavy Veh, %		7	7		8	6	3	18
Cap, veh/h		2082	929		206	2099	766	309
Arrive On Green		0.61	0.61		0.61	0.61	0.22	0.22
Sat Flow, veh/h		3503	1522		260	3532	3428	1384
Grp Volume(v), veh/h		1160	596		127	767	601	200
Grp Sat Flow(s),veh/h/ln		1706	1522		260	1721	1714	1384
Q Serve(g_s), s		14.5	18.1		29.5	8.1	11.9	9.5
Cycle Q Clear(g_c), s		14.5	18.1		44.0	8.1	11.9	9.5
Prop In Lane			1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2082	929		206	2099	766	309
V/C Ratio(X)		0.56	0.64		0.62	0.37	0.78	0.65
Avail Cap(c_a), veh/h		2082	929		206	2099	1141	461
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		8.3	9.0		23.7	7.1	26.4	25.4
Incr Delay (d2), s/veh		0.3	1.5		5.4	0.1	2.2	2.3
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.8	4.6		2.4	2.1	4.6	3.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		8.6	10.5		29.1	7.2	28.5	27.7
LnGrp LOS		A	B		C	A	C	C
Approach Vol, veh/h		1756				894	801	
Approach Delay, s/veh		9.3				10.3	28.3	
Approach LOS		A				B	C	

Timer - Assigned Phs	2					6		8
Phs Duration (G+Y+Rc), s	50.0					50.0		22.1
Change Period (Y+Rc), s	6.0					6.0		6.0
Max Green Setting (Gmax), s	44.0					44.0		24.0
Max Q Clear Time (g_c+I1), s	20.1					46.0		13.9
Green Ext Time (p_c), s	11.4					0.0		2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	14.0
HCM 7th LOS	B

Notes
User approved ignoring U-Turning movement.

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	8	347	952	649
Demand Flow Rate, veh/h	8	366	999	692
Vehicles Circulating, veh/h	899	788	146	217
Vehicles Exiting, veh/h	10	357	761	937
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	12.9	7.3	6.3
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	L	LT	TR	LT	TR
Assumed Moves	LTR	L	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1420	1420	1350	1420	1350	1420
B (Slope)	8.501e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	8	366	470	529	325	367
Cap Entry Lane, veh/h	661	727	1180	1254	1106	1181
Entry HV Adj Factor	1.000	0.948	0.952	0.954	0.939	0.937
Flow Entry, veh/h	8	347	447	505	305	344
Cap Entry, veh/h	661	689	1123	1196	1038	1107
V/C Ratio	0.012	0.504	0.398	0.422	0.294	0.311
Control Delay, s/veh	5.6	12.9	7.3	7.3	6.4	6.3
LOS	A	B	A	A	A	A
95th %tile Queue, veh	0	3	2	2	1	1

APPENDIX D:

TURN LANE EVALUATIONS

GDOT Turn Lane Evaluations

ID	Intersection	Movement / Turn Lane	Turn Volume	GDOT Criteria	GDOT Criteria met?	Personal Vehicle Distribution	Truck Distribution	Volume	Threshold
3	SR 211 & Site Driveway	SBL	1608 LT/Day	250 LT/Day	YES	40%	55%	1,608	250
		NBR	2237 RT/Day	75 RT/Day	YES	60%	45%	2,237	75
		NBR	58 LT/Day	250 LT/Day	NO	50%	0%	58	250

		TOTAL	IN	OUT
Personal Vehicles	**Daily**	**6,754**	**3,377**	**3,377**
	AM Peak Hour	503	245	258
	PM Peak Hour	558	263	295
Trucks	**Daily**	**936**	**468**	**468**
	AM Peak Hour	34	18	16
	PM Peak Hour	52	27	25

4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes

Right turn deceleration lanes must be constructed at no cost to the Department if the daily site generated Right Turn Volumes (RTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-6. Passing lane sections fall under the criteria for two or more lanes.

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6000	>=6000	<10000	>=10000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

APPENDIX E:

INTERSECTION CONTROL EVALUATION (ICE)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 11/13/2023

GDOT PI#:	N/A	Request By:	GDOT		
County:	Hall	GDOT District: 1 - Gainesville			
Major Road:	SR 211	Road Class:	Minor Arterial	Speed Limit:	45 mph
Crossing Road:	Ridgemoor/Site	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Suburb/Transition		
Intersection Control:	New Intersection or Other			Project ID:	N/A
Prepared By:	NV5			Date:	4/1/2025
Project Purpose:	Evaluate different intersection control for a new driveway for a Mixed-Use Development of Residential & Industrial				

Existing Data Year:	2025
Project Opening Year:	2030
Project Design Year:	2050
Annual Growth Rate:	2.4%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

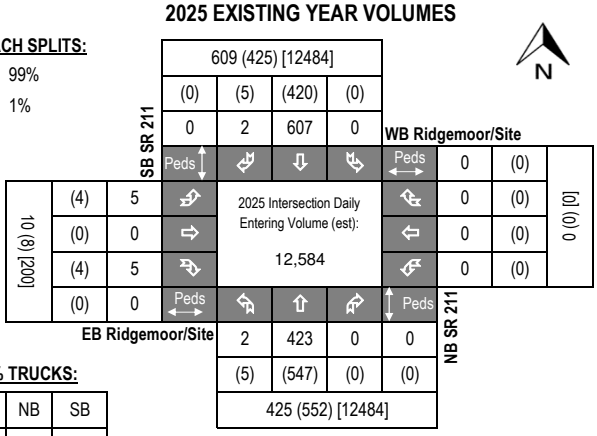
SR 211: 99%

Ridgemoor/Site: 1%

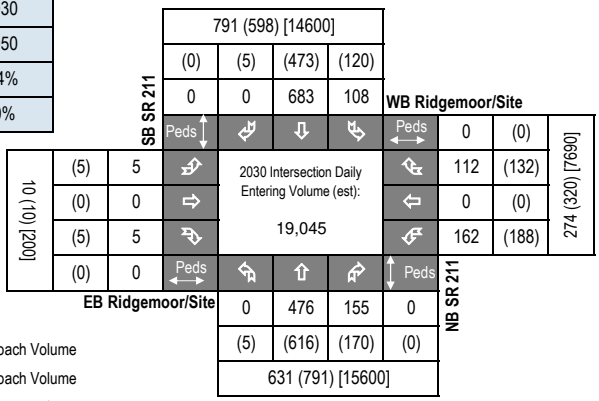
PEAK HR % TRUCKS:

EB	WB	NB	SB
1%	1%	5%	5%

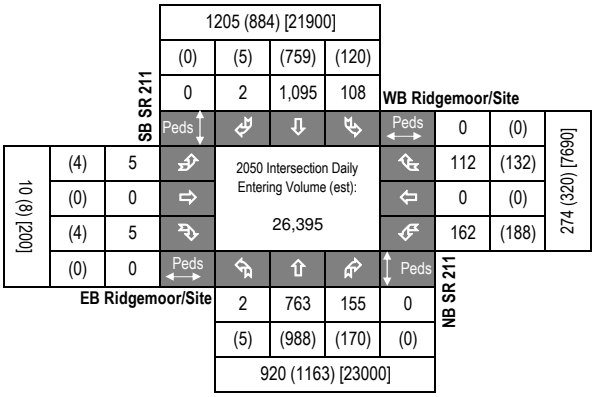
2025 EXISTING YEAR VOLUMES



2030 OPENING YEAR VOLUMES



2050 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

GDOT PI #	N/A
Project Location:	SR 211 @ Ridgemoor/Site
Existing Control:	New Intersection or Other
Prepared by:	NV5
Date:	4/1/2025

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**No**	**No**	**No**	**Yes**	**Yes**	Works with existing conditions, but future conditions propose a median
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Causes too much delay to SR 211
	Mini Roundabout	No	No	No	No	No	No	No	Not applicable to the widened highway
	Single Lane Roundabout	No	No	No	No	No	No	No	Not applicable to the widened highway
	Multilane Roundabout	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Safest for side street traffic; eliminates U-turns for trucks
	RCUT (stop control)	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Currently proposed by PI 0007233
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not significantly different from an RCUT
	High-T (unsignalized)	No	No	No	No	No	No	No	Out of scale of the project
	Offset-T Intersections	No	No	No	No	No	No	No	Not applicable
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an Interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an Interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Safest for trucks
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Out of scale of the project
	RCUT (signalized)	No	No	No	No	No	No	No	Not a significant improvement over unsignalized R-Cut
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Out of scale of the project
	Continuous Green-T	No	No	No	No	No	No	No	Many driveways on west side of the roadway impacted
	Jughandle	No	No	No	No	No	No	No	Out of scale of the project
	Quadrant Roadway	No	No	No	No	No	No	No	Out of scale of the project
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an Interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an Interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an Interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

Project Location: SR 211 @ Ridgemoor/Site
Existing Intersection Control: New Intersection or Other
Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
County: Hall
Area: Suburb/Transitic

GDOT PI #: N/A
Prepared by: NV5
Date: 4/1/2025

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2030 Opening Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2030 Opening Yr No-Build Peak Hr Intersection V/C	0.00	0.00
2050 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2050 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
Angle	0	0	0	0	0	#DIV/0!
Head-On	0	0	0	0	0	#DIV/0!
Rear End	0	0	0	0	0	#DIV/0!
Sideswipe - same	0	0	0	0	0	#DIV/0!
Sideswipe - opposite	0	0	0	0	0	#DIV/0!
Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
TOTALS:	0	0	0	0	0	0

Crash Type

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)	Multilane Roundabout	RCUT (stop control)	Traffic Signal	N/A
Project Cost: (From CostEst Worksheet)	*Additional description here*	*Additional description here*	*Additional description here*	*Add LT bay(s) on major ST*	*Additional description here*
Construction Cost	$0	$1,770,000	$693,000	$283,000	
ROW Cost	$0	$0	$0	$0	
Environmental Cost	$0	$0	$0	$0	
Reimbursable Utility Cost	$0	$22,000	$10,000	$5,000	
Design & Contingency Cost	$0	$683,000	$231,000	$127,000	
Cost Adjustment (justification req'd)	0%	0%	0%	0%	
Total Cost	$0	$2,475,000	$934,000	$415,000	
Traffic Operations:		*User Cost Override*			
Traffic Analysis Software Used	Synchro	Synchro	Synchro	Synchro	
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	
2050 Design Yr Build Intersection Delay	500.0 sec / 500.0 sec	10.1 sec / 10.5 sec	20.0 sec / 30.8 sec	10.4 sec / 11.9 sec	
2050 Design Yr Build Intersection V/C	2.92 / 3.67	0.61 / 0.66	0.56 / 0.73	0.67 / 0.72	
Safety Analysis:					
Predefined CRF: PDO	0%	0%	0%	0%	
Predefined CRF: Fatal/Inj	0%	0%	0%	0%	
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None	None	None	
Archaeology Resources	None	None	None	None	
Graveyard	None	None	None	None	
Stream	None	None	None	None	
Underground Tank/Hazmat	None	None	None	None	
Park Land	None	None	None	None	
EJ Community	None	None	None	None	
Wooded Area	None	None	None	None	
Wetland	None	None	None	None	
Stakeholder Posture:	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
	[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*				
Local Community Support	Unknown	Unknown	Unknown	Unknown	
GDOT Support	Unknown	Unknown	Unknown	Unknown	
Final ICE Stage 2 Score:	-4.6	3.4	4.5	5.3	
Rank of Control Type Alternatives:	4	3	2	1	
Final Intersection Control Selection:	**3 - Multilane Roundabout**				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): The development is not expected to warrant a traffic signal until full-build out, so a signal may not be the best solution. A roundabout is considered safer for the expected heavy truck movements that are expected from the industrial portion of the development. It is noted that the developer will likely contribute right-of-way for the roundabout.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.3| Revised 11/13/2023

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 211 @ Ridgemoor/Site
County: Hall
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Existing Intersection Control: New Intersection or Other

GDOT PI # (or N/A): N/A
Requested By: GDOT
Prepared By: NV5
Date: 4/1/2025
Waiver Request Type: Driveway Permit

Traffic and Operations Data:[1,2]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	12,484	
Existing Minor Street Avg Daily Traffic (ADT):	0	
Analysis Period:	AM Peak	PM Peak
2030 Opening Yr Peak Hour Intersection Delay:	7.1 sec	0.7 sec
2030 Opening Yr Peak Hour Intersection V/C:	0.40	0.47
2050 Design Yr Peak Hour Intersection Delay:	10.1 sec	10.5 sec
2050 Design Yr Peak Hour Intersection V/C:	0.61	0.66

Crash Data (Required):[3]

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
	Angle	0	0	0	0	0	#DIV/0!
	Head-On	0	0	0	0	0	#DIV/0!
	Rear End	0	0	0	0	0	#DIV/0!
	Sideswipe - same	0	0	0	0	0	#DIV/0!
	Sideswipe - opposite	0	0	0	0	0	#DIV/0!
	Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
	TOTALS:	0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): A mixed-use development consisting of just over 1.7M sq.ft. of warehousing, 350 townhomes, and 350 apartments is proposed on the east side of SR 211 north of Union Church Road. The addition of heavy trucks wanting to head south from the site towards I-85 presents a safety concern for the area, and a Multilane Roundabout would be the safest option to allow vehicles to move efficiently through the new intersection.

Proposed Intersection Control: Multilane Roundabout

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

[1] *Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2*

[2] *ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.*

[3] *Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)*

CITY OF
GAINESVILLE

WATER RESOURCES

April 4, 2025

Smith, Gilliam, Williams & Miles, P.A.
Attn: Amanda Graham
P.O. Box 1098
Gainesville, GA 30503-1098

Re: Water Availability
Proposed Mixed-Use Development
5401 Old Winder Highway
Parcel: 15039A 000007

Dear Amanda,

The purpose of this letter is to confirm the availability of water service to the above referenced property.

The City of Gainesville owns and operates an existing 12-inch ductile iron water main in the right-of-way of Old Winder Highway.

Currently, the City has adequate domestic water capacity to serve the proposed residential components of your proposed mixed-use development. The warehouse components of the development will be reviewed upon submittal based on the water demands of each prospective tenant. This letter of water availability does not guarantee or confirm fire flow pressures and/or volumes for fire protection systems related to the proposed warehouses.

This confirmation of water availability is good for one year from the date of this letter at which time, it will become null and void unless engineered plans have been submitted for issuance of a development permit.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford
Permitting Services and GIS Manager

cc: Tracy Robar, P.E., Engineering and Construction Division Manager
Chris Thornhill, Project Manager

Hall County Government
PUBLIC WORKS AND UTILITIES

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

BILL NASH, P.E.
Director

William (Bill) H. King III, P.E.
Assistant Director

April 17, 2025

Cameron Henderson
554 West Main Street, Suite 700
Buford, Georgia 30518

Subject: Sanitary Sewer Letter of Availability
5401 Old Winder Highway
Parcel Id No.: 15039A000007
Braselton, Georgia 30517

Dear Cameron Henderson,

In response to your request, this letter will serve as confirmation that Hall County has sufficient volume to serve 5401 Old Winder Highway, Braselton, Georgia, 30517 for a proposed 700 residential units + light industrial(2.5 million s.f.) (estimated average daily flow of 162,500 GPD for multi-family residential) at this time. The nearest sanitary sewer main to this address is on the property.

Sanitary sewer capacity allocation is available on a first come, first serve basis: by purchasing the sewer taps. As such, this "availability" letter does not guarantee capacity. Additionally, this letter is non-transferable and expires after 12 months Also, if the project design changes, this letter is void and a new "availability" letter must be obtained.

If you have any questions or need more information, please call the Hall County Public Works and Utilities Department at 770-531-6800

Sincerely,

William (Bill) H. King III, P.E.

Application for Sewer Availability Letter

Date: April 14, 2025

Name of Applicant: Cameron Henderson Contact Number: 678-978-6782

Address of Applicant: 554 West Main Street, Suite 700

City: Buford State: GA Zip: 30518 E-mail: cameron@atlaslanddev.com

Name of Agent: Steven P. Gilliam Contact Number: 770-536-3381

Address of Agent: 340 Jesse Jewell Parkway, Suite 300

City: Gainesville State: GA Zip: 30506 E-mail: sgilliam@sgwmfirm.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS: (Please check the purpose of letter request and fill in all applicable information legibly and completely.)

AVAILABILITY: ☐ General Availability ☒ Rezoning ☐ Conditional Use Permit

Availability letters will require a minimum of one week from the date of application submittal.

Request from AR-1 (Present Zoning) to R-MF & I-1 (Mixed Use) (Requested Zoning)

For the Purpose of 700 Residential Units (Apartments & Townhomes) + Light Industrial (2.5 million s.f.) (Type of Development)

Address of Property: 5401 Old Winder Highway, Braselton, GA 30517

Nearest Intersection to Property: Ga Hwy 211 & Ga Hwy 53

Size of Tract: 273.73 Ac. acre(s), Lane Lot Number(s): n/a , District(s): GMD 392

Development Estimate Average Daily Sewer Flow (GPD): 162,500 GPD (700 Res.Units * 200 gpd + 900 Emp.* 25 gpd)

Property Tax Parcel Number: 15039A00007 Proposed number of Lots: _____

(Below: For properties within protected watershed districts only) n/a

Gross Density: _____ units per acre Net Density: _____ units per acre

Estimated amount of impervious surface: _____ Minimum Lot Size: _____

Notary
Mark Sintich

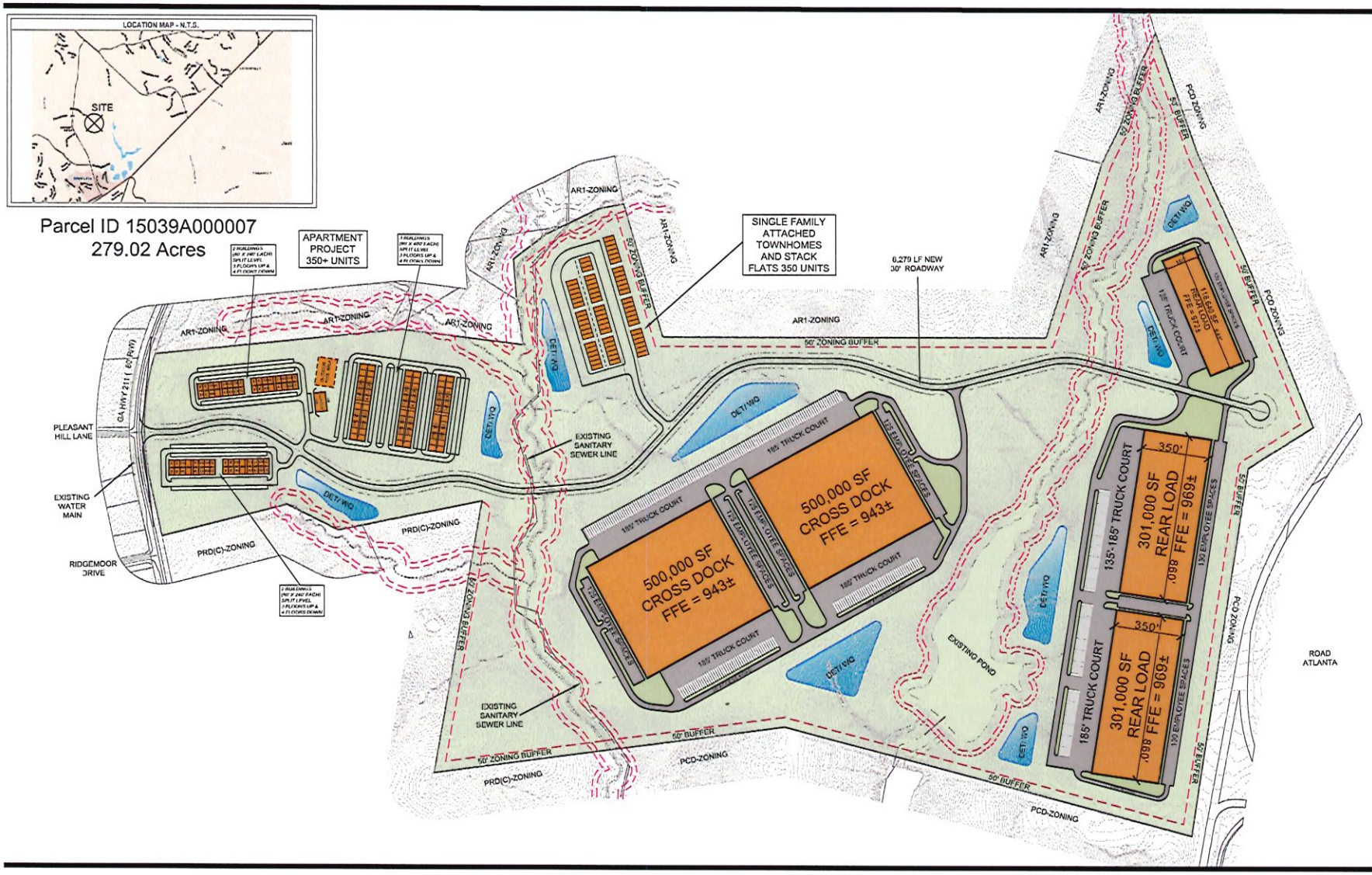
Signature of Owner(s)/Agent(s)

Cameron Henderson
Printed Name of Owner(s)/Agent(s)

Title of Agent

Notary Seal
Mark Sintich
NOTARY PUBLIC
WALTON COUNTY, GEORGIA
My Commission Expires
03/16/2029

E&A# 25-069



GRAPHIC SCALE

500 0 250 500 1000 2000

(IN FEET)

1 inch = 500 ft.

S.R. 211 SITE
HALL COUNTY

03/24/2025

NORTH

TEL770.452.7849
2951 FLOWERS ROAD SOUTH, SUITE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

E&A EBERLY & ASSOCIATES

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SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

Project Narrative for

5401 Old Winder Highway – 80.0 +/- Acres

Amended 04/04/2025

LOCATION – 5401 Old Winder Highway (Hwy 211)
Braselton, GA 30517

ACERAGE – 80.0 +/- Acres

APPLICANT – K2P Land Partners, LLC

CURRENT ZONING – AR-1

PROPOSED ZONING – R-MF (Residential – Multi-Family)

Summary

The accompanying application seeks a rezoning on the existing AR-1 zoned parcel 15039A000007, on 80.0+/- acres located on 5401 Old Winder Highway in Braselton, Hall County, Georgia. The intent is to develop a residential community consisting of approximately 350 multi-family units, and a mixture of 350 townhomes and stacked cottages. All multi-family units will be available for rent, and all other units will be available for purchase. The density will be approximately 9 units per acre and shall not exceed 12 units per acre in accordance with the R-MF density standard set forth in the 2025 Hall County, Georgia Unified Development Code.

Site Description

The tract has is located along Georgia State Route 211 (Old Winder Highway). The overall tract is mostly rectangular in shape. Domestic water is provided by the City of Gainesville. Hall County will serve the site for sewer services. There are no known impediments to its successful development for the purposes intended. All roads shall be designed and constructed to Hall County standards and dedicated to Hall County at the expense of the Applicant. Thereafter, all roadways within this development shall be designated as public and shall be maintained by Hall County. Entrance will comply with all state DOT requirements.

Adjacencies

The property abuts AR-1 and PCD to the North, PCD and PRD to the South, PCD to the East, and State Route 211 is located to the West, along with AR-1 and PCFD zonings.

Architectural Materials & Site Improvements

The builder intends to build:

- Apartment Project: Will not exceed 350 units total in 7 Multi-Family Buildings
  - The four buildings to the West will be 75' x 240'split level, consisting of 3 stories above ground-level and 4 stories if the first floor is below ground-level.
  - The three Multi-Family buildings located to the East of the other Multi-Family buildings will be 75' x 400' split level, consisting of 3 stories above ground-level and 4 stories if the first floor is below ground-level.
- Single Family Attached Townhomes and Stacked Cottages
  - Will not exceed 350 units
- Front facades and sides of each townhome and stacked cottage shall be composed of brick, stone, or a combination of the two, excluding gables, which shall be composed of a masonry product.
- Vinyl siding is prohibited.
- The garage door shall constitute no more than 70% of the width of the individual townhome or stacked cottage unit.
- All residential driveways shall measure no less than 22ft from the right of way to the front of the garage door.
- The development shall feature internal sidewalks, no less than 5ft in width, constructed on both sides of all internal streets.
- Final review and approval of building elevations is subject to the Director or Assistant Director of Planning and Development, or their designee.
- Sodded yards (4 sides)
- Speed tables in coordination with Hall County Engineering

Conditions

- There shall be a mandatory Homeowners Association (HOA).
- The amenity area shall include:
  - Apartments – guest parking, outdoor pavilion, picnic area, pool, playground, mail kiosk, and pickleball court. The amenity areas shall be completed at 50% of final build-out.
  - Stacked Cottages – guest parking, outdoor pavilion, picnic area, playground, and mail kiosk. The amenity areas shall be completed at 50% of final build-out.

- The following language shall be places upon the final plat of the 80-acre R-MF project: "Owners and users of this property are informed of motor raceway venues nearby, and should expect noise, crowds, and other effects associated with such venues." All conditions of zoning shall be made part of any plats created for the development.
- The development shall be designed so that all state waters and required buffers (50ft and 75ft) do not encroach on any individual townhome or stacked cottage.
- All designated open space within the development shall be commonly held and shall not be individually held by any homeowner.

Parking

All parking shall comply with the standards set forth in the 2025 Hall County, Georgia Unified Development Code as follows:

Townhome and Stacked Cottage Parking	2 spaces per dwelling unit plus 1 guest space for every 4 dwelling units
Multi-Family Parking	2 spaces per dwelling unit plus 1 guest space for every 15 dwelling units

Internal Signage

The Developer and/or Builder shall be allowed to post permanent directional signs and monuments within the Community to direct traffic to sales and recreation centers and to identify differing residential areas. All permanent internal signage must be outside of any Right of Way or Utility Easement with a Landscape and Signage easement recorded on the Final Plat. Temporary Sales and Marketing signs not exceeding 32 square feet per sign face and 8 feet in height may be used along the property frontage of Old Winder Highway.

Model Home Permits

The development shall be limited to a maximum of one (1) townhome building and one (1) stacked cottage prior to approval and recording of the Final Plat. Model home permits may be issued prior to Final Plat recording provided that hard surface (crusher run) access is provided, and fire protection (functioning hydrant) is located within 500 feet of any structure under construction. No certificate of occupancy permit shall be issued prior to Final Plat recording.

Sales and Construction Trailers

Applicant is requesting the ability to install one leasing trailer for apartments, one sales trailer for the townhomes and stacked cottages, and two constructions trailer with associated parking areas in locations to be determined at the time of final plat approval.

Entry Monument Signage

Applicant is requesting permission for an entry monument type of sign with a natural stone base with a sign size (monument base and signage) totaling approximately 42 SF. The entrance may include the following structural items:

- Masonry walls
- Wood or PVC fencing
- Illuminated Signage in accordance with the Hall County Sign Ordinance
- Ornamental Sculpture
- Landscaping and Irrigation

Traffic Study

A Traffic Study was conducted by NV5 Engineers and Consultants, Inc. 10745 Westside Way, Suite 300, Alpharetta, GA 30009. The following recommendations were made:

- The access point to be constructed opposite Pleasant Hill Lane to reduce potential for conflicting turns at the intersection
- Construction of a multilane roundabout at the proposed site access driveway, initially being developed as a single-lane roundabout until the GDOT project is completed
    - The initial single-lane roundabout will be constructed by the developer.

Conceptual Master Plan

The development of the community shall be controlled by the Conceptual Master Plan (the "Plan") attached as exhibit "A". The plan is considered conceptual in nature, and as such may require minor modifications during the engineering and development process. Modifications to the locations and arrangement of lots, roads, amenities, and other improvements that do not conflict with specific standards and requirements of these conditions may be made by the Developer so long as such modifications do not change the land use, increase the overall density of the project or reduce any established exterior buffers or setbacks.

REQUIRED CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of Hall County requires the Applicant to raise Federal and State constitutional objections during the M-U master plan application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the Hall County Development Code, facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and

just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Hall County Development Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use 7 of its land while not substantially advancing legitimate state interests.

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the Hall County Board of Commissioners to approve the zoning conditions as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Hall County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the M-U zoning request would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the Hall County Board of Commissioners to approve this Application for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth 8 hereinabove.

Applicant reserves all due process rights granted to them under O.C.G.A. 36-66-5.1. et. seq, to petition the courts for review of a local government's exercise of zoning, administrative, or quasi-judicial powers, as set forth in those code sections and statutes.

Conclusion

For the foregoing reasons, the Applicant respectfully requests that this rezoning to R-MF of an existing AR-1 zoning be granted as requested by the Applicant. If there are any questions about this request, you may contact:

K2P Land Partners, LLC

ATTN: Mike Phelps

390 Brogdon Road

Suwanee, GA 30024

[redacted]

mphelps@bfhcompany.com

K2P Land Partners, LLC

ATTN: Cameron Henderson

390 Brogdon Road

Suwanee, GA 30024

678-978-6782

Steve Gilliam

Smith, Gilliam, Williams and Miles

340 Jesse Jewell Parkway, Suite 300

Gainesville, GA 30501

770-536-3381

sgilliam@sgwmfirm.com

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

Project Narrative for

5401 Old Winder Highway – 200.00 +/- Acres

Amended 04/04/2025

LOCATION – 5401 Old Winder Highway (Hwy 211)
Braselton, GA 30517

ACERAGE – 200.0 +/- Acres

APPLICANT – K2P Land Partners, LLC

CURRENT ZONING – AR-1

PROPOSED ZONING – I-I (Light-Industrial)

Summary

The accompanying application seeks a rezoning on the existing AR-1 zoned parcel 15039A000007, on 200.0+/- acres located on 5401 Old Winder Highway in Braselton, Hall County, Georgia. The intent is to develop approximately 1,750,000 SF of light industrial warehouse space. The industrial space shall not exceed 80% of the site coverage in accordance with the I-I standard set forth in the 2025 Hall County, Georgia Unified Development Code.

Site Description

The tract is located along Georgia State Route 211 (Old Winder Highway). The overall tract is mostly rectangular in shape. Domestic water is provided by the City of Gainesville. Hall County will serve the site for sewer services. There are no known impediments to its successful development for the purposes intended. All roads shall be designed and constructed to Hall County standards and dedicated to Hall County at the expense of the Applicant. Thereafter, all roadways within this development may be designated as public, but the determination as to whether it shall be maintained by Hall County or a property ownership association will be made at a later date. Entrance will comply with all state DOT requirements.

Adjacencies

The property abuts AR-1 and PCD to the North, PCD and PRD to the South, PCD to the East, and State Route 211 is located to the West, along with AR-1 and PCFD zonings.

Street Address:
Smith Gilliam Williams & Miles, P.A.
340 Jesse Jewell Parkway, Suite 300
Gainesville, GA 30501

In Your Community. In Your Corner.

Architectural Materials & Site Improvements

The builder intends to build:

- Approximately 1,718,640 SF of Light-Industrial warehouse space
  - Building 1: 500,000 SF, Cross Dock
    - Two 185' Truck Courts
  - Building 2: 500,000 SF, Cross Dock
    - Two 185' Truck Courts
  - Building 3: 301,000 SF, Rear Load
    - One 185' Truck Court
  - Building 4: 301,000 SF, Rear Load
    - One 135'-185' Truck Court
  - Building 5: 116,640 SF, Rear Load
    - One 135' Truck Court
- Buildings shall not exceed 55ft in height.
- The proposed building designs include tilt-wall concrete, cross docks, rear load docks, and truck courts.
- While the proposed site plan, renderings, elevations, and building designs may be updated and are subject to change, the final design will comply with applicable Unified Development Code Requirements.
- Speed tables in coordination with Hall County Engineering

Parking

Applicant is proposing approximately 890 employee parking spaces around the light-industrial warehouses. The site plan is subject to change, but shall comply with the standards set forth in the 2025 Hall County, Georgia Unified Development Code as follows:

Light Industrial	1.5 spaces per 5,000 square feet

Internal Signage

The Developer and/or Builder shall be allowed to post permanent directional signs and monuments within the light-industrial warehouse development to direct traffic to sales and leasing centers and to identify differing areas. All permanent internal signage must be outside of any Right of Way or Utility Easement with a Landscape and Signage easement recorded on the Final Plat. Temporary Sales and Marketing signs not exceeding 32 square feet per sign face and 8 feet in height may be used along the property frontage of Old Winder Highway.

Entry Monument Signage

Applicant is requesting permission for an entry monument type of sign with a natural stone base with a sign size (monument base and signage) totaling approximately 42 SF. The entrance may include the following structural items:

- Masonry walls
- Wood or PVC fencing
- Illuminated Signage in accordance with the Hall County Sign Ordinance
- Ornamental Sculpture
- Landscaping and Irrigation

Traffic Study

A Traffic Study was conducted by NV5 Engineers and Consultants, Inc. 10745 Westside Way, Suite 300, Alpharetta, GA 30009. The following recommendations were made:

- The access point to be constructed opposite Pleasant Hill Lane to reduce potential for conflicting turns at the intersection
- Construction of a multilane roundabout at the proposed site access driveway, initially being developed as a single-lane roundabout until the GDOT project is completed
    - The initial single-lane roundabout will be constructed by the developer.

Conceptual Master Plan

The development of the light-industrial warehouse development shall be controlled by the Conceptual Master Plan (the "Plan") attached as exhibit "A". The plan is considered conceptual in nature, and as such may require modifications during the engineering and development process. Modifications to the locations and arrangement of lots, roads, and other improvements that do not conflict with specific standards and requirements of these conditions may be made by the Developer so long as such modifications do not change the land use, increase the overall density of the project or reduce any established exterior buffers or setbacks.

REQUIRED CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of Hall County requires the Applicant to raise Federal and State constitutional objections during the I-I master plan application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the Hall County Development Code, facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Applicant are unconstitutional

in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Hall County Development Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use 7 of its land while not substantially advancing legitimate state interests.

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the Hall County Board of Commissioners to approve the zoning conditions as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Hall County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the M-U zoning request would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the Hall County Board of Commissioners to approve this Application for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth 8 hereinabove.

Applicant reserves all due process rights granted to them under O.C.G.A. 36-66-5.1. et. seq, to petition the courts for review of a local government's exercise of zoning, administrative, or quasi-judicial powers, as set forth in those code sections and statutes.

Conclusion

For the foregoing reasons, the Applicant respectfully requests that this rezoning to I-I of an existing AR-1 zoning be granted as requested by the Applicant. If there are any questions about this request, you may contact:

K2P Land Partners, LLC

ATTN: Mike Phelps

390 Brogdon Road

Suwanee, GA 30024

[redacted]

mphelps@bfhcompany.com

K2P Land Partners, LLC

ATTN: Cameron Henderson

678-978-6782

Steve Gilliam

Smith, Gilliam, Williams and Miles

340 Jesse Jewell Parkway, Suite 300

Gainesville, GA 30501

770-536-3381

sgilliam@sgwmfirm.com

Outlook

HCPC Tentative Agenda 6.16.25

From Emily McGahee (Environmental Health) <emcgahee@hallcounty.org>
Date Tue 5/13/2025 9:01 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kelly Hairston (Environmental Health) <khairston@hallcounty.org>; Chad Harper (Environmental Health) <charper@hallcounty.org>

Item 1, 5183 Glen Forrest Drive, Ozoemena: All proposed structures must meet all residential permitting requirements and/or required setbacks to existing septic system.

Item 2, 5235/5241 Winder Hwy, Genuine Mapping: Must meet all Environmental Health commercial septic system permitting requirements. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation may be required after review of business plan.

Item 3, 3654 Friendship Rd, Taylor Morrison: No comment. Public sewer.

Item 4, 3654 Thompson Bridge Rd, Fifth Third Bank: No comment. Public sewer.

Items 5A/B, 2978 Athens Hwy, Mistry: Must meet all Environmental Health commercial septic system permitting requirements. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation may be required after review of business plan.

Item 6, 2620/2634 Barrett Rd, Dowdy: Must meet all Environmental Health commercial septic system permitting requirements if able to be permitted by Environmental Health. Environmental Health can only permit residential strength wastewater; therefore, non-domestic wastewater will be required to be disposed of through public sewer or an EPD permitted system. Further determination will be made during the civil plan review process.

Item 7, 5401 Old Winder Hwy, K2P Land Partners: No comment. Public sewer.

Item 8, 5401 Old Winder Hwy, K2P Land Partners: No comment. Public sewer.

Emily McGahee
Hall County Environmental Health
Hall County Government Center
2875 Browns Bridge Road
Mailing: PO Box 5901
Gainesville, GA 30504
(770) 531-3973 (phone)
emcgahee@hallcounty.org

Outlook

GDOT Comment on 5401 Old Winder Hwy, Braselton

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Wed 5/28/2025 12:36 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Nembhard, Nakia L <NNembhard@dot.ga.gov>
Sent: Wednesday, May 28, 2025 10:28 AM
To: Lynn Taylor (Planning) <ltaylor@hallcounty.org>
Cc: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Subject: RE: GDOT Comment on 5401 Old Winder Hwy, Braselton

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

If they are intending to connect to SR 211 there will need to be coordination for both items 7 and 8.

Thanks,

Nakia Nembhard
Civil Engineer 3

Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy Suite 100
Gainesville, GA, 30501

(678) 332-8200 Cell
(770) 533-8496 Office

From: Lynn Taylor (Planning) <ltaylor@hallcounty.org>
Sent: Tuesday, May 27, 2025 10:14 AM
To: Nembhard, Nakia L <NNembhard@dot.ga.gov>
Cc: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Subject: RE: GDOT Comment on 5401 Old Winder Hwy, Braselton

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I am checking in with you to be sure that your comment for this project is correct. Attached is the agenda for June 16, 2025, Hall County Planning Commission meeting. For Items 7 and 8 you stated “no coordination with GDOT.” This project proposes a new connection to Old Winder/SR211. Their traffic study mentions a planned highway widening in this area.

Thank you for confirming your response to these items.

Sincerely,

Lynn Taylor
Senior Planner
Hall County Community Development and Infrastructure
2875 Browns Bridge Road, Gainesville, GA 30503
Office Direct: (770) 297-4541
Email: ltaylor@hallcounty.org

All **PLAT** and **BUILDING PERMIT** submittals may be submitted online through Accela. Plat inquiries may be submitted to plats@hallcounty.org. Zoning inquiries may be submitted to planning@hallcounty.org.

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let’s band together to end human trafficking in Georgia.

Outlook

RE: Tentative Agenda for the June 16, 2025 Hall County Planning Commission Meeting

From Nembhard, Nakia L <NNembhard@dot.ga.gov>
Date Thu 5/8/2025 10:24 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

1. No coordination with GDOT.
2. Will require GDOT coordination.
3. Will require GDOT coordination.
4. Will require GDOT coordination.
5. Will require GDOT coordination.
6. Will require GDOT coordination.
7. No coordination with GDOT.
8. No coordination with GDOT.

Thanks,

Nakia Nembhard
Civil Engineer 3

Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy Suite 100
Gainesville, GA, 30501

(678) 332-8200 Cell
(770) 533-8496 Office

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Thursday, May 8, 2025 9:46 AM
Subject: Tentative Agenda for the June 16, 2025 Hall County Planning Commission Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

Here is the Tentative Agenda and Maps for the **June 16, 2025** Hall County Planning Commission Meeting. Please use the links to review the documents and respond with comments to Hall County Planning and Development. Failure to provide comments in a timely manner may result in the information not being included in the staff report.

When submitting comments, please include the name of the applicant along with the address of the property with the corresponding comment.

Comments are due by **Friday, May 16, 2025.** Email comments to Beth (bgarmon@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

CALL TO ORDER

AGENDA REVIEW

APPROVAL OF MINUTES – June 2, 2025

NEW BUSINESS

1. **5183 Glen Forrest Drive | Variance to section 4.3 |** to reduce the minimum yards | on a 1.72± acre tract located on the south side of Glen Forrest Drive, approximately 1,363 feet from its intersection with Glen Forrest Court | Zoned R-1; Tax Parcel 15043K000021 **| Proposed Use: Bring an existing residence into compliance |** * Commission District 1 | **Chinyere Ozoemena, applicant**

2. **5235 & 5241 Winder Highway | Variance to Section 6.2 |** GCOD Transitional Buffers | on a combined 1.47± acre traced located on the northeast side of Winder Highway, approximately 2,665 feet from its intersection with Howington Road | Zoned I-1; Tax Parcels 15028 000019 & 15028 000029 **| Proposed use: Office/warehouse |** *Commission District 1 | **Genuine Mapping & Design c/o Ben Drerup**

3. **3654 Friendship Road, 3760, 3746 & 3778 Friendship Circle | Special Use |** to amend conditions of zoning | on a 116.04± acre tract located on the south side of Friendship Circle at its intersection with Friendship Place | Zoned PRD; Tax Parcels 15048 000008, 000007, 000025C, & 000204A **| Proposed use: Model homes & construction trailer |** **Commission District 1 | **Taylor Morrison of GA, LLC, applicant**

4. **3654 Thompson Bridge Road | Special Use |** to amend conditions of zoning | on a 1.37± acre tract located on the northeast side of Thompson Bridge Road, approximately 736 feet from its intersection with Southers Road | Zoned PCD; Tax Parcel 10104 000002 **| Proposed use: Financial Institution |** ** Commission District 2 | **Fifth Third Bank c/o Tammala Brooks, applicant**

5. **(A) 2978 Athens Highway | Rezone |** from Light Industrial (I-1) to Highway Business (H-B) | on a 1.12± acre tract located on the southwest side of Athens Highway at its intersection with Baker Road | Zoned I-1; Tax Parcel 15023 000173 | **Proposed use: Convenience store with fuel sales** | ** Commission District 3 | **Asif Mistry, applicant**

   (B) 2978 Athens Highway | Special Use | for fuel sales in GCOD | on a 1.12± acre tract located on the southwest side of Athens Highway at its intersection with Baker Road | Zoned I-1; Tax Parcel 15023 000173 **| Proposed use: Convenience store with fuel sales |** ** Commission District 3 | **Asif Mistry, applicant**

6. **2620 & 2634 Barrett Road | Rezone |** from Light Industrial (I-1) and Agricultural Residential 1 (AR-1) to Heavy Industrial (I-2) | on a combined 4.42± acre tract located on the southeast of Athens Highway, at its intersection with Barrett Road | Zoned I-1 & AR-1; Tax Parcels 15023A000037 & 15023A000007 | **Proposed use: Repackaging of processed animal products** | ** Commission District 3 | **Degaria Dowdy, applicant**

7. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

8. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) **| Proposed use: Industrial park |** ** Commission District 1 | **K2P Land Partners, LLC, applicant**

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision.

The Hall County Board of Commissioners will hear appeals at a public hearing Thursday, July 24, 2025, at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, July 24, 2025. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Kaitlyn Elliott

Planning Commission Clerk

Hall County Community Development and Infrastructure

(770) 531-6810 www.hallcounty.org

HALL COUNTY
GEORGIA
We have it all in Hall

Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize

Outlook

RE: Tentative Agenda for the June 16, 2025 Hall County Planning Commission Meeting

From Joseph Boyd (GHMPO) <jboyd@hallcounty.org>
Date Thu 5/15/2025 9:13 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>

Hi Kaitlyn and Beth – please see below for my comments on the June 16th agenda. I'm sure the applicants already know this, but figured I'd list them just in case. Thanks!

1. Genuine Mapping & Design / Ben Drerup – 5235 & 5241 Winder Hwy, Braselton, GA
    a. This parcel is along State Route 53/Winder Hwy, which is scheduled to be widened (GH-040 / 0013310) by 2051 (current estimate; very possible will occur sooner). Right-of-way impacts to this parcel will not be known until the Pre-Engineering phase begins, which is currently scheduled in FY 2030.

2. K2P Land Partners, LLC - 5401 Old Winder Hwy
    a. This parcel is along State Route 211/Old Winder Hwy, which is scheduled to be widened (GH-025 / PI 0007233) beginning in FY 2029. Right-of-way authorization begins on 7/28/2026. Applicant should coordinate with GDOT District 1 on those impacts.

Joseph Boyd, AICP
MPO Director
Gainesville-Hall Metropolitan Planning Organization
2875 Browns Bridge Road, Gainesville, GA 30504
(770) 297-5541 | www.ghmpo.org

GAINESVILLE-HALL
Metropolitan Planning Organization

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Tuesday, May 13, 2025 1:50 PM
To: Joseph Boyd (GHMPO) <jboyd@hallcounty.org>
Subject: Fw: Tentative Agenda for the June 16, 2025 Hall County Planning Commission Meeting

Good Afternoon,

I was informed by Beth to add you to the Tentative Agenda mailing list. This is the last agenda that went out for the June 16, 2025 meeting.

Kaitlyn Elliott
Planning Commission Clerk
Hall County Community Development and Infrastructure
(770) 531-6810 www.hallcounty.org

M E M O R A N D U M

To: Beth Garmon, Director of Planning and Zoning

From: Bill Nash, Director of Public Works and Utilities

Date: May 16, 2025

Subject: June 16, 2025 - Hall County Planning Commission Agenda

---

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the June 16, 2025 meeting. Upon review, we provide the following comments.

NEW BUSINESS

1. **5183 Glen Forrest Drive | Variance to section 4.3 |** to reduce the minimum yards | on a 1.72± acre tract located on the south side of Glen Forrest Drive, approximately 1,363 feet from its intersection with Glen Forrest Court | Zoned R-1; Tax Parcel 15043K000021 **| Proposed Use: Bring an existing residence into compliance |** * Commission District 1 | **Chinyere Ozoemena, applicant**

a. **Engineering**: No comment
b. **Traffic:** No comment
c. **Utilities:** No sewer in area. Gainesville water

2. **5235 & 5241 Winder Highway | Variance to Section 6.2 |** GCOD Transitional Buffers | on a combined 1.47± acre traced located on the northeast side of Winder Highway, approximately 2,665 feet from its intersection with Howington Road | Zoned I-1; Tax Parcels 15028 000019 & 15028 000029 **| Proposed use: Office/warehouse |** *Commission District 1 **| Genuine Mapping & Design c/o Ben Drerup**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

Show FEMA and Hall County studied Flood plains that are present on site.

b. **Traffic:** No comment
c. **Utilities:** Sanitary sewer is available to these via a force main on the south side of Winder Hwy. A pump station will be required.

3. **3654 Friendship Road, 3760, 3746 & 3778 Friendship Circle | Special Use |** to amend conditions of zoning | on a 116.04± acre tract located on the south side of Friendship Circle at its intersection with Friendship Place | Zoned PRD; Tax Parcels 15048 000008, 000007, 000025C, & 000204A **| Proposed use: Model homes & construction trailer |** **Commission District 1 | **Taylor Morrison of GA, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Show FEMA and Hall County studied Flood plains that are present on site.
b. **Traffic:** No comment
c. **Utilities:** The new Friendship Road gravity sewer line runs through this property. It is available for connection.

4. **3654 Thompson Bridge Road | Special Use |** to amend conditions of zoning | on a 1.37± acre tract located on the northeast side of Thompson Bridge Road, approximately 736 feet from its intersection with Southers Road | Zoned PCD; Tax Parcel 10104 000002 **| Proposed use: Financial Institution |** ** Commission District 2 | **Fifth Third Bank c/o Tammala Brooks, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
b. **Traffic:** No comment
c. **Utilities:** Gainesville sanitary sewer service area.

5. **(A) 2978 Athens Highway | Rezone |** from Light Industrial (I-1) to Highway Business (H-B) | on a 1.12± acre tract located on the southwest side of Athens Highway at its intersection with Baker Road | Zoned I-1; Tax Parcel 15023 000173 | **Proposed use: Convenience store with fuel sales** | ** Commission District 3 | **Asif Mistry, applicant**

(B) 2978 Athens Highway | Special Use | for fuel sales in GCOD | on a 1.12± acre tract located on the southwest side of Athens Highway at its intersection with Baker Road | Zoned I-1; Tax Parcel 15023 000173 **| Proposed use: Convenience store with fuel sales |** ** Commission District 3 | **Asif Mistry, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
b. **Traffic:** GDOT permit required for proposed Athens Hwy (SR 11/ US 129) access.
Proposed Baker Road access will need to meet Hall County commercial standards
c. **Utilities:** Sanitary sewer is only available at this site via a force main. A pump station will be required.

6. **2620 & 2634 Barrett Road | Rezone |** from Light Industrial (I-1) and Agricultural Residential 1 (AR-1) to Heavy Industrial (I-2) | on a combined 4.42± acre tract located on the southeast of Athens Highway, at its intersection with Barrett Road | Zoned I-1 & AR-1; Tax Parcels 15023A000037 & 15023A000007 | **Proposed use: Repackaging of processed animal products** | ** Commission District 3 | **Degaria Dowdy, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
b. **Traffic:** Driveways will need to meet County industrial standards
c. **Utilities:** No sanitary sewer service in area. Hall County/Gainesville shared service area.

7. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage. Show stream buffer and impervious setback from wrested vegetation not centerline of stream
b. **Traffic:** GDOT comments required. GDOT approval and permit required for proposed Old Winder Hwy (SR 211) access.
We have questions regarding proposed parkway. This should be discussed with County Engineering. Additional comments may be necessary
c. **Utilities:** Hall County sanitary sewer runs through the site.

8. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) **| Proposed use: Industrial park |** ** Commission District 1 | **K2P Land Partners, LLC, applicant**
9.

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage. Show stream buffer and impervious setback from wrested vegetation not centerline of stream
b. **Traffic:** GDOT comments required. GDOT approval and permit required for proposed Old Winder Hwy (SR 211) access.
We have questions regarding proposed parkway. This should be discussed with County Engineering. Additional comments may be necessary
c. **Utilities:** Hall County sanitary sewer runs through the site.

Outlook

August 4, 20225 HCPC meeting - Old Winder Hwy Rezoning Application

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Thu 7/31/2025 9:25 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Sent: Thursday, July 31, 2025 9:18 AM
To: Chris Braswell (Personal) <[redacted]; Chris Braswell (Planning) <cbraswell@hallcounty.org>; Frank (Personal)[redacted]; Frank Sosebee (Planning) <frsosebee@hallcounty.org>; Shannon Davidson <[redacted]; Shannon Davidson (Planning) <sdavidson@hallcounty.org>; Stan [redacted] Stan Hunt <shunt@hallcounty.org>; Andre Castleberry [redacted]
Cc: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>; Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Subject: August 4, 20225 HCPC meeting - Old Winder Hwy Rezoning Application

Good morning, Planning Commissioners.

Chairman Braswell sent over an email back in June seeking some guidance from the county regarding the street design for 5401 Old Winder Highway. This morning, we received a follow up response from Brent Cook, County Engineer, to his original comments, and I wanted to share his additional thoughts with the board. Please see below: (Brent's original comments from June 2025 are in green and the follow up comment from this morning 7.31.2025 are in red.)
……

In reviewing the Agenda for our 6/16/2025 PC meeting, I have a few concerns/questions regarding Items #8 and #9. My questions/concerns are specifically related to traffic issues that are internal to the proposed residential (Item #8) and industrial (Item #9) applications. While I realize that there are GDOT plans for future improvements to Hwy 211, the Traffic Impact Study, the site plan nor the applicant's narrative do not address internal traffic issues. Obviously, detailed engineering is not required at this point of the application process, but there doesn't appear to be any thoughts or ideas provided in the application that address this issue.

Can you inquire of Hall Co Traffic Engineering (HCTE) what they believe the most practical and safest type of street design that might be appropriate for this type of development? Including:

- Their design thoughts should include not only the number of vehicles per day but also the mixture of vehicles, e.g., several hundred passenger vehicles mixing with approximately 936 heavy trucks per day, within the development.

Yes, I would like to see:

- a vehicle distribution on the road network. This means an diagram at each intersection of the movement volumes.
- the vehicle classification at each intersection. This is the mixture of the vehicles making each movement.

- Because of this unusual vehicle mixture, I would like to see an access management plan that better incorporates driveway locations that accommodate expected peak hour turning movement queueing and ensure safe operations for all users.

None of these were included. They can be provided outside of the TIS with a simple Traffic Engineering (TE) report for each internal intersection with the main "parkway". The access management plan can be shown in the TE with how the queueing is accommodated.

- What type of street is needed? i.e., a four-lane divided parkway with a median?
- If a 4-lane parkway is proposed, it needs to plan to carry this section to the last driveway.
  - The 4-lane roadway should include left and right turn lanes at each intersection as appropriate, that meet minimum storage and taper lengths.
- If they desire to stop it short of the last driveway, they need to provide a traffic engineering report justifying the transition to a 2-lane roadway.

In the last meeting, I understood the "parkway" was proposed to be a 3-lane section (2 thru lanes and a two-way-left-turn-lane). However, the updated site plan only shows a 2 lane roadway. Again, use the TE's to verify this will result in an adequate level of service and sufficient queueing distance. At a minimum, left turn lane will be required on the roadway that would easily be accommodated if constructed as a 3-lane section.

- Should alternatives to the normal street construction standards need to be increased to handle heavier (by weight) truck traffic. Should bonding requirements be changed to reflect a change in the construction design? After all, if the applicants are approved (in some form), the internal roadway will become the responsibility of the County to maintain at some point in the future.
- I would expect a pavement typical section that is consistent with a GDOT commercial driveway permit, shown below:

REQUIRED PAVEMENT SPECIFICATIONS
1 1/4"--------- 9.5 mm SUPERPAVE
2"--------19 mm SUPERPAVE
8"--------25mm SUPERPAVE
12"----------GRADED AGGREGATE BASE COURSE

This is for informational purposes to notify the applicant this is the pavement spec we will require on the LDP.

Beyond these questions, I am concerned about the proximity of the first driveway as you enter from SR 211. The site plan I've seen shows 2 lanes entering at SR 211 and then dropping a right turn lane at the first driveway which is very close to SR 211. Additionally, this location does not appear to show left turn lane which is extremely unsafe. Additionally, this short spacing does not allow for safe weaving movements. This access point needs to be relocated farther away from SR 211 or they need to consider treatments that offer a safer operational environment.

I understand the submitted traffic study recommends a single lane roundabout at the SR 211 intersection. I would like to see how the expansion to a multi-lane roundabout would impact the first internal access points.

I do believe a roundabout (both single lane and multi-lane) would only require a single departure from and single approach lane to SR 211 A roundabout can process a lot of traffic safely and wouldn't necessitate multiple driveway lanes. But, as previously stated, the first internal driveway as shown is concerning no matter the SR 211 intersection treatment.

These concerns seem to have been resolved with the transition to a 3-lane section. Please make sure that the site plan submitted for permitting reflects the 3-lane section and the TE studies have adequately addressed the peak hour queueing.

.....

Outlook

Fire Comments

From John Hornick (Fire Services) <jhornick@hallcounty.org>
Date Wed 5/14/2025 1:21 PM
To Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Michael Vieira (Fire Services) <mvieira@hallcounty.org>

June 16, 2025 Hall County Planning Commission Meeting

1. **5401 Old Winder Highway | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

   Hall County Fire Marshals Office will require the following code requirements below to be applied to the 700 unit residential development.

International Fire Code D106.2 Projects having more than 200 dwelling units.

Multiple-family residential projects having more than 200 *dwelling units* shall be provided with two separate and *approved* fire apparatus access roads regardless of whether they are equipped with an *approved automatic sprinkler system*.

International Fire Code D106.3 Remoteness.

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

International Fire Code D105.1 Where required.

Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, *approved* aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

International Fire Code D105.2 Width.

Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

International Fire Code D105.3 Proximity to building.

One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building.

The requirements mentioned above are not all inclusive, additional requirements / modifications may be required during the development review process.

Regards,

John Hornick, NPQ Fire Service Plans Examiner 1
Lieutenant, Hall County Fire Rescue
Hall County Government
Main: 770-531-6838 | Cell: 404-597-0083
Website: www.Hallcounty.org

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

May 28, 2025

Re: Rezoning of 5401 Old Winder Highway, Braselton, Georgia 30517

We hope that this letter finds you well. To initiate a connection and establish a line of communication within our community, I, Steven P. Gilliam and developer K2P Land Partners, LLC, would like to inform you that rezoning applications have been submitted to the Hall County Board of Commissioners to rezone 84.304+/- acres as a residential development, and 194.108+/- acres as a light-industrial development on 5401 Old Winder Highway, Braselton, Georgia (the "Property"). The zoning public notice signs have recently been posted on the property.

The residential development will consist of approximately 320 multi-family units and a mixture of 380 townhomes and rear-loaded stacked townhomes, preserving a proposed 35% or 30 acres of open space with all setbacks consistent with Hall County's zoning requirements.

The light-industrial development will consist of approximately 1,719,640 SF of light industrial warehouse space, divided into four separate buildings, preserving a proposed 60% or 120 acres of open space with all setbacks consistent with Hall County's zoning requirements.

We would like to invite you to join us for a neighborhood informational meeting at **Mulberry Creek Community Center, located at 4491 JM Turk Road, Flowery Branch, Georgia 30542, on Wednesday, June 11, 2025, at 6:30PM.** We will be happy to answer any questions you may have and further explain the proposed development.

I have enclosed for your convenience the Conceptual Site Plan, which illustrates the proposed development.

We are committed to keeping you all informed during the process of our application. If you have any questions, comments, or concerns, please do not hesitate to contact me or Amanda Graham, my legal assistant, at Smith, Gilliam, Williams and Miles, P.A. at 770-536-3381 or at agraham@sgwmfirm.com.

Sincerely,

/s/ Steven P. Gilliam

Attorney for K2P Land Partners, LLC

Amanda Graham

Amanda M. Graham

Legal Assistant to Steven P. Gilliam

C: K2P Land Partners, LLC

Street Address:
Smith Gilliam Williams & Miles, P.A.
340 Jesse Jewell Parkway, Suite 300
Gainesville, GA 30501

In Your Community. In Your Corner.

Outlook

5401 old winder hwy

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Mon 6/2/2025 10:40 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Amanda Graham <agraham@sgwmfirm.com>
Sent: Monday, June 2, 2025 10:24 AM
To: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc: Steve Gilliam <sgilliam@sgwmfirm.com>
Subject: FW: 5401 old winder hwy

Good morning, Beth,

I hope you had a nice weekend. I received the below e-mail from neighboring property owner, Darrell Capps, regarding the 5401 Old Winder Hwy community meeting.

Best,
Amanda

Amanda Graham

Legal Assistant
Smith, Gilliam, Williams & Miles, P.A.

(770) 536-3381 P.O. Box 1098 340 Jesse Jewell Parkway, Suite 300
agraham@sgwmfirm.com Gainesville, Georgia 30503-1098 Gainesville, Georgia 30501

SMITH GILLIAM
WILLIAMS & MILES

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From: Darrell Capps <[redacted]
Sent: Saturday, May 31, 2025 12:41 PM
To: Amanda Graham <agraham@sgwmfirm.com>
Subject: 5401 oldwinder hwy

Thank you for the letter with information on this project,,we're excited about this project, and hope all goes well in getting it passed. Progress is coming this way with all the growth and we embrace the changes, we've live here on oldwinder hwy for 39 years we're so glad for all the growth it helps us go to places much closer to our home.WE'LL definitely be at the meeting thank you,,Darrell and Glenda Capps.

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Outlook

Hwy211 Development @ Pleasant Hill Lane

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Wed 6/11/2025 1:49 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Sent: Wednesday, June 11, 2025 1:47 PM
[redacted]
Cc: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>; Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Subject: From: lenpalm2000 [redacted]
Sent: Tuesday, June 10, 2025 2:18:27 PM
To: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc: B.Garmon@hallcounty.org <B.Garmon@hallcounty.org>
Subject: Hwy211 Development @ Pleasant Hill Lane

Good afternoon Ms. Garmon,
We live across the street, on Pleasant Hill Lane, of the purposed Lt Industrial and multi residential development. We are strongly apposed to this development. Hwy 211 cannot handle this.
There are so many massive warehouses that are new in the area sitting empty , for example, Jesse Cronic road and Park 85.
The expansion of 211 is not even going to begin until 2029. It takes us some times 45 minutes to get to 85 which is 3 miles away.
This development is over 700 residential and several warehouses, one that is over a million square feet.
Please consider the negative impact this development plus all the development that has already been started down near Union Church road impacts us already.
Thank you for your consideration
Len Palmer-Davis

Sent via the Samsung Galaxy S20 FE 5G, an AT&T 5G smartphone

Outlook

5401 Old Winder Highway

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Mon 6/16/2025 2:11 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Amanda Graham <agraham@sgwmfirm.com>
Sent: Monday, June 16, 2025 11:42 AM
To: Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc: Steve Gilliam <sgilliam@sgwmfirm.com>; Cameron Henderson <cameron@atlaslanddev.com>; Mike Phelps <mphelps@bfhcompany.com>; Jon Davis <jdavis@crowholdings.com>
Subject: RE: 5401 Old Winder Highway

Good morning, Beth,

As discussed with Steve earlier this morning, we would like to request to table the residential and light-industrial rezoning applications for 5401 Old Winder Highway (HZON25-0021 and HZON25-0022) to the Hall County Planning Commission Hearing scheduled for Monday, August 4, 2025. If you need any additional information at this time, please let me know.

Thank you,
Amanda Graham

Amanda Graham

Legal Assistant
Smith, Gilliam, Williams & Miles, P.A.

(770) 536-3381 P.O. Box 1098 340 Jesse Jewell Parkway, Suite 300
agraham@sgwmfirm.com Gainesville, Georgia 30503-1098 Gainesville, Georgia 30501

SMITH GILLIAM
WILLIAMS & MILES

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Outlook

Town Hall meeting on Monday

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Mon 8/4/2025 8:48 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: Sarah Petito <[redacted]
Sent: Sunday, August 3, 2025 8:46 PM
To: Katie L. Greenway (Planning) <klgreenway@hallcounty.org>
Subject: Town Hall meeting on Monday

You don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening Ms. Greenway,

I was hoping to come to the town hall meeting Monday evening regarding 5401 Old Winder Hwy and 1661 Friendship Rd building development proposals, but can't make it anymore, as my oldest is sick.

I live in Flowery Branch, and have been a resident here since 2021. We live in Boulder Creek neighborhood off Spout Springs, so not a new build. When we moved in, construction work was still being completed on Spout Springs, for which we are thankful.

However, I'm writing this evening to hopefully be included in any emails/voices at the meeting that are opposed to these developments.

This area in Hall county (off Friendship road, 211, now Hwy 53) simply doe NOT have the infrastructure to support the intended builds. Traffic is increasingly insane, particularly at the Friendship Road and Spout Springs intersection, as well as 211 leading up to Chick fil A Braselton FROM 53. Certain turns in these areas are awful and dangerous. While not in the area I'm talking about, I already hate the couple of newer developments on Spout Springs going south - there are just not any safe areas to make a left turn, thus causing potential accidents on a two lane road that drives fast.

There is no reason for the county to approve these projects from an infrastructure perspective - we just don't have the capacity to support more and more people that you're inviting to live and work in the area. I realize what is happening is par for the course - I grew up in Gwinnett county, which is overrun and has awful traffic, and now those people are fleeing to Hall/the "hills" of Habersham, White, etc. Jackson county is becoming a mess of traffic and overloaded roads.

Please consider whatever people talk about at the meeting regarding concerns for this zoning application.

Thanks so much,

Sarah Petito


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: K2P LAND PARTNERS, LLC
REQUEST: REZONE FROM AR-1 TO R-MF FOR A 700 UNIT RESIDENTIAL DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: Aug. 4, 2025
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: Sept. 11, 2025
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
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PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.

The applicant is required to post the public notice sign not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

THE ZONING SIGN MUST BE POSTED NO EARLIER THAN MAY 09, 2025 AND NO LATER THAN MAY 18, 2025.

THE ORGINAL SIGNED AFFIDAVIT MUST BE AND RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN MAY 18, 2025 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.

Failure to comply will result in a delay of the application.

AFFIDAVIT

By my signature, I, Dave Loftus (Please Print Name)**, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** May 15, 2025 (Date) **for** 5401 Old Winder HWY (Name application filed as).

Signature _____
(The original document is required)

Revised September 2021

SMITH GILLIAM
WILLIAMS & MILES

Website: sgwmfirm.com
Phone: 770.536.3381
Fax: 770.531.1481
Mailing Address: P.O. Box 1098
Gainesville, GA 30503

September 8, 2025

Beth Garmon, Director of Planning and Zoning
bgarmon@hallcounty.org

Re: 5401 Old Winder Highway Rezonings; HZON25-0021 and HZON25-0022

Dear Beth,

The above-mentioned rezoning applications are slated to be heard by the Board of Commissioners on Thursday, September 11, 2025. I am requesting that the two applications be tabled to the Tuesday, October 7, 2025, Board of Commissioners Hearing, since Commissioner Powell will not be able to attend the September 11, 2025 meeting.

Thank you in advance for making this request known to the Board of Commissioners.

With cordial regards, I remain,

Sincerely,

/s/ Steven P. Gilliam

Cc: Cameron Henderson
Mike Phelps
Jon Davis

Street Address:
Smith Gilliam Williams & Miles, P.A.
340 Jesse Jewell Parkway, Suite 300
Gainesville, GA 30501

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AGENDA ITEM

Public Hearing to amend Hall County's Zoning Map as follows:

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 517/2025

SUBJECT: **4745 Cagle Mill Road | Rezone |** from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) | on a 10.57± acre portion of a tract located on the east side of Cornelia Highway (GA-365) approximately 4,970 feet from its intersection with Cagle Road | Zoned AR-1; Tax Parcel 15007 000254(pt) | **Proposed Use: Industrial uses** | Commission District 3 | **BCBTR, LLC, applicant**

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: BG
Recommendation:

Approval, with conditions:

1. The property shall be developed in accordance with the site plan dated February 7, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. Access to the property shall be approved by the Georgia Department of Transportation. The developer shall be responsible for all costs associated with improvements necessary for access to the development.
3. If roads inside the development are to be maintained by Hall County, the following standard shall apply:
    a. All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.
4. Any use considered a special use under the Gateway Corridor Overlay District code section is not inherently approved and shall require further action by the board at such time of request. This shall include but not be limited to the following uses: car wash, outdoor storage, outdoor recreation, self-storage warehouse, truck stop, truck terminal, truck yard, vehicle repair, and vehicle sales.
5. The proposed five trailer storage spaces may only be used for fleet parking of future on-site businesses, and should be adequately screened per Gateway Corridor Overlay District standards. Final review and approval of screening is subject to the Director of Planning and Zoning, or their designee.
6. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
7. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering.
8. All conditions of zoning shall be made a part of any plats or construction plans created for the property.
9. All building elevations shall comply with GCOD standards. Colors and material shall be subject to final review and approval of the Director of Planning and Zoning, or their designee.
10. Parking spaces may be designated immediately adjacent to the right-of-way of Cornelia Highway. The number of required parking spaces for each use may be reduced to accommodate this requirement subject to the final review and approval of the Director of Planning and Zoning, or their designee.

Purpose of Request:

4745 Cagle Mill Road | Rezone | from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) | on a 10.57± acre portion of a tract located on the east side of Cornelia Highway (GA-365) approximately 4,970 feet from its intersection with Cagle Road | Zoned AR-1; Tax Parcel 15007 000254(pt) | **Proposed Use: Industrial uses** | Commission District 3 | **BCBTR, LLC, applicant**

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes

Is there a deadline for this item?

Approvals:

Submit	Approve	Attorney	Administration
KE	BG	JL	CR
Clerk			
JR			

Attachments:
Board Memo
Recommendation Report
Application
Narrative
Constitutional Objection
Site Plan
Plat
Maps
Renderings
Deed
Legal Description
Water Availability
Sewer Availability
Environmental Health Comment
GDOT Comment
Public Works Comment
Supplemental PW Comment
Fire Comment
Notice Sign
Request to Table
Traffic Impact Study
Storm Water Management

Hall County Government
PLANNING AND ZONING

HALL COUNTY
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POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | f: 770.531.3902

PLANNING AND ZONING
DIRECTOR
Beth Garmon

To: David Gibbs, Chairman
Kathy Cooper, District 1 Commissioner
Billy Powell, District 2 Commissioner
Gregg Poole, District 3 Commissioner
Jeff Stowe, District 4 Commissioner

From: Beth Garmon, Director of Planning & Zoning

Date: August 25, 2025

Subject: **4745 Cagle Mill Road | Rezone |** from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) | on a 10.57± acre portion of a tract| Zoned AR-1; Tax Parcel 15007 000254(pt) **| Proposed Use: Industrial uses| BCBTR, LLC, applicant**

The request before you is from BCBTR, LLC to rezone from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) for industrial uses. This item is located within Commission District 3.

At their August 4, 2025 meeting, the Hall County Planning Commission voted to recommend **approval, with ten (10) conditions (4-1, Davidson opposed).**

Staff recommendation: **Approval, with conditions,** as the proposed development is consistent with the "Business or Employment Nodes and Corridors" future land use designation in the Comprehensive Plan.

Public Comments

- August 4, 2025 HCPC: **No comments were submitted** in advance of the meeting and **one (1) person spoke** to receive clarification on the application.
- July 7, 2025: **No comments were submitted** in advance of the meeting. No public hearing was held.
- June 2, 2025 HCPC: **No comments were submitted** in advance of the meeting. No public hearing was held.

Planning Commission Conditions:

1. The property shall be developed in accordance with the site plan dated February 7, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. Access to the property shall be approved by the Georgia Department of Transportation. The developer shall be responsible for all costs associated with improvements necessary for access to the development.
3. If roads inside the development are to be maintained by Hall County, the following standard shall apply:
    a. All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.
4. Any use considered a special use under the Gateway Corridor Overlay District code section is not inherently approved and shall require further action by the board at such time of request. This shall include but not be limited to the following uses: car wash, outdoor storage, outdoor recreation, self-storage warehouse, truck stop, truck terminal, truck yard, vehicle repair, and vehicle sales.
5. The proposed five trailer storage spaces may only be used for fleet parking of future on-site businesses, and should be adequately screened per Gateway Corridor Overlay District standards. Final review and approval of screening is subject to the Director of Planning and Zoning, or their designee.
6. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: “Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
7. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering.
8. All conditions of zoning shall be made a part of any plats or construction plans created for the property.
9. All building elevations shall comply with GCOD standards. Colors and material shall be subject to final review and approval of the Director of Planning and Zoning, or their designee.
10. Parking spaces may be designated immediately adjacent to the right-of-way of Cornelia Highway. The number of required parking spaces for each use may be reduced to accommodate this requirement subject to the final review and approval of the Director of Planning and Zoning, or their designee.

HALL COUNTY PLANNING COMMISSION
RECOMMENDATION REPORT

Applicant ..... BCBTR, LLC

Request ..... **Rezone** | from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD)

Proposed Use ..... Industrial uses

Size ..... 10.57± acres

Zoning ..... **Current:** Agricultural Residential 1 (AR-1) | **Proposed:** Planned Industrial Development (PID, GCOD)

Location ..... **4745 Cagle Mill Road |** Tax parcels 15007 000254(pt)

Commission District ..... Three

Planning Commission Date ..... August 4, 2025
July 7, 2025
June 2, 2025

Staff Recommendation ..... **Approval, with conditions,** as the proposed development is consistent with the "Business or Employment Nodes & Corridors" future land use designation in the Comprehensive Plan.

Record Number……HZON25-0020

Planning Commission Recommendation .....Approval, with conditions

Vote: 4-1 (Davidson opposed)

Planning Commission Conditions

1. The property shall be developed in accordance with the site plan dated February 7, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. Access to the property shall be approved by the Georgia Department of Transportation. The developer shall be responsible for all costs associated with improvements necessary for access to the development.

3. If roads inside the development are to be maintained by Hall County, the following standard shall apply:
    a. All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.
4. Any use considered a special use under the Gateway Corridor Overlay District code section is not inherently approved and shall require further action by the board at such time of request. This shall include but not be limited to the following uses: car wash, outdoor storage, outdoor recreation, self-storage warehouse, truck stop, truck terminal, truck yard, vehicle repair, and vehicle sales.
5. The proposed five trailer storage spaces may only be used for fleet parking of future on-site businesses, and should be adequately screened per Gateway Corridor Overlay District standards. Final review and approval of screening is subject to the Director of Planning and Zoning, or their designee.
6. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:

    "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
7. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering.
8. All conditions of zoning shall be made a part of any plats or construction plans created for the property.
9. All building elevations shall comply with GCOD standards. Colors and material shall be subject to final review and approval of the Director of Planning and Zoning, or their designee.
10. Parking spaces may be designated immediately adjacent to the right-of-way of Cornelia Highway. The number of required parking spaces for each use may be reduced to accommodate this requirement subject to the final review and approval of the Director of Planning and Zoning, or their designee.

Excerpts from the minutes of the August 4, 2025 meeting

***Motion:** A motion to remove from the table was made by Frank Sosebee and seconded by Stan Hunt. Vote: 5-0.*

Applicant's Presentation:

Katie Greenway, Planning and Zoning Administrator, presented a summary of the request.

Wes Robinson, 200 E.E. Butler Parkway, Gainesville, presented the request. The applicant is requesting to rezone a 10.57± acre portion of a tract from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID) for unspecified industrial uses. The subject parcel is bordered by US 23/SR 365/Cornelia Highway and has one driveway access from the highway. Additionally, the property lies within the Gateway Corridor Overlay District (GCOD) and the North Oconee Water Supply Watershed District. The site is currently undeveloped and wooded, with the North Oconee River flowing along the southeastern boundary of the property. A concurrent request has been submitted to rezone the remainder of the subject parcel to Residential Mixed (R-X) for a 323-unit residential development.

Josh Boling, 5616 Peachtree Road, Atlanta, presented the request.

Public Forum:

Alicia Grizzle, 5744 Newberry Point Drive, Flowery Branch, asked who the partners of BCBTR, LLC are.

Rebuttal

The applicant explained BCBTR, LLC is a partnership between the developer, Brightside, and the Davenports who are the property owners.

Planning Commission Comments:

Mr. Hunt asked if the entrance to the proposed development aligned with the median crossing on Cornelia Highway. Mr. Boling stated it does align and will be across from the Americold facility. Mr. Robinson stated this entrance will be constructed first. Mr. Hunt asked if the applicant had any prospective tenants. He answered that they do not. Mr. Hunt asked if these details were included in the traffic study and the applicant affirmed that it was.

Motion: A motion to approve, with conditions was made by Stan Hunt and seconded by André Castleberry. Vote: 4-1 (Davidson opposed)

Conditions:

1. The property shall be developed in accordance with the site plan dated February 7, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. Access to the property shall be approved by the Georgia Department of Transportation. The developer shall be responsible for all costs associated with improvements necessary for access to the development.
3. If roads inside the development are to be maintained by Hall County, the following standard shall apply:

a. All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.

4. Any use considered a special use under the Gateway Corridor Overlay District code section is not inherently approved and shall require further action by the board at such time of request. This shall include but not be limited to the following uses: car wash, outdoor storage, outdoor recreation, self-storage warehouse, truck stop, truck terminal, truck yard, vehicle repair, and vehicle sales.
5. The proposed five trailer storage spaces may only be used for fleet parking of future on-site businesses, and should be adequately screened per Gateway Corridor Overlay District standards. Final review and approval of screening is subject to the Director of Planning and Zoning, or their designee.
6. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:

   "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
7. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering.
8. All conditions of zoning shall be made a part of any plats or construction plans created for the property.
9. All building elevations shall comply with GCOD standards. Colors and material shall be subject to final review and approval of the Director of Planning and Zoning, or their designee.
10. Parking spaces may be designated immediately adjacent to the right-of-way of Cornelia Highway. The number of required parking spaces for each use may be reduced to accommodate this requirement subject to the final review and approval of the Director of Planning and Zoning, or their designee.

***Motion:* A motion to remove from the table was made by Frank Sosebee and seconded by Stan Hunt. Vote: 4-0**

Excerpts from the minutes of the July 7, 2025 meeting

Applicant's Presentation:

Vamsee Polamarasetty, Planner, stated the applicant has requested to table to the August 4, 2025 Planning Commission meeting.

***Motion:* A motion to table to August 4, 2025 was made by Stan Hunt and seconded by Frank Sosebee. Vote: 4-0**

Excerpts from the minutes of the June 2, 2025 meeting

Applicant's Presentation:

Katie Greenway, Planning and Zoning Administrator, stated the applicant has requested to table to the July 7, 2025 meeting.

Motion: A motion to table to July 7, 2025 was made by Stan Hunt and seconded by Frank Sosebee. Vote: 4-0 (Varner absent)

Staff recommends APPROVAL of the applicant's request with the following conditions:

1. The property shall be developed in accordance with the site plan dated February 7, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. Access to the property shall be approved by the Georgia Department of Transportation. The developer shall be responsible for all costs associated with improvements necessary for access to the development.

3. If roads inside the development are to be maintained by Hall County, the following standards shall apply:

    a) All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.

    b) For Hall County to accept into maintenance that portion of proposed road from State Route 365 to the roundabout within the adjacent residential development, the developer shall be responsible for cost and coordination of the following:

        i. Review and approval of all bridge design plan by Hall County's third-party structural engineer.
        ii. Construction CQA, inspections, and all material testing reports for bridge construction by Hall County's third-party structural engineer.
            1. Procurement for i. & ii. will be attained using Hall County On-Call Engineering Contract. Fees will be due prior to the issuance of any land disturbance permits.

4. Any use considered a special use under the Gateway Corridor Overlay District code section is not inherently approved and shall require further action by the board at such time of request. This shall include but not be limited to the following uses: car wash, outdoor storage, outdoor recreation, self-storage warehouse, truck stop, truck terminal, truck yard, vehicle repair, and vehicle sales.

5. The proposed five trailer storage spaces may only be used for fleet parking of future on-site businesses, and should be adequately screened per Gateway Corridor Overlay District standards. Final review and approval of screening is subject to the Director of Planning and Zoning, or their designee.

6. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:
"Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

7. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering.

8. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

The following should be considered as exceptions to the Official Code of Hall County, and shall warrant further determination by the Board should it choose to approve the submitted narrative and site plan:

1. **<u>Section 6.2.5.C.2.e – Parking Lot Design</u> -** Off-street parking must be located to the side or rear of the principal building and may not be located between the principal building and the street.
    - The applicant proposes 61 parking spaces identified on the site plan to be located between the principal building and the street.

<u>Summary Analysis</u>

The applicant is requesting to rezone a 10.57± acre portion of a tract from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID) for unspecified industrial uses.

The subject parcel is bordered by US 23/SR 365/Cornelia Highway and has one driveway access from the highway. Additionally, the property lies within the Gateway Corridor Overlay District (GCOD) and the North Oconee Water Supply Watershed District. The site is currently undeveloped and wooded, with the North Oconee River flowing along the southeastern boundary of the property. A concurrent request has been submitted to rezone the remainder of the subject parcel to Residential Mixed (R-X) for a 323-unit residential development.

The surrounding properties are zoned and developed as outlined below:

North: Planned Industrial Development (PID) – Developed with a cold storage facility & undeveloped parcels.

East: Light Industrial (I-1) – Currently undeveloped
South: Agricultural Residential 1 (AR-1) – Developed with single-family residences and undeveloped parcels.
West: Planned Industrial Development (PID) – Developed with a cold storage facility; Agricultural Residential 1 (AR-1) – Developed with single-family residences and undeveloped parcels.

Per the submitted narrative, the applicant is requesting to rezone the subject parcel for an industrial development consisting of two buildings with 38,000 square feet of warehouse or storage space. The narrative does not specify the proposed uses; however, the applicant anticipates that the development will be in accordance with uses similar to adjacent properties such as flex office warehouse or boat retail.

Per the site plan, the applicant is proposing to construct a driveway with 60 feet of right-of-way through the center of the parcel to serve as access from Cornelia Highway to the commercial spaces as well as the residential development proposed behind the subject property; the request for the residential development is concurrent with this application. The majority of the parking is proposed along the frontage of the tract abutting Cornelia Highway, and the applicant is proposing five 12 foot by 53 foot trailer storage parking spaces located on the northeast portion of the property.

Per the narrative, 200 foot stream buffers on either side of the North Oconee River will ensure separation between the industrial and residential development. Furthermore, the narrative states a 100 foot stream buffer will provide screening for parcels to the north and a 50 foot planted buffer is provided along the southern lot line; however, this is not identified on the submitted site plan.

Water service will be provided by the City of Gainesville Department of Water Resources as confirmed by an availability letter dated April 21, 2025 and sanitary sewer services will be provided by Hall County as confirmed by an availability letter on April 4, 2025.

The development standards for the project are identified in the table below and compared to the GCOD requirements:

GCOD Analysis

Standard	Proposed	Notes	Compliance
6.2.5.A.– Transitional buffers	Existing stream buffers between the industrial and residential uses and a 50 foot buffer along the southern property lines.	The 50 foot buffer along the southern property line is not identified on the submitted site plan.	Complies
6.2.5.B.1 – Additional Landscape and Screening	Unknown	Shall comply with GCOD standards.	Unknown
6.2.5.C.1 – Parking Lot Design - Required # of Parking Spaces	61 parking spaces proposed around the front building	End users are unknown. Parking calculations are dependent on uses.	Unknown

6.2.5.C.2.d – Parking Lot Design - Surface	Unknown	All parking areas must be paved with asphalt, concrete or pervious materials approved by the director.	Unknown
6.2.5.C.2.e – Parking Lot Design - Location	61 parking spaces on the site plan are proposed between the primary building and the street	Off-street parking must be located to the side or rear of the principal building and may not be located between the building and the street.	**Deficient**
6.2.5.D – Outdoor lighting	Unknown	Shall comply with GCOD standards.	Unknown
6.2.6.A.4 – Architectural Standards - Height	Unknown	All buildings along S.R.365 are limited to 50 feet in height.	Unknown
6.2.6.B.3 - Architectural Standards – Building Materials	Unknown	Shall comply with GCOD standards.	Unknown
6.2.6.C.1 – Architectural Standards - Roof	Unknown	Shall comply with GCOD standards.	Unknown
6.2.7 – Signs	One free standing sign per tract.	Signage shall comply with GCOD standards.	Unknown

Based on the future land use plan, staff finds the requested rezoning *is consistent* with the Hall County Comprehensive Plan and the future land use designation of Business or Employment Nodes & Corridors. These areas could consist of industrial and/or office uses housed in either formalized campuses or along major road corridors that have existing or future access to water and sewer. They may also consist of higher-intensity commercial uses, low-intensity, consumer-facing industrial uses that house businesses that serve nearby communities, and some higher density residential, where appropriate.

Zoning Analysis

When considering a zoning amendment to the zoning maps, the Planning Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning is suitable in view of the use and development of adjacent and nearby property along Cornelia Highway. The surrounding area consists of a variety of land uses which include residential, agricultural, industrial, and commercial uses.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **No, it is not anticipated that the proposed rezoning will adversely affect nearby properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property has reasonable economic use as currently zoned, however, the applicant cannot develop the property as proposed without approval by the Board of Commissioners.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **If approved, the use is not anticipated to cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service.**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area **The proposed use is consistent with the intent of the Business or Employment Nodes and Corridors future land use designations in the Comprehensive Plan.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property values including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property **The property is currently undeveloped and forested.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property; however, the development of the Blue Ridge Connector will contribute to the industrial growth in this area.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed zoning is a Planned Industrial Development (PID). Per the Hall County Unified**

Development Code, Planned Development Districts are to be utilized as a "floating zone" which shall mean that areas will not be pre-designated as planned development districts but rather each such designation shall result from a specific and separate application for amendment.

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The request does not appear to be out of scale with the needs of the immediate neighborhood or the county, as development of the Blue Ridge Connector continues to drive industrial growth in this area.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are other properties within the County that support industrial uses based on the Future Land Use Map and existing zoning map.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

11.2.6.E - Submission requirements

1. Any person or persons requesting a change in the official zoning map or use subject to approval of the County Commission must file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in this Sec 11.2. to cover administrative and advertising costs, in the Planning and Zoning Department office. Such person or persons or their authorized agent must appear in person at the public hearing held to consider the district change. **The proposal meets the requirement. The applicant has paid the appropriate fees and understands that someone must be present at both the Hall County Planning Commission meeting and the voting meeting of the Hall County Board of Commissioners.**

2. All applications for a change of zoning classification or use subject to approval of the County Commission must include:

    a. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in this Sec. 11.2. **The proposal provides a narrative outlining the intent of the development; however, the applicant has not prepared a response to each of the criteria listed in 11.2.6.E.2.**

b. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the Planning Commission and County Commission may evaluate the application based on the most intense possible land use permitted in the proposed district. **The proposal meets the requirement.**

c. For any application for a slow rate land treatment system as defined in 7.6.9.D.1, additional requirements apply. **This standard is not applicable to the applicant's request.**

d. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study must be submitted prior to consideration of the application by the County Commission. At the applicant's expense, the traffic impact study must be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The Engineering Department must review the traffic impact study and forward any comments to the County Commission. **This standard is not applicable to the applicant's request; however, the concurrent request for a 323-unit residential development required a traffic study which outlines the follow recommendations:**

- **Install a site access point on the east leg of the existing US 23/SR 365/Cornelia Highway at Americold Logistics. Convert the intersection to a Restricted Crossing U-Turn Configuration with the build out of the proposed development, maintaining existing left and right turn lanes along US 23/SR 365/Cornelia Highway.**

- **Install a site access point along Cagle Mill Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the eastbound approach, a shared through/left turn lane on the northbound approach, and a shared through/right turn lane on the southbound approach.**

- **Install a site access point along Whitehall Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the southbound approach, a shared through/left turn lane on the eastbound approach, and a shared through/right turn lane on the westbound approach.**

Development Support and Constraints

Hall County Environmental Health

In an email dated May 1, 2025, Emily McGahee stated, "The entire development must be developed on public sewer or EPD permitted sewage treatment system. No onsite sewage management system to be permitted by Environmental Health. Any abandoned well shall be properly closed as per Water Well

Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled."

Georgia Department of Transportation
In an email dated April 28, 2025, Nakia Nembhard, GDOT Civil Engineer 3, stated that GDOT coordination is required if the intent is to a create driveway on SR 365, if not no coordination will be needed.

Hall County Public Works and Utilities
In a memo dated May 2, 2025, Bill Nash, Director of Public Works and Utilities, provided the following comments:

Engineering:
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Show FEMA and Hall County studied Flood plains that are present on site.

North Oconee Reservoir Watershed Protection District requires 100-foot stream buffers with a 150-foot impervious set back on both sides of the stream as measured from the stream banks.

Traffic:
This development is currently under staff review and comment will be forthcoming.

Utilities
Hall County service area. Sewer is available along Cornelia Highway.

In an email dated May 16, 2025, Jason Skarda, Assistant Director of Public Works and Utilities, provided the following comments:

Hall County Public Works would recommend that the roads in the subdivision be made private; However, if the roads are to be maintained by Hall County then the following changes must be made to the plans (see attached pdf).

Parking inside the right-of-way:
To minimize hazards and congestion on County roads, on street parking is normally not allowed. The parallel parking depicted at the main entrance of the development will be acceptable, if it is acceptable to Hall County Fire Rescue. The parallel parking area will not be maintained by Hall County and should be noted on the Final Plat.

Roundabout near Clubhouse and Mail Kiosk:
Roundabout must meet Hall County Fire Rescue requirements, as well as, allow for School Buses to turn around.

Industrial Entrance, Roundabout, and Bridge:
In order for Hall County to accept into maintenance the portion of proposed road from State Route 365 and to the clubhouse roundabout, then the developer shall be required to pay for the following:

a. Hall County's third-party structural engineer to review and approve all bridge design plans.
b. Hall County's third-party structural engineer to provide construction CQA, inspections, all material testing reports for bridge construction.

Procurement for a. & b. will be attained using Hall County on-call engineering contract. These fees will be required to be paid as part of the LDP.

Hall County Fire Marshal
In an email dated April 28, 2025, John Hornick, NPQ Fire Service Plans Examiner 1, stated, "If approved the site development plan may require modifications during the development review process."

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
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ZONING APPLICATION

Applicant (Name & Mailing Address)
BCBTR, LLC
5616 Peachtree Road, Suite 120
Atlanta, GA 30341

Phone 678-894-3990
Email Address jboling@acmapts.com

Property Owner (Name & Mailing Address)
CBD Investments, LLC
Two Ravinia Dr, Suite 850
Atlanta, GA 30346

Phone
Email Address

Proposed Use PID

Contact Person (Name & Mailing Address)
Josh Boling
5616 Peachtree Road, Suite 120
Atlanta, GA 30341

Phone 678-894-3990
Email Address jboling@acmapts.com

Status of Applicant
- [X] Owner
- [ ] Option to Purchase
- [ ] Area Resident
- [ ] Other

Requested Action
Existing Zoning: AR-III
Rezone to: PID
Fee:$
Receipt #:
Check #:

Tax Parcel Number 15007000254
Acreage 10.59
Location Address 4745 Cagle Mill Rd

I hereby certify that the above information and all attached information are true and correct.

Sign _____ Date: 3.28.2025

Applicant must complete all information above. Failure to complete this section will result in the refusal of the application. The Planning Department has 15 days to review all applications and will set the dates for each application. If the application is found insufficient, an agenda date will not be set until the required information is submitted. Please note that the Planning Commission and County Commission dates are tentative.

Application Withdrawal: I hereby **withdraw** the application.

Sign _____ Date: _____

Staff Use Only

Application Date: _____ Taken by: _____

Tentative Planning Commission Date: _____ Tentative County Commission Date: _____

County Commission District: _____

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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) John Davenport for CBD Investments, LLC

Address TWO RAVINIA DR, SUITE 850

ATLANTA, GA 30346

Phone Number

Name of applicant(s) BCBTR, LLC

Address 5616 Peachtree Road Suite 120

Atlanta, GA 30341

Phone Number 678 894 3990

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

Personally appeared before me

Cindy E Ballard

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Cindy E. Ballard
Notary Public

May 2022
Date

CINDY E. BALLARD
NOTARY PUBLIC
Exp. Mar. 16, 2025
FORSYTH COUNTY, GA

BUSINESS SEARCH

BUSINESS INFORMATION

Business Name:	**CBD INVESTMENTS, LLC**	Control Number:	**0369477**
Business Type:	**Domestic Limited Liability Company**	Business Status:	**Active/Compliance**
Business Purpose:	**NONE**		
Principal Office Address:	**9420 Prestwick Club Dr, Johns Creek, GA, 30097, USA**	Date of Formation / Registration Date:	**12/22/2003**
State of Formation:	**Georgia**	Last Annual Registration Year:	**2025**

REGISTERED AGENT INFORMATION

Registered Agent Name:	**JOHN DAVENPORT , W. JR**
Physical Address:	**9420 Prestwick Club Dr, Johns Creek, GA, 30097, USA**
County:	**Fulton**

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Filing History Name History

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CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

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

(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

I hereby certify that I have read the above and that:

I have**____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 5/18/22

Applicant's/Owner's Name (Printed): John W. Davenport, Jr.

Revised December 2019

STATE OF GEORGIA

Secretary of State

Corporations Division
313 West Tower
2 Martin Luther King, Jr. Dr.
Atlanta, Georgia 30334-1530

Annual Registration

Electronically Filed
Secretary of State
Filing Date: 04/02/2025 16:44:02

BUSINESS INFORMATION	
BUSINESS NAME	: BCBTR, LLC
CONTROL NUMBER	: 23114095
BUSINESS TYPE	: Domestic Limited Liability Company
ANNUAL REGISTRATION PERIOD	: 2025

BUSINESS INFORMATION CURRENTLY ON FILE	
PRINCIPAL OFFICE ADDRESS	: 5616 Peachtree Road, Suite 120, Chamblee, GA, 30341, USA
REGISTERED AGENT NAME	: National Registered Agents, Inc.
REGISTERED OFFICE ADDRESS	: 289 South Culver Street, Lawrenceville, GA, 30046-4805, USA
REGISTERED OFFICE COUNTY	: Gwinnett

UPDATES TO ABOVE BUSINESS INFORMATION	
PRINCIPAL OFFICE ADDRESS	: 5616 Peachtree Road, Suite 120, Chamblee, GA, 30341, USA
REGISTERED AGENT NAME	: National Registered Agents, Inc.
REGISTERED OFFICE ADDRESS	: 289 South Culver Street, Lawrenceville, GA, 30046-4805, USA
REGISTERED OFFICE COUNTY	: Gwinnett

AUTHORIZER INFORMATION	
AUTHORIZER SIGNATURE	: Andrew Schwarz
AUTHORIZER TITLE	: Authorized Person

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

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

(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

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I hereby certify that I have read the above and that:

I have**____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 2/17/25

Applicant's/Owner's Name (Printed): ANDREW SCHWARZ

REZONING ANALYSIS REPORT FOR:

Residence at Cagle Mill

4745 Cagle Mill Road

Hall County, Georgia
(Industrial Area)

Prepared By:

3500 Parkway Lane, Suite 500
Norcross, Georgia 300092
678.336.7740
www.pondco.com
Project No. 1170155

March 31st, 2025

TABLE OF CONTENTS

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PROPOSED STANDARDS FOR DEVELOPMENT 2
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PROJECT SUMMARY

There is a 72.67 Acre lot in unincorporated Hall County, currently zoned AR-IV, located at 4745 Cagle Mill Road. The site is bounded to the north-west by GDOT Highway 365, to the south-west and north-east by privately owned properties zoned AR-IV, to and to the south-east by Cagle Mill Road. The existing site is subdivided by the North Oconee River and is primarily wooded, with a man-made off-line pond and small residential building located within a clearing to the south-east of the river.

The 10.57 acres of the lot between Highway 365 and the North Oconee River (existing zoning AR-IV) is proposed to be rezoned and developed as Planned Industrial Development (PID), and the remaining 62.10 acres of the lot between North Oconee River and Cagle Mill Road (existing zoning AR-IV) is proposed to be rezoned and developed as a Residential Mixed (R-X).

Refer to the attached map below, which provides detailed information regarding the locations and proposed use.

PROPOSED USE

10.57 acres are proposed to be developed for industrial use. This area is currently zoned AR-III and is proposed to be Planned Industrial Development (PID). This development will adhere to the gateway corridor overlay requirements. The proposed industrial area is divided into two parcels by a public roadway. The public roadway, with a 60 foot of right of way, serves as access to both sides of the commercial areas as well as a primary access to the residential development.

The specific industrial uses within these lots have not been determined, however, it is anticipated that approximately 38,000 sf of warehouse or storage space will be developed in accordance with uses adjacent to this area and across the highway, such as flex office warehouse, or boat retail. Operating hours of such business will be determined at a future time.

Presently, the zoning transition occurs at approximately the centerline of stream, and that approximate demarcation was maintained for the proposed zoning transition line.

PROPOSED STANDARDS FOR DEVELOPMENT

The proposed zoning for the industrial area is Planned Industrial Development (PID).

Two industrial buildings with a total of 38,000 SF. are proposed:
Parking spaces and loading spaces provided will be consistent with the County Development Code.
Dumpster pads are provided on both industrial lots.
Outdoor trailer and/or equipment storage are shown within the north industrial lot.
These lots will not accommodate any food processing plants.
Road access to the industrial facilities is proposed to be a public roadway designed to Hall County standards.
Water quality features are provided / designed for water control purposes.
Gabion and/or modular block walls are required to meet significant topographic conditions.

PROPOSED SIGNS AND SPECIFICATIONS

The industrial parcels will include one free-standing sign for each tract and one sign for the residential subdivision. Signs will be located outside of the right-of-way per code, and limited to the size allowable by code, to be confirmed during the permitting process.

PROVISIONS FOR WATER AND WASTE-WATER DISPOSAL

Water is available on the north-west side of highway 365. Water is provided by the City of Gainesville via a 12" water main. This development proposes to bore under the highway to tie into the existing main.

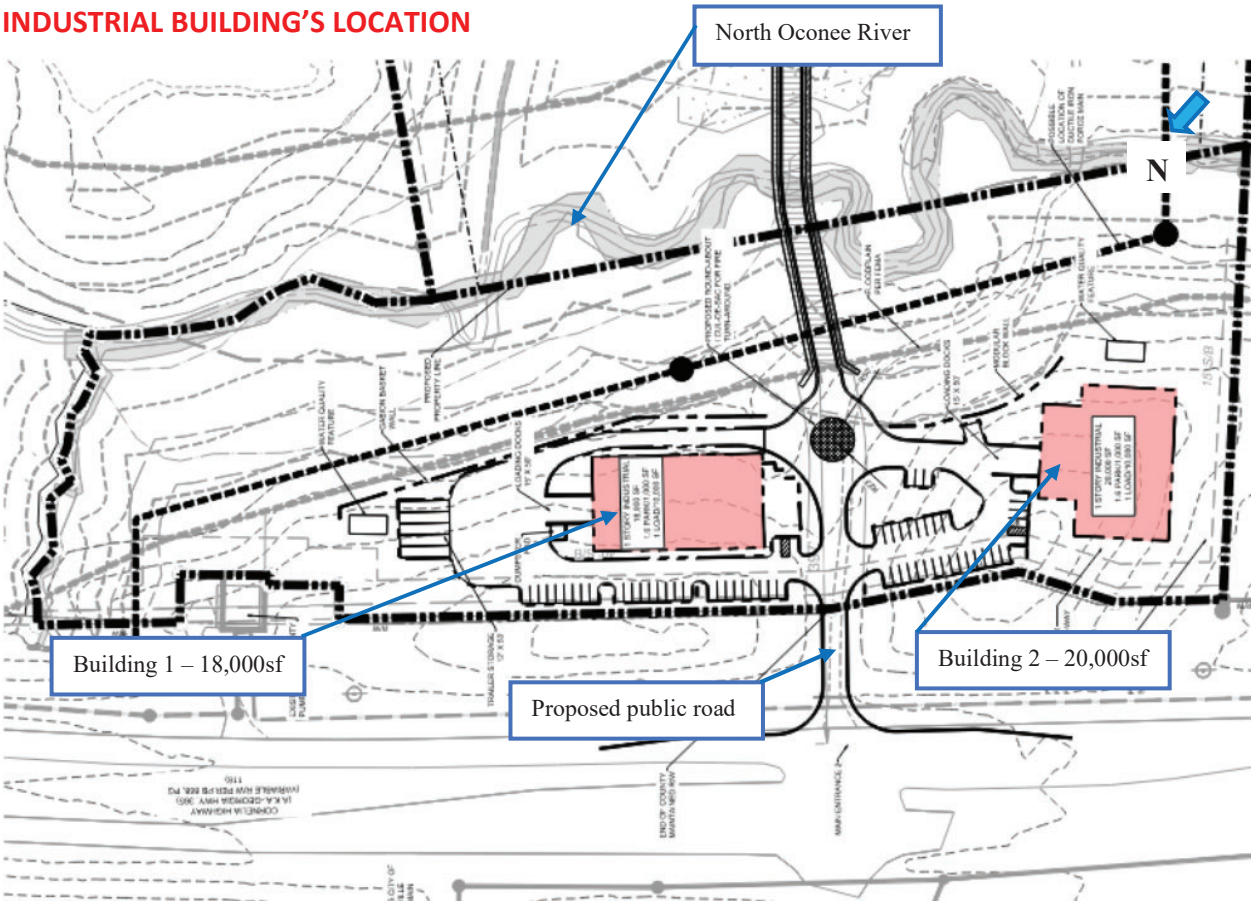
Sewer is available in the form of a Hall County lift station located within the property frontage along Highway 365. Sewer pipes for the proposed industrial development will drain directly into the gravity sewer within the right-of-way i.

PLANS FOR PROTECTING ABUTTING PROPERTIES

To separate the industrial out-parcels from the residential use, the stream buffers of the North Oconee River will ensure that a minimum of 200' is provided between any uses other than walking trails that may be constructed within the floodplain. As such, no additional planted or zoning buffer is proposed within the industrial development.

The industrial parcel is separated from the north lots via a secondary stream buffer providing 100 feet of undisturbed separation. Along the southern lot, a code-required 50' planted buffer is provided.

INDUSTRIAL BUILDING'S LOCATION



HULSEY, OLIVER & MAHAR, LLP

EST. 1914

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(RETIRED)
JAMES E. MAHAR, JR.
(RETIRED)

OF COUNSEL
JANE A. RANGE

August 20, 2025

VIA CERTFIED MAIL
David Gibbs
Chairman, Hall County Commission
Kathy Cooper, Billy Powell, Gregg Poole and Jeff Stowe
Commissioners, Hall County
P.O. Box 1435
Gainesville, GA 30503

RE: Application of BCBTR, LLC to Rezone 10.57± tax parcel 15007 000254 (part) ("the Property") from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) 4745 Cagle Mill Road

Dear Chairman and Commissioners,

This firm represents BCBTR, LLC and CBD Investments, LLC, the Applicant and Owner of the above referenced Property, in regard to a pending application for rezoning. Please note this letter is being forwarded to you because Georgia Law requires that the following Constitutional objections be submitted in order to preserve the right of the applicant during the rezoning process.

Please accept this letter as notice that it is the position of the Applicant and the Owner that those portions of the zoning regulations of Hall County as presently in effect, and applicable to the property, which prohibits the use of the Property as proposed in the above referenced application, in particular as two (2) industrial buildings, are unconstitutional as applied to the Property. The zoning ordinances as applied to the Property are unconstitutional in that the ordinances render this Property unusable and destroy its marketability and as such, the zoning ordinances therefore constitute a taking of the Property without just and adequate compensation and without due process of law and violation of the provisions of the fifth amendment of the U.S. Constitution (as made applicable of the States by the Fourteenth Amendment) and Art. 1 § 1, ¶ I; Art. 1, § 3, ¶ I; and Art. 1, § 3, ¶ IA of the Constitution of the State of Georgia.

Additionally, the current zoning ordinances as applied to this Property deny the Applicant and the Owner equal protection under the law as provided in the Fourteenth

Amendment of the U.S. Constitution and Art. 1, § 1, ¶ I; Art. 1 § 3, ¶ IA; and Art. 1, § 1, ¶ II of the Constitution of the State of Georgia, and that the zoning ordinances as applied to this Property make it impractical to develop the Property and thus significantly diminish its value. The zoning ordinances as applied to this Property are arbitrary and capricious in that they inflict a significant detriment on the Property of the Owner that is insubstantially related to the health, safety, morality, and welfare of the public. These ordinances, as applied, restrict the unfettered use of the Owner's property inflicting serious and significant injury and damage to the Applicant and Owner which result in relatively little gain or benefit to the public. As such, we will object to their application to the above referenced property and current zoning and ask that they be declared unconstitutional.

The proposed use and zoning set forth in the application complies with the Hall County Unified Development Code and with the Hall County Future Land Use Map as set forth in the Hall County Comprehensive Plan Update (2024).

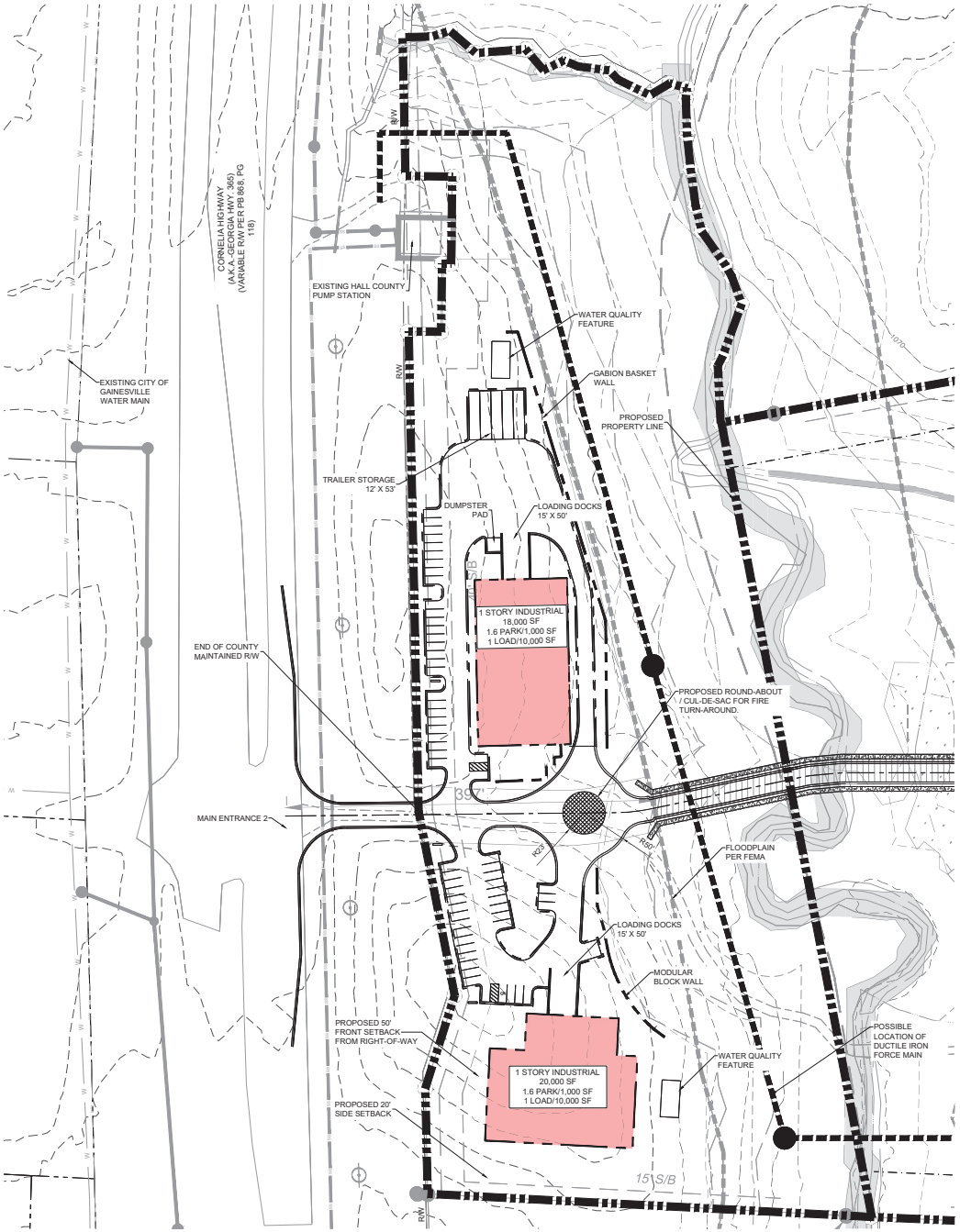
I request that this letter be made a part of the record regarding the application above.

We appreciate your consideration of this request and encourage the County's approval of the request as submitted.

Sincerely,

T. Wesley Robinson

CC: Zach Propes (via email)
Beth Garmon (via email)
TWR:alb/17765



A1 INDUSTRIAL EXHIBIT
SCALE: 1" = 50'

0 25' 50' 100' 150'

EXISTING ZONING: AGRICULTURAL RESIDENTIAL III (AR-III)

PROPOSED ZONING: PLANNED INDUSTRIAL DISTRICT (PID)

CHARACTERISTICS: (HALL COUNTY REF. CODE) - 17.180.090

THE PROPOSED PLANNED INDUSTRIAL DEVELOPMENT WILL ADHERE TO THE GATEWAY CORRIDOR OVERLAY REQUIREMENTS.

A PLANNED INDUSTRIAL DEVELOPMENT SHOULD CONSIST OF LAND WHICH HAS BEEN DESIGNATED FOR A PLANNED, ORGANIZED AND CONTROLLED INDUSTRIAL USE OR FOR MULTIPLE BUT COMPATIBLE INDUSTRIAL USES IN A PLANNED INDUSTRIAL PARK. THE STANDARDS EMPLOYED SHOULD BE DESIGNED TO ENCOURAGE THE FORMATION AND CONTINUANCE OF A COMPATIBLE ENVIRONMENT FOR THE PLANNED INDUSTRIAL USES AND THE SURROUNDING LAND USES. CAREFULLY PLANNED OFFICE AND COMMERCIAL USES MAY BE INCORPORATED AS PART OF A PLANNED INDUSTRIAL DEVELOPMENT.

PERMITTED USES:
RETAIL, INDUSTRIAL PARKS, OFFICES AND OFFICE BUILDINGS, RADIO AND TELEVISION STUDIOS, STORAGE YARDS, FAMILY DAY CARE HOME, GROUP DAY CARE HOME, FLEX OFFICE WAREHOUSE, AND BOAT RETAIL

REQUIRED PLANS: (HALL COUNTY REF. CODE) - 17.180.090

ALL OF THE GENERAL AND SPECIAL REQUIREMENTS FOR PLANNED DEVELOPMENTS SHALL BE PROVIDED. THE FOLLOWING SPECIFIC ITEMS SHALL ALSO BE ADDRESSED:

1. A SITE PLAN INDICATING THE PROPOSED SITE PREPARATION AND GRADING, STREETS AND PARKING AREAS, LOADING ZONES, OUTDOOR STORAGE AREAS, RAIL FACILITIES, STORM DRAINAGE, WATER, GAS AND SEWAGE SYSTEMS AND ALL BUFFER AREAS.
2. THE DEVELOPMENT CONTROLS FOR THE DISTRICT SHALL BE DETAILED (LOT COVERAGE, SETBACKS, BUILDING HEIGHTS, LOT SIZES, ETC.). IF STANDARDS ARE NOT SPECIFICALLY PROPOSED, THEN THE APPLICABLE STANDARDS IN THE LIGHT INDUSTRIAL (I-I) DISTRICT, TOGETHER WITH THE SCREENING AND BUFFER REQUIREMENTS, SHALL APPLY.
3. IF OFFICE OR COMMERCIAL USES ARE PROPOSED IN CONJUNCTION WITH THE PLANNED INDUSTRIAL DEVELOPMENT, THEN THE APPLICABLE REQUIREMENTS IN THE PLANNED OFFICE DEVELOPMENT OR THE PLANNED COMMERCIAL DEVELOPMENT [DISTRICT] SHALL BE PROVIDED.
4. A PROPOSED DEVELOPMENT SCHEDULE AND LISTING OF PROPOSED USES SHALL BE PROVIDED.

PARKING SPACES	REQUIRED	PROVIDED
NORTH INDUSTRIAL	29	29
SOUTH INDUSTRIAL	32	32

LOADING DOCKS	REQUIRED	PROVIDED
NORTH INDUSTRIAL	2	2
SOUTH INDUSTRIAL	2	2

TOTAL INDUSTRIAL ZONED AREA: 10.57 AC.
TOTAL PROPSED INDUSTRIAL BLDG: 38,000SF
REQUIRED OPEN SPACE (40%): 4.2 AC
PROVIDED OPEN SPACE: 7.9 AC
RATIO (OPEN SPACE / TOTAL AREA) = 75%

REQUIRED CONTIGUOUS OPEN SPACE (75%) = 3.2 AC
PROVIDED CONTIGUOUS OPEN SPACE (100%) = 4.3 AC
(AS PER 17.430.120)

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092
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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

SHOPS AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

MARK	DESCRIPTION	DATE

DESIGNED BY:	WM
DRAWN BY:	ABC
CHECKED BY:	JBB
SUBMITTED BY:	JBB
DATE:	02/07/2025
PROJECT #	1220263

SHEET TITLE

ZONING SITE PLAN

SHEET NUMBER

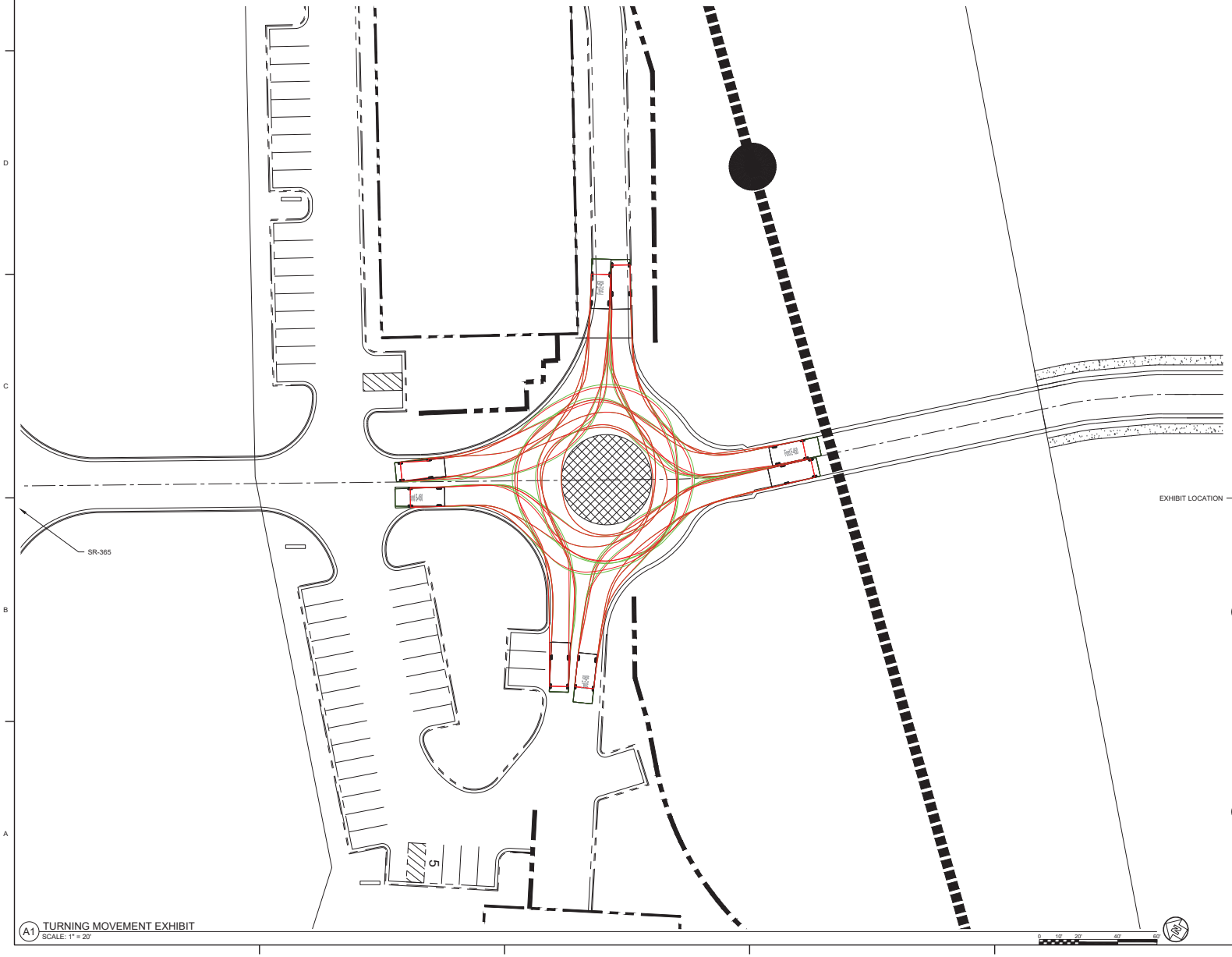
EX 01

ORIGINAL SHEET SIZE: 30" X 42"

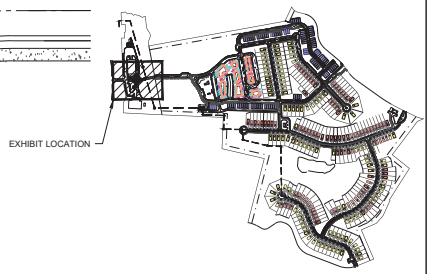
811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

REZONING PLAN

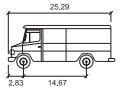
FILE PATH: X:\P\2012\20260304.CAD_BIM\04.02 CAD\CS 901 PLOTTED BY: HARRISON, MICHAEL DATE: 7/25/24



A1 TURNING MOVEMENT EXHIBIT
SCALE: 1" = 20'



B6 KEY MAP
SCALE: N.T.S.



Ford-E450

	feet
Width	: 9.75
Track	: 9.75
Lock to Lock Time	: 6.0
Steering Angle	: 34.3

A6 VAN CLASSIFICATION
SCALE: N.T.S.

Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

REZONING PLAN

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

SHOPS AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

MARK	DESCRIPTION	DATE

DESIGNED BY:	A. BONNO
DRAWN BY:	M. HARRISON
CHECKED BY:	J. BACH
SUBMITTED BY:	J. BACH
DATE:	02/07/2025
PROJECT #	1220263

SHEET TITLE

TURNING MOVEMENT EXHIBIT

SHEET NUMBER

TRN 01

ORIGINAL SHEET SIZE: 30" X 42"

FILE PATH: X:\FY22\1220263\04.CAD_BIM\04.02.CAD\TURNING - CAGLE MILL PLOTTED BY: HARRISON, MICHAEL DATE: 7/25/24

ALTA/NSPS SURVEY FOR:
CHICAGO TITLE INSURANCE COMPANY & ACM VENTURES, LLC

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

~LEGEND~

O	CALCULATED POSITION	RB	REBAR
●	IRON PIN FOUND/SET (IPF/IPS)	SR	SOLID ROD
▣	MONUMENT	OCS	OUTLET CONTROL STRUCTURE
C/L	CENTERLINE	CPP	CORRUGATED PLASTIC PIPE
CRIMP	CRIMPED TOP PIPE		
TOB	TOP OF BANK	GI	GRATE INLET
N/F	NOW OR FORMERLY	DI	DROP INLET
BTP	BROKEN TOP PIPE		SANITARY SEWER MANHOLE (SSMH)
POB	POINT OF BEGINNING		
PG	PAGE		LIGHTPOLE
P/L	PROPERTY LINE	●	CLEANOUT
⊠	TELEPHONE PED. (T.P.)	(ALL IPS ARE 1/2" RB "CAPPED" UNLESS OTHERWISE LABELED)	
	FIRE HYDRANT (FH)		ADJOINER
	WATER METER (WM)		LAND LOT LINE (L.L.L.)
	WATER VALVE (WV)		RIGHT OF WAY (R/W)
	POWER BOX (PBX)		FENCE
	POWER POLE (PP)	OHP	OVERHEAD POWER

~ZONING INFORMATION~

COUNTY: HALL
ZONE: AR-III & AR-IV
SETBACK REQUIREMENTS:
FRONT: 40'
REAR: 25'
SIDE: 15'

~ALTA NOTES~

NO CEMETERIES WERE OBSERVED ON SITE AT TIME OF SURVEY.

ACTIVE EARTHWORK WAS OBSERVED ON SITE AT TIME OF SURVEY.

NO STATE WATERS OR WETLANDS WERE OBSERVED ON SITE AT TIME OF SURVEY.

SITE ADDRESS: 8324 MAIN STREET

PER MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS (EFFECTIVE 2/23/2021) 6.B.VI. BOUNDARY DEFINED BY WATER BOUNDARY IS SUBJECT TO CHANGE DUE TO NATURAL CAUSES AND MAY OR MAY NOT REPRESENT THE ACTUAL LOCATION OF THE LIMIT OF TITLE.

PROPERTY HAS DIRECT ROAD ACCESS TO CAGLE MILL ROAD, AND CORNELIA HIGHWAY, HOWEVER ADDITIONAL PERMITTING MAY BE REQUIRED TO ALTER OR ADD ACCESS POINTS.

~AS-SURVEYED~ LEGAL DESCRIPTION

All that tract or parcel of land lying and being in the Lula* District, 1690th G.M.D.*, Hall County, Georgia and being more particularly described as follows:

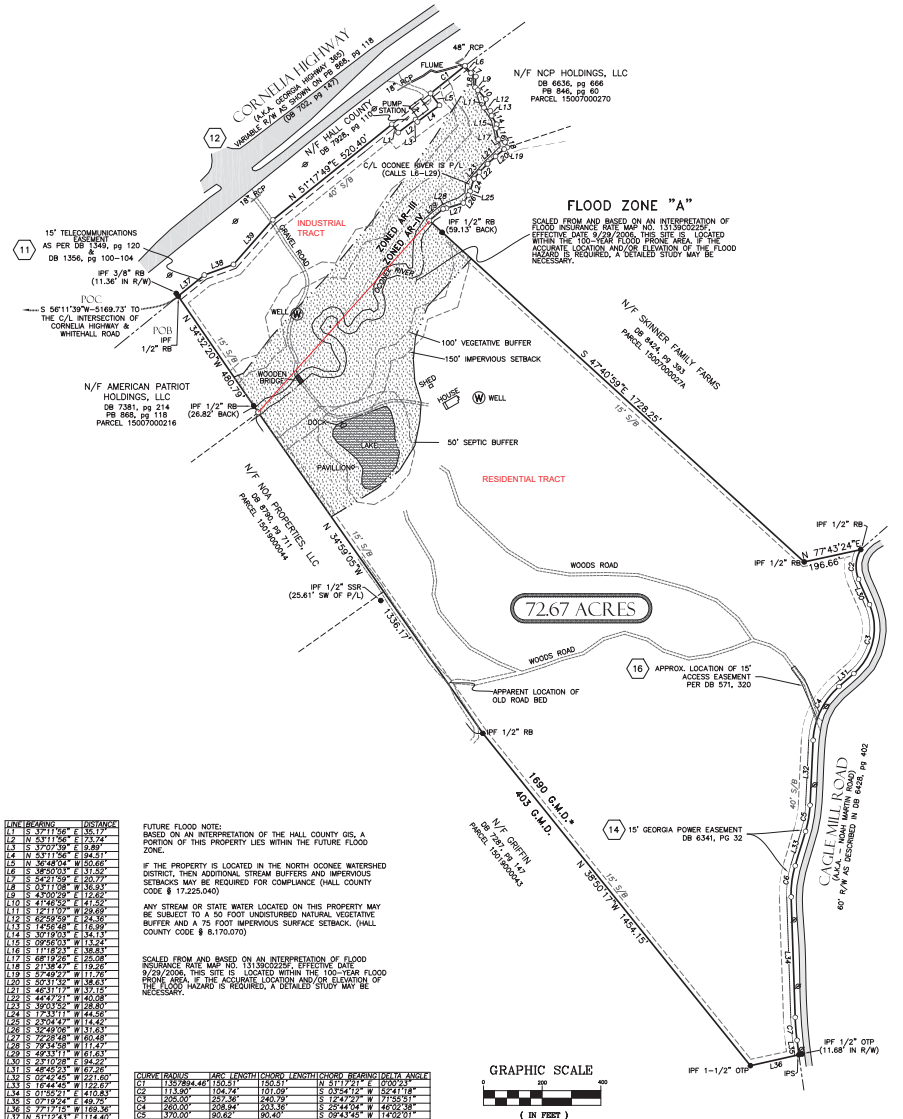
COMMENCING at a point at the center line intersection of Cornelia Highway (A.K.A –Georgia Highway 365 with a variable right-of-way) & Whitehall Road;
THENCE, N56°11'39"E a distance of 5169.73 to a 1/2" rebar found at the southeasterly right-of-way of Cornelia Highway; said 1/2" rebar found being the POINT OF BEGINNING;

THENCE, along the southeasterly right-of-way of Cornelia Highway, N51°12'43"E a distance of 114.40' to a point; THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N70°01'31"E a distance of 105.64' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N41°22'31"E a distance of 201.81' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N51°17'49"E a distance of 520.40' to a point;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway, S37°11'56"E a distance of 35.17' to a point;
THENCE, N53°11'56"E a distance of 73.74' to a point;
THENCE, S37°07'39"E a distance of 9.89' to a point;
THENCE, N53°11'56"E a distance of 94.51' to a point;
THENCE, N36°48'04"W a distance of 50.66' to a point at the southeasterly light-of-way of Cornelia Highway;
THENCE, along the southeasterly right-of-way of Cornelia Highway, with a curve to the left, having an arc length of 150.51' and a radius of 1357894.46', with a chord bearing of N51°17'21"E and a chord length of 150.51' to a point at the centerline of a stream;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway and along the centerline of the stream, the following courses and distances:

S38°50'03"E a distance of 31.52' to a point; S54°21'59"E a distance of 20.77' to a point; S03°11'08"W a distance of 36.93' to a point; S43°00'29"E a distance of 12.62' to a point; S41°46'52"E a distance of 41.52 to a point; S12°11'07"W a distance of 29.69' to a point; S62°59'59"E a distance of 24.36' to a point; S14°56'48"E a distance of 16.99' to a point; S30°18'03"E a distance of 34.13' to a point; S09°56'03"W a distance of 13.24' to a point; S11°18'23"E a distance of 38.83' to a point; S68°19'26"E a distance of 25.08' to a point; S21°38'47"E a distance of 19.26' to a point; S57°49'27"W a distance of 11.76' to a point; S50°31'32"W a distance of 38.63' to a point; S46°31'17"W a distance of 37.15' to a point; S44°47'21"W a distance of 40.08' to a point; S39°03'52"W a distance of 28.80' to a point; S17°33'11"W a distance of 44.56' to a point; S23°04'47"W a distance of 14.42' to a point; S32°49'06"W a distance of 31.63' to a point; S72°28'46"W a distance of 60.48' to a point; S79°34'58"W a distance of 11.47' to a point; S49°33'11"W a distance of 61.63' to a point;

THENCE, leaving the centerline of stream, S47°40'59"E a distance of 1728.25' to a 1/2" rebar found;
THENCE, N77°43'24"E a distance of 196.66' to a 1/2" rebar found at the westerly right-of-way of Cagle Mill Road (60 right-of-way);
THENCE, along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 104.74' and a radius of 113.90', with a chord bearing of S03°54'12"W and a chord length of 101.09' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S23°10'28"E a distance of 94.22' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 257.36' and a radius of 205.00', with a chord bearing of S12°47'27"W and a chord length of 240.79' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S48°45'23"W a distance of 67.26' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 208.94' and a radius of 260.00', with a chord bearing of S25°44'04"W and a chord length of 203.36' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S02°42'45"W a distance of 221.60' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 90.62' and a radius of 370.00', with a chord bearing of S09°43'45"W and a chord length of 90.40' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S16°44'45"W a distance of 122.67' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 107.52' and a radius of 330.00', with a chord bearing of S07°24'42"W and a chord length of 107.05' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S01°55'21"E a distance of 410.83' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 78.24' and a radius of 830.00', with a chord bearing of S04°37'23"E and a chord length of 78.21' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S07°19'24"E a distance of 49.75' to a 1/2" rebar set;
THENCE, leaving the westerly right-of-way of Cagle Mill Road, S77°17'15"W a distance of 169.36' to a 1-1/2" open top pipe found;
THENCE, N38°50'17"W a distance of 1454.15' to a 1/2" rebar found;
THENCE, N34°59'05"W a distance of 1336.17' to a point;
THENCE, N34°32'20"W a distance of 480.79' to a 1/2" rebar found; said 1/2" rebar found and being the POINT OF BEGINNING.

Said property containing 72.67 acres.



LINE	BEARING	DISTANCE
L1	S 37°11'56" E	35.17'
L2	N 53°11'56" E	73.74'
L3	S 37°07'39" E	9.89'
L4	N 53°11'56" E	94.51'
L5	N 36°48'04" W	50.66'
L6	S 38°50'03" E	31.52'
L7	S 54°21'59" E	20.77'
L8	S 03°11'08" W	36.93'
L9	S 43°00'29" E	12.62'
L10	S 41°46'52" E	41.52'
L11	S 12°11'07" W	29.69'
L12	S 62°59'59" E	24.36'
L13	S 14°56'48" E	16.99'
L14	S 30°18'03" E	34.13'
L15	S 09°56'03" W	13.24'
L16	S 11°18'23" E	38.83'
L17	S 68°19'26" E	25.08'
L18	S 21°38'47" E	19.26'
L19	S 57°49'27" W	11.76'
L20	S 50°31'32" W	38.63'
L21	S 46°31'17" W	37.15'
L22	S 44°47'21" W	40.08'
L23	S 39°03'52" W	28.80'
L24	S 17°33'11" W	44.56'
L25	S 23°04'47" W	14.42'
L26	S 32°49'06" W	31.63'
L27	S 72°28'46" W	60.48'
L28	S 79°34'58" W	11.47'
L29	S 49°33'11" W	61.63'
L30	S 23°10'28" E	94.22'
L31	S 48°45'23" W	67.26'
L32	S 02°42'45" W	221.60'
L33	S 16°44'45" W	122.67'
L34	S 01°55'21" E	410.83'
L35	S 07°19'24" E	49.75'
L36	S 77°17'15" W	169.36'
L37	N 51°17'43" E	114.40'
L38	N 70°01'31" E	105.64'
L39	N 41°22'31" E	201.81'

FUTURE FLOOD NOTE:
BASED ON AN INTERPRETATION OF THE HALL COUNTY GIS, A PORTION OF THIS PROPERTY LIES WITHIN THE FUTURE FLOOD ZONE.

IF THE PROPERTY IS LOCATED IN THE NORTH OCONEE WATERSHED DISTRICT, THEN ADDITIONAL STREAM BUFFERS AND IMPERVIOUS SETBACKS MAY BE REQUIRED FOR COMPLIANCE (HALL COUNTY CODE § 17.225.040)

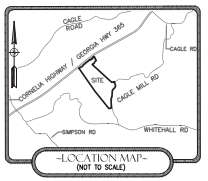
ANY STREAM OR STATE WATER LOCATED ON THIS PROPERTY MAY BE SUBJECT TO A 50 FOOT UNDISTURBED NATURAL VEGETATIVE BUFFER AND A 75 FOOT IMPERVIOUS SURFACE SETBACK. (HALL COUNTY CODE § 8.170.070)

SCALED FROM AND BASED ON AN INTERPRETATION OF FLOOD INSURANCE RATE MAP NO: 13139C0225F, EFFECTIVE DATE 9/29/2006. THIS SITE IS LOCATED WITHIN THE 100-YEAR FLOOD PRONE AREA. IF THE ACCURATE LOCATION AND/OR ELEVATION OF THE FLOOD HAZARD IS REQUIRED, A DETAILED STUDY MAY BE NECESSARY.

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1357894.46'	150.51'	150.51'	N 51°17'21" E	0°06'23"
C2	113.90'	104.74'	101.09'	S 03°54'12" W	52°41'18"
C3	205.00'	257.36'	240.79'	S 12°47'27" W	71°55'51"
C4	260.00'	208.94'	203.36'	S 25°44'04" W	46°02'38"
C5	370.00'	90.62'	90.40'	S 09°43'45" W	14°09'01"
C6	330.00'	107.52'	107.05'	S 07°24'42" W	18°40'07"
C7	830.00'	78.24'	78.21'	S 04°37'23" E	5°24'05"

GRAPHIC SCALE
0 200 400
(IN FEET)
1 inch = 200 ft.

GRID NORTH
SRC – GA WEST ZONE

~LOCATION MAP~
(NOT TO SCALE)


~SURVEY NOTES~

FIELD MEASUREMENTS WERE TAKEN WITH A TRIMBLE S6 ROBOTIC INSTRUMENT.

FIELD DATA FOUND TO HAVE A CLOSURE PRECISION OF 1 FOOT IN 15,310 FEET, AND AN ANGULAR ERROR OF 6 SECOND PER ANGLE.

FIELD DATA ADJUSTED USING THE LEAST SQUARES METHOD.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO HAVE A PRECISION OF 1 FOOT IN 554,049 FEET.

THIS PLAT DOES NOT CONSTITUTE AND SHALL NOT BE CONSTRUED AS A TITLE SEARCH OR REPORT, AND THUS MAY BE SUBJECT TO ANY EASEMENTS, RIGHT OF WAY OR RESTRICTIONS ONE MAY FIND.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED ON THIS PLAT.

THIS DOES NOT EXTEND TO ANY UNNAMED THIRD PARTY WITHOUT AN EXPRESSED RESTATEMENT BY THE SURVEYOR.

TYPE OF SURVEY: ALTA/NSPS

SOURCE OF TITLE DESCRIPTION FOR PROPERTY SHOWN HEREON:
DB 8919, pg 632

PROPERTY OWNERS AS OF SURVEY DATE:
CBD INVESTMENTS, LLC

PARCEL NUMBER: 15007 000254

SITE ADDRESS: 4745 CAGLE MILL ROAD
LULA, GEORGIA

~TITLE EXCEPTIONS~

AS PER ISSUING OFFICE No. 66584

SURVEY MATTERS PERTAINING TO CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR THE ISSUING OFFICE NUMBER: 66584.
COMMITMENT DATE: APRIL 25, 2022

(10) All matters as shown on plat of survey for Roy Sweat dated November 5, 1973, last revised November 15, 1985, recorded in Plat Book 108, Page 78, Hall County, Georgia Records. (AFFECTS– AS SHOWN)

(11) Judgment in favor of Southern Bell Telephone and Telegraph Company dated June 7, 1989, recorded in Deed Book 1356, Pages 100–104, Hall County, Georgia Deed Records. (AFFECTS– AS SHOWN)

(12) Right of Way Deed to Department of Transportation dated March 2, 1979, recorded in Deed Book 702, Page 147, Hall County, Georgia Deed Records. (AFFECTS– AS SHOWN)

(13) Rights of upper and lower riparian owners in and to the waters of creeks crossing or adjoining the property, and the natural flow thereof, free from diminution or pollution.

(14) Easement to Georgia Power Company dated February 26,2008, recorded in Deed Book 6341, Pages 32–35, Hall County, Georgia Deed Records. (AFFECTS– AS SHOWN)

(15) Right of Way Deed to Hall County dated September 3, 1999, recorded in Deed Book 3556, Page 317, Hall County, Georgia Deed Records. (DOES NOT AFFECT)

(16) Subject to Easement described in Indenture from Georgia Kraft Company to Arthur F. Rees, IV dated April 1, 1975, recorded in Deed Book 571, Pages 319–320, Hall County Georgia Deed Records. (AFFECTS– AS SHOWN)

(17) Affidavit of Possession executed by Robert L. Campbell, as Manager of Inland–Rome, Inc., and recorded in Deed Book 1414, Pages 133–136, Hall County, Georgia Deed Records. (NOT A SURVEY MATTER)

(18) Certificate of Merger from Rome Kraft Company to Georgia Kraft Company, dated December 6, 1973, recorded in Deed Book 548, Page 432, Hall County, Georgia Deed Records. (NOT A SURVEY MATTER)

(19) All matters shown on plat of survey for Roy W. Sweat dated August 26, 2021, as prepared by Davis Engineering & Surveying. Plat reveals the following:
A) A portion of the property is located within the 100–year flood zone area;
B) A portion of the property is located within a 25' state waters buffer;
C) A portion of the property is located within a 50' vegetative buffer;
D) A portion of the property is located with a 75' impervious setback
E) Setbacks
F) The Oconee River forms the northeast property line
G) 15' telecommunications easement running across northwest portion of subject property.
(AFFECTS–AS SHOWN)

*DEEDS AND PLATS RECOVERED DURING THE COURSE OF THIS SURVEY DESCRIBE THE SUBJECT PROPERTY TO LIE WITHIN MULTIPLE GEORGIA MILITIA DISTRICTS. LISTED BELOW ARE DOCUMENTS FOUND AND THE CORRESPONDING G.M.D. THE PROPERTY IS CITED TO LIE WITHIN. THIS LIST SHOULD NOT BE CONSIDERED CONCLUSIVE, NOR DOES IT CONSTITUTE A TITLE SEARCH:

DB 3714, PGS 73–75 ~ GLADE DISTRICT, G.M.D. 403
DB 3714, PGS 70–72 ~ GLADE DISTRICT, G.M.D. 403
DB 3723, PGS 82–84 ~ GLADE DISTRICT, G.M.D. 403
DB 6428, PGS 399–403 ~ LULA DISTRICT, G.M.D. 1690
DB 702, PG 147 LULA DISTRICT, G.M.D. 1690
PB 57, PG 54 ~ GLADE DISTRICT, G.M.D. 403
PB 108, PG 78 ~ G.M. 1680
PB 872, PG 237 ~ LULA DISTRICT G.M.D. 1690

G.D.O.T. RIGHT–OF–WAY PLANS FOR PROJECT F–013–1(29) AND SUPPLEMENTAL RIGHT–OF–WAY DEEDS SHOW THE PROPERTY TO LIE WITHIN G.M.D. 1690. ADDITIONALLY, U.S. CENSUS DATA FOR HALL COUNTY FROM 1940 MAKES REFERENCE ONLY TO A DISTRICT 1690, LULA, AND DISTRICT 403, GLADE, WHEREAS THERE IS NO MENTION OF A 1680 DISTRICT.

TO: CHICAGO TITLE INSURANCE COMPANY and ACM VENTURES, LLC:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, & 13 OF TABLE A THEREOF.

FIELD WORK WAS COMPLETED ON 8/27/2021. DATE OF PLAT OR MAP:16th DAY of MAY, 2022

DUSTY L. LOWMAN PLS# 3216

~ALTA / NSPS~ SURVEYORS CERTIFICATE

AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15–6–67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15–6–67.

DUSTY L. LOWMAN PLS# 3216

~SURVEYOR CERTIFICATION~

GEORGIA REGISTERED LAND SURVEYOR NO. 3216 DUSTY L. LOWMAN

CERTIFICATE OF AUTHORIZATION NUMBER: LSF 000627

PREPARED BY
DES DAVIS
ENGINEERING & SURVEYING
133 PROMINENCE COURT
SUITE 210
DAWSONVILLE, GA 30534
PHONE: (706) 265-1234
DAVISENGINEERS.COM

ALTA/NSPS LAND TITLE SURVEY FOR
CHICAGO TITLE INSURANCE COMPANY AND ACM VENTURES, LLC
LULA DISTRICT*
1690th G.M.D.*
HALL COUNTY, GEORGIA

REVISIONS BY:	FA
REVISION DATE:	05/16/22
REVISIONS BY:	DS/MS
REVISION DATE:	1/18/2022
DRAWN BY:	DS
FIELD CREW:	AM
PLAT DATE:	8/26/2021
FIELD DATE:	7/30/2021

SHEET NO. 1 OF 1

PROJECT NO. 21–239



Applicant: BCBTR, LLC

Tax Parcel #: 15007 000254 (PT.)

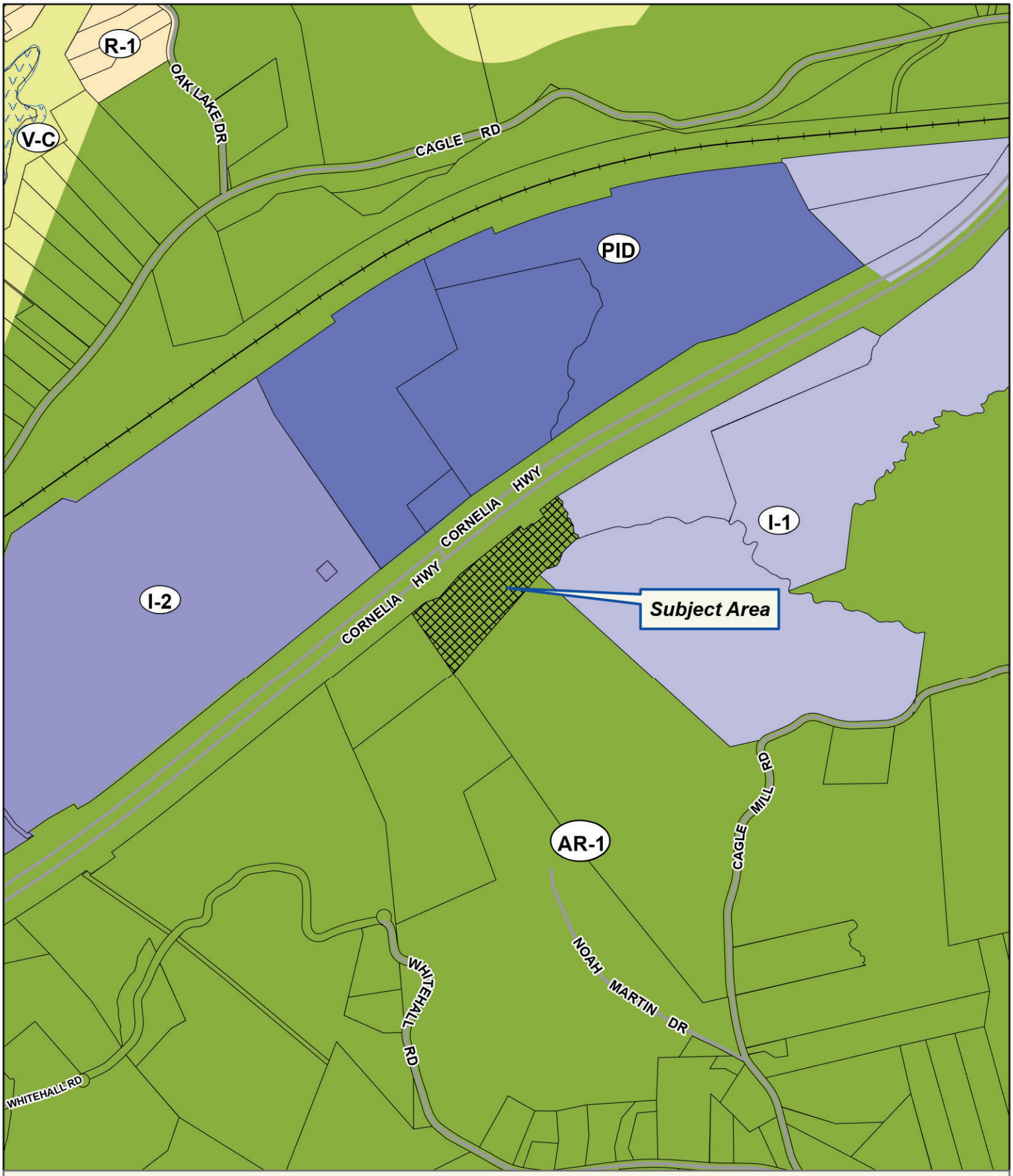
Location: 4745 CAGLE MILL ROAD, LULA, GA 30554

Commission District 3 **PC Mtg. Date: 06/02/2025**

0 125 250 500
Feet

Zoning Boundary
City Limits
Subject Area

N



Applicant: BCBTR, LLC

Tax Parcel #: 15007 000254 (PT.)

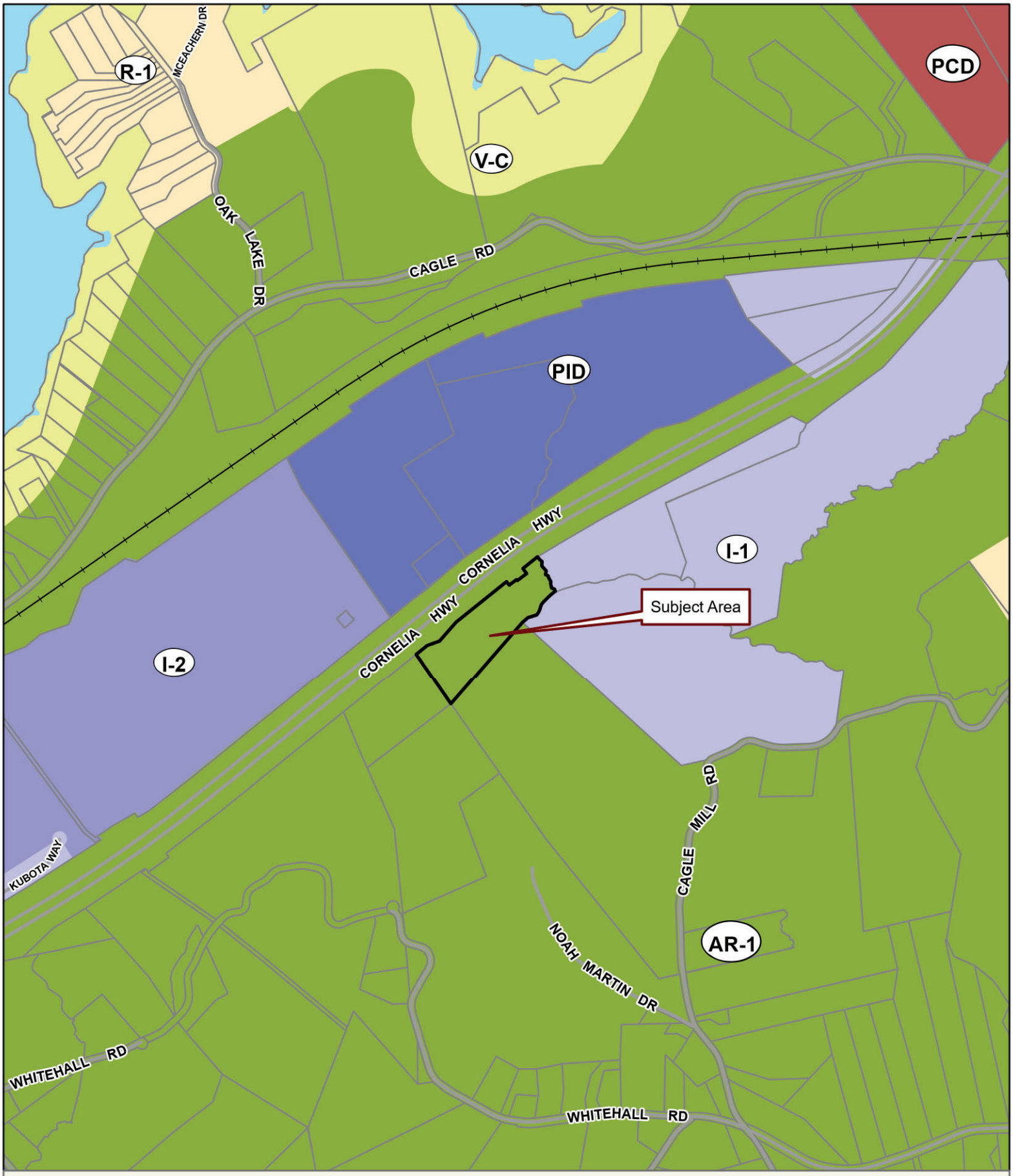
Location: 4745 CAGLE MILL ROAD, LULA, GA 30554

Commission District 3 **PC Mtg. Date: 06/02/2025**

0 125 250 500
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N



Applicant: BCBTR, LLC

Tax Parcel #: 15007 000254 (PT.)

Location: 4745 CAGLE MILL ROAD, LULA, GA 30554

Commission District 3 **PC Mtg. Date: 06/02/2025**

0 200 400 800
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N

















POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

SHOPS AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

DATE

DESCRIPTION

MARK

DESIGNED BY:	WM
DRAWN BY:	ABC
CHECKED BY:	JBB
SUBMITTED BY:	JBB
DATE:	02/07/2025
PROJECT #	1220263

SHEET TITLE

INDUSTRIAL RENDERINGS

SHEET NUMBER

EX 02

ORIGINAL SHEET SIZE:
30" X 42"

811 Know what's below. Call before you dig.
Dial 811
Or Call 800-282-7411

REZONING PLAN

FILE PATH: X:\P\2012\20260304.CAD_BIM\04.02 CAD\CS 901 PLOTTED BY: HARRISON, MICHAEL DATE: 7/25/24

eFiled and eRecorded
DATE: 09/02/2021
TIME: 4:12 PM
DEED BOOK: 8919
PAGE: 632 - 640
FILING FEES: $25.00
TRANSFER TAX: $995.00
PARTICIPANT ID: 6515028652
PT61: 069-2021-008810
RECORDED BY: CH
CLERK: Charles Baker, C.S.C
Hall County, GA

After recording return to:
T. Wesley Robinson
Hulsey, Oliver & Mahar, LLP
P.O. Box 1457
Gainesville, GA 30503

LIMITED WARRANTY DEED

STATE OF GEORGIA
COUNTY OF HALL.

THIS INDENTURE is made as of August 31, 2021, between Matthew H. Sweat, Tecla B. Sweat, Dr. Roy W. Sweat, Whitney Sweat Colvert, James David Colvert, Warren R. Sweat, and Carol G. Sweat (hereinafter referred to as "Grantor") and CBD Investments, LLC, (hereinafter referred to as "Grantee") ("Grantor" and "Grantee" to include their respective successors, legal representatives and assigns where the context requires or permits).

WITNESSETH

GRANTOR, in consideration of the sum of Ten and No/100 Dollars ($10.00) and other valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and does hereby grant, bargain, sell, alien, convey and confirm unto Grantee all that tract or parcel of land lying and being in Hall County, Georgia (hereinafter referred to as the "Land") as more particularly described in the attached Exhibit "A", which Exhibit is incorporated herein.

TO HAVE AND TO HOLD the Land, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of Grantee forever in **FEE SIMPLE**; subject only to the matters (hereinafter referred to as "Permitted Exceptions") set out in the attached Exhibit "B", which Exhibit is incorporated herein.

AND GRANTOR WILL WARRANT and forever defend the right and title to the Land unto Grantee against the claims of any persons owning, holding or claiming by, through or under Grantor, except for claims arising under or by virtue of the Permitted Exceptions.

EXECUTED under seal as of the date above.

SELLER:

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Matthew H. Sweat (SEAL)

Notary Public
My Commission Expires:

TINA RENEE SHOTTS NOTARY PUBLIC WALTON COUNTY, GEORGIA MY COMMISSION EXPIRES FEBRUARY 03, 2022

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Tecla B. Sweat (SEAL)

Notary Public
My Commission Expires:

TINA RENEE SHOTTS NOTARY PUBLIC WALTON COUNTY, GEORGIA MY COMMISSION EXPIRES FEBRUARY 03, 2022

SIGNATURES CONTINUED ON NEXT PAGE

SELLER:

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Dr. Roy W. Sweat (SEAL)

Notary Public
My Commission Expires:

TINA RENEE SHOTTS NOTARY PUBLIC WALTON COUNTY, GEORGIA COMMISSION EXPIRES FEBRUARY 2022

SIGNATURES CONTINUED ON NEXT PAGE

TWR/JBP /T8350/255014

SELLER:

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public
My Commission Expires: 10/28/2023

Whitney Sweat Colvert (SEAL)
Whitney Sweat Colvert

KENDYL BEHRENS NOTARY PUBLIC EXPIRES GEORGIA October 28, 2023 CHEROKEE COUNTY

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public
My Commission Expires: 10/28/2023

James David Colvert (SEAL)
James David Colvert

KENDYL BEHRENS NOTARY PUBLIC EXPIRES GEORGIA October 28, 2023 CHEROKEE COUNTY

SIGNATURES CONTINUED ON NEXT PAGE

SELLER:

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Warren R. Sweat (SEAL)

Notary Public
My Commission Expires:

ELLEN LEE SADOWSKY
Notary Public - Arizona
Maricopa County
Commission # 599886
My Comm. Exp. March 8, 2025

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Carol G. Sweat (SEAL)

Notary Public
My Commission Expires:

ELLEN LEE SADOWSKY
Notary Public - Arizona
Maricopa County
Commission # 599886
My Comm. Exp. March 8, 2025

TWR/JBP /T8350/255014

Exhibit "A"

All that tract or parcel of land lying and being in the Glade District, 1680th G.M.D., Hall County, Georgia, as shown on a plat of survey for Roy W. Sweat, dated August 26, 2021, prepared by Davis Engineering and Surveying, which plat is incorporated herein by reference as part of this description, and being more particularly described as follows:

COMMENCING at a point at the center line intersection of Cornelia Highway (A.K.A – Georgia Highway 365 with a variable right-of-way) & Whitehall Road;
THENCE, N56°11'39"E a distance of 5169.73' to a 1/2" rebar found at the southeasterly right-of-way of Cornelia Highway; said 1/2" rebar found being the POINT OF BEGINNING;
THENCE, along the southeasterly right-of-way of Cornelia Highway, N51°12'43"E a distance of 114.40' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N70°01'31"E a distance of 105.64' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N41°22'31"E a distance of 201.81' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N51°17'49"E a distance of 520.40' to a point;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway, S37°11'56"E a distance of 35.17' to a point;
THENCE, N53°11'56"E a distance of 73.74' to a point;
THENCE, S37°07'39"E a distance of 9.89' to a point;
THENCE, N53°11'56"E a distance of 94.51' to a point;
THENCE, N36°48'04"W a distance of 50.66' to a point at the southeasterly right-of-way of Cornelia Highway;
THENCE, along the southeasterly right-of-way of Cornelia Highway, with a curve to the left, having an arc length of 150.51' and a radius of 1357894.46', with a chord bearing of N51°17'21"E and a chord length of 150.51' to a point at the centerline of a stream;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway and along the centerline of the stream, the following courses and distances: S38°50'03"E a distance of 31.52' to a point; S54°21'59"E a distance of 20.77' to a point; S03°11'08"W a distance of 36.93' to a point; S43°00'29"E a distance of 12.62' to a point; S41°46'52"E a distance of 41.52' to a point; S12°11'07"W a distance of 29.69' to a point; S62°59'59"E a distance of 24.36' to a point; S14°56'48"E a distance of 16.99' to a point; S30°19'03"E a distance of 34.13' to a point; S09°56'03"W a distance of 13.24' to a point; S11°18'23"E a distance of 38.83' to a point;

S68°19'26"E a distance of 25.08' to a point; S21°38'47"E a distance of 19.26' to a point; S57°49'27"W a distance of 11.76' to a point; S50°31'32"W a distance of 38.63' to a point; S46°31'17"W a distance of 37.15' to a point; S44°47'21"W a distance of 40.08' to a point; S39°03'52"W a distance of 28.80' to a point; S17°33'11"W a distance of 44.56' to a point; S23°04'47"W a distance of 14.42' to a point; S32°49'06"W a distance of 31.63' to a point; S72°28'48"W a distance of 60.48' to a point; S79°34'58"W a distance of 11.47' to a point;

S49°33'11"W a distance of 61.63' to a point;
THENCE, leaving the centerline of stream, S47°40'59"E a distance of 1728.25' to a 1/2" rebar found;
THENCE, N77°43'24"E a distance of 196.66' to a 1/2" rebar found at the westerly right-of-way of Cagle Mill Road (60' right-of-way);
THENCE, along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 104.74' and a radius of 113.90', with a chord bearing of S03°54'12"W and a chord length of 101.09' to a point,
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S23°10'28"E a distance of 94.22' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 257.36' and a radius of 205.00', with a chord bearing of S12°47'27"W and a chord length of 240.79' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S48°45'23"W a distance of 67.26' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 208.94' and a radius of 260.00', with a chord bearing of S25°44'04"W and a chord length of 203.36' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S02°42'45"W a distance of 221.60' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 90.62' and a radius of 370.00', with a chord bearing of S09°43'45"W and a chord length of 90.40' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S16°44'45"W a distance of 122.67' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 107.52' and a radius of 330.00', with a chord bearing of S07°24'42"W and a chord length of 107.05' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S01°55'21"E a distance of 410.83' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 78.24' and a radius of 830.00', with a chord bearing of S04°37'23"E and a chord length of 78.21' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S07°19'24"E a distance of 49.75' to a 1/2" rebar set;
THENCE, leaving the westerly right-of-way of Cagle Mill Road, S77°17'15"W a distance of 169.36' to a 1-1/2" open top pipe found;
THENCE, N38°50'17"W a distance of 1454.15' to a 1/2" rebar found;
THENCE, N34°59'05"W a distance of 1336.17' to a point;
THENCE, N34°32'20"W a distance of 480.79' to a 1/2" rebar found; said 1/2" rebar found being the POINT OF BEGINNING.
Said property containing 72.67 acres.

Exhibit "B"
Permitted Exceptions

(a) All matters as shown on plat of survey for Roy Sweat dated November 5, 1973, last revised November 15, 1985, recorded in Plat Book 108, Page 78, Hall County, Georgia Records;

(b) Judgment in favor of Southern Bell Telephone and Telegraph Company dated June 7, 1989, recorded in Deed Book 1356, Pages 100-104, Hall County, Georgia Deed Records;

(c) Easement Agreement by and between Dr. Roy W. Sweat and Hall County, Georgia, dated September 12, 2000, recorded in Deed Book 3750, Pages 134-136, Hall County, Georgia Deed Records;

(d) Right of Way Deed to Department of Transportation dated March 2, 1979, recorded in Deed Book 702, Pages 147-148, Hall County, Georgia Deed Records;

(e) Rights of upper and lower riparian owners in and to the waters of creeks crossing or adjoining the property, and the natural flow thereof, free from diminution or pollution;

(f) Easement to Georgia Power Company dated February 26, 2008, recorded in Deed Book 6341, Pages 32-35, Hall County, Georgia Deed Records;

(g) Right of Way Deed to Hall County dated September 3, 1999, recorded in Deed Book 3556, Page 317, Hall County, Georgia Deed Records.

(h) Right of Way and Easement Agreement to Southern Bell Telephone and Telegraph Company dated May 2, 1989, recorded in Deed Book 1349, Pages 120-141, Hall County, Georgia Deed Records;

(i) Subject to Easement described in Indenture from Georgia Kraft Company to Arthur F. Rees, IV, dated April 1, 1975, recorded in Deed Book 57, Pages 319-320, Hall County, Georgia Deed Records;

(j) Easement to Atlanta Gas Light Company dated December 18, 1968, recorded in Deed Book 389, Pages 250-253, Hall County, Georgia Deed Records;

(k) Affidavit of Possession executed by Robert L. Campbell, as Manager of Inland-Rome, Inc., and recorded in Deed Book 1414, Pages 133-138, Hall County, Georgia Deed Records;

(l) Certificate of Merger from Rome Kraft Company to Georgia Kraft Company dated December 6, 1973, recorded in Deed Book 548, Page 432, Hall County, Georgia Deed Records;

(m) All matters as shown on plat of survey for Roy W. Sweat dated August 26, 2021, as prepared by Davis Engineering & Surveying. Plat reveals the following:
(i) A portion of the property is located within the 100-year flood zone area;
(ii) A portion of the property is located within a 25' state waters buffer;
(iii) A portion of the property is located within a 50' vegetative buffer;
(iv) A portion of the property is located with a 75' impervious setback
(v) Setbacks
(vi) The Oconee River forms the northeast property line
(vii) 15' telecommunications easement running across northwest portion of subject property.

(n) Subject to 2021 Hall County taxes, and subsequent years not yet due and payable.

EXHIBIT A – LEGAL DESCRIPTION – INDUSTRIAL TRACT

All that tract or parcel of land lying and being in the Glade District, 1680th G.M.D., Hall County, Georgia, as shown on a plat of survey for Roy W. Sweat, dated August 26, 2021, prepared by Davis Engineering and Surveying, which plat is incorporated herein by reference as part of this description, and being more particularly described as follows:

COMMENCING at a point at the center line intersection of Cornelia Highway (A.K.A - Georgia Highway 365 with a variable right-of-way) & Whitehall Road;

THENCE, N56°l 1 ’39"E a distance of 5169.73’ to a 1/2” rebar found at the southeasterly right-of-way of Cornelia Highway; said 1/2" rebar found being the POINT OF BEGINNING;

THENCE, along the southeasterly right-of-way of Cornelia Highway, N51°12'43"E a distance of 114.40' to a point;

THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N70°01'31 "E a distance of 105.64' to a point;

THENCE, continuing along die southeasterly right-of-way of Cornelia Highway, N41 °22'31 "E a distance of 201.81' to a point;

THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N51°17'49"E a distance of 520.40' to a point;

THENCE, leaving the southeasterly right-of-way of Cornelia Highway, S37°11'56"E a distance of 35.17' to a point;

THENCE, N53°11'56"E a distance of 73.74' to a point;

THENCE, S37°07'39"E a distance of 9.89' to a point;

THENCE, N53°11'56"E a distance of 94.51' to a point;

THENCE, N36°48'04"W a distance of 50.66' to a point at the southeasterly right-of-way of Cornelia Highway;

THENCE, along the southeasterly right-of-way of Cornelia .Highway, with a curve to the left, having an arc length of 150.5 T and a radius of 1357894.46', with a chord bearing of N51°17'21"E and a chord length of 150.51' to a point at the centerline of a stream;

THENCE, leaving the southeasterly right-of-way of Cornelia Highway and along the centerline of the stream, the following courses and distances: S38°50'03"E a distance of 31.52' to a point;

S54°21'59"E a distance of20.77' to a point; S03°11'08"W a distance of36.93' to a point;

S43°00'29"E a distance of 12.62' to a point; S41°46'52"E a distance of 41.52’ to a point;

S12°11'07"W a distance of 29.69' to a point; S62°59'59"E a distance of24.36' to a point;

S14°56'48"E a distance of 16.99' to a point; S30°19'03"E a distance of 34.13' to a point;

S09°56'03"W a distance of 13.24' to a point; S11°18'23"E a distance of 38.83' to a point;

S68°19’26"E a distance of 25.08' to a point; S21°38'47"E a distance of.19.26' to a point;

EXHIBIT A – LEGAL DESCRIPTION – INDUSTRIAL TRACT

S57°49'27"W a distance of 11.76' to a point; S50°31'32"W a distance of 38.63' to a point;

S46°31'17"Wadistance of 37.15' to a point; S44°47'21"Wadistance of40.08' to a point;

S39°03’52"W a distance of 28.80’ to a point; S17°33’11"W a distance of 44.56' to a point;

S23°04'47"W a distance of 14.42' to a point; S32°49'06"W a distance of 31.63' to a point;

S72°28'48"W a distance of 60.48' to a point; S79°34'58"W a distance of 11.47' to a point;

S49°33’11"W a distance of 61.63' to a point;

THENCE, leaving the centerline of stream, S41°46’25"W a distance of 876.07' to a point;

THENCE, N34°24'19"W a distance of 481.09' to a 1/2" rebar found; said 1/2" rebar found being the POINT OF BEGINNING.

Said property containing 10.57 acres.

CITY OF
GAINESVILLE

WATER RESOURCES

April 21, 2025

Pond
Attn: Jason Bach, P.E.
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092

Re: Water Availability
Proposed Residential Development
4745 Cagle Mill Road
PIN: 15007 000254

Dear Mr. Bach,

The purpose of this letter is to reconfirm the availability of water service to the above referenced property.

The City of Gainesville owns and operates an existing 12-inch DIP water main in the right-of-way of Cornelia Highway (SR 365) across from the subject property. Currently, the City has adequate domestic water capacity to serve your proposed residential development.

This confirmation of water availability is good for one year from the date of this letter at which time, it will become null and void unless engineered plans have been submitted for issuance of a development permit.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford, Permitting Services and GIS Manager

cc: Tracy Robar, P.E., Engineering and Construction Division Manager
Chris Thornhill, Project Manager

Hall County Government
PUBLIC WORKS AND UTILITIES

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

BILL NASH, P.E.
Director

William (Bill) H. King III, P.E.
Assistant Director

April 2, 2025

Jason Bach, Pond & Company
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092

Subject: Sanitary Sewer Letter of Availability
4745 Cagle Road
Parcel ID No: **15007 000254**
Lula, GA 30554

Dear Mr. Bach,

In response to your request, this letter will serve as confirmation that Hall County has sufficient volume to serve the above development at Lula Road, (SR 52) at Cagle Road. The estimated average daily flow will be 1,200 GPD.

The existing sewer line is located near the property at Cornelia Hwy. An extension into the subject property is required to be performed by the developer at owner's cost.

Sanitary sewer capacity allocation is available on a first come, first serve basis by purchasing the sewer taps. As such, this "availability" letter does not guarantee capacity. Additionally, this letter is non-transferable. If the project design changes, this letter is void and a new "availability" letter must be obtained.

If you have any questions or need more information, please call the Hall County Public Works and Utilities Department at 770-531-6800.

Sincerely,

William (Bill) H. King III, P.E.

Application for Sewer Availability Letter

Date: 03/01/2025

Name of Applicant: JOSH BOLING Contact Number: 770-893-8002

Address of Applicant: 5616 PEACHTREE RD SUITE 120

City: ATLANTA State: GA Zip: GA E-mail: JBOLING@ACMAPTS.COM

Name of Agent: JASON BACH, POND & COMPANY Contact Number: 678-631-9552

Address of Agent: 3500 PARKWAY LANE SUITE 500

City: PEACHTREE CORNERS State: GA Zip: 30092 E-mail: BACHJ@PONDCO.COM

THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS: (Please check the purpose of letter request and fill in all applicable information legibly and completely.)

AVAILABILITY: ☐ General Availability ☑ Rezoning ☐ Conditional Use Permit

Availability letters will require a minimum of one week from the date of application submittal.

Request from ARIII (Present Zoning) to PLANNED INDUSTRIAL DEVELOPMENT (Requested Zoning)

For the Purpose of PLANNED INDUSTRIAL DEVELOPMENT (Type of Development)

Address of Property: 4745 CAGLE MILL RD

Nearest Intersection to Property: WHITEHALL AND CAGLE MILL RD

Size of Tract: 10.57 AC acre(s), Lane Lot Number(s): _____, District(s): _____

Development Estimate Average Daily Sewer Flow (GPD): 1,200 GPD

Property Tax Parcel Number: 15007 000254 Proposed number of Lots: N/A

(Below: For properties within protected watershed districts only)

Gross Density: _____ units per acre Net Density: _____ units per acre

Estimated amount of impervious surface: _____ Minimum Lot Size: _____

Notary

NICOLE LYNN MANUEL NOTARY PUBLIC Notary Seal GWINNETT COUNTY GEORGIA 2.12.29

Signature of Owner(s)/Agent(s)

JASON BACH, POND AND COMPANY
Printed Name of Owner(s)/Agent(s)

CIVIL ENGINEER OF RECORD
Title of Agent

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
T: 678.336.7740

Jason Bach, P.E.
Project Manager
Pond and Company
678-631-9522
bachj@pondco.com

April 1st, 2025

Hall County Department of Public Works & Utilities
Attn: Sewer Department
2875 Browns Bridge Road
Gainesville, GA 30504-5635

RE: Letter of Intent for sewer service – Shops and Residences at Cagle Mill Project

To Whom It May Concern,

Brightside homes is proposing the development of a planned industrial development in unincorporated Hall County. The site is located between Highway 365 and the Oconee River, approximately 5,200 feet northeast of the intersection of 365 and Whitehall Road.

The proposed development will consist of two industrial buildings 18,000 SF and 20,000 SF in size.

It is our intent to serve the site with gravity sewer to the manhole located just outside of the hall county pump station located along the Highway 365 right-of-way.

We are requesting a letter of sewer availability from your department to assist in the rezoning process, currently underway.

Calculations and maps for anticipated stormwater flow and tie-in location are included as an attachment to this letter.

Santaw Sewer

Please do not hesitate to contact me at 678-631-9522 or bachj@pondco.com if you have any questions.

Thank you for your time and consideration.

Sincerely,

GEORGIA REGISTERED No. 35727 PROFESSIONAL ENGINEER 4/1/2025 JASON BRETT BACH

Jason Bach, P.E.

Consequently, this project will have an estimated daily flow of 1,200 gallons and an instantaneous peak flow of 2.3 gallons per minute.

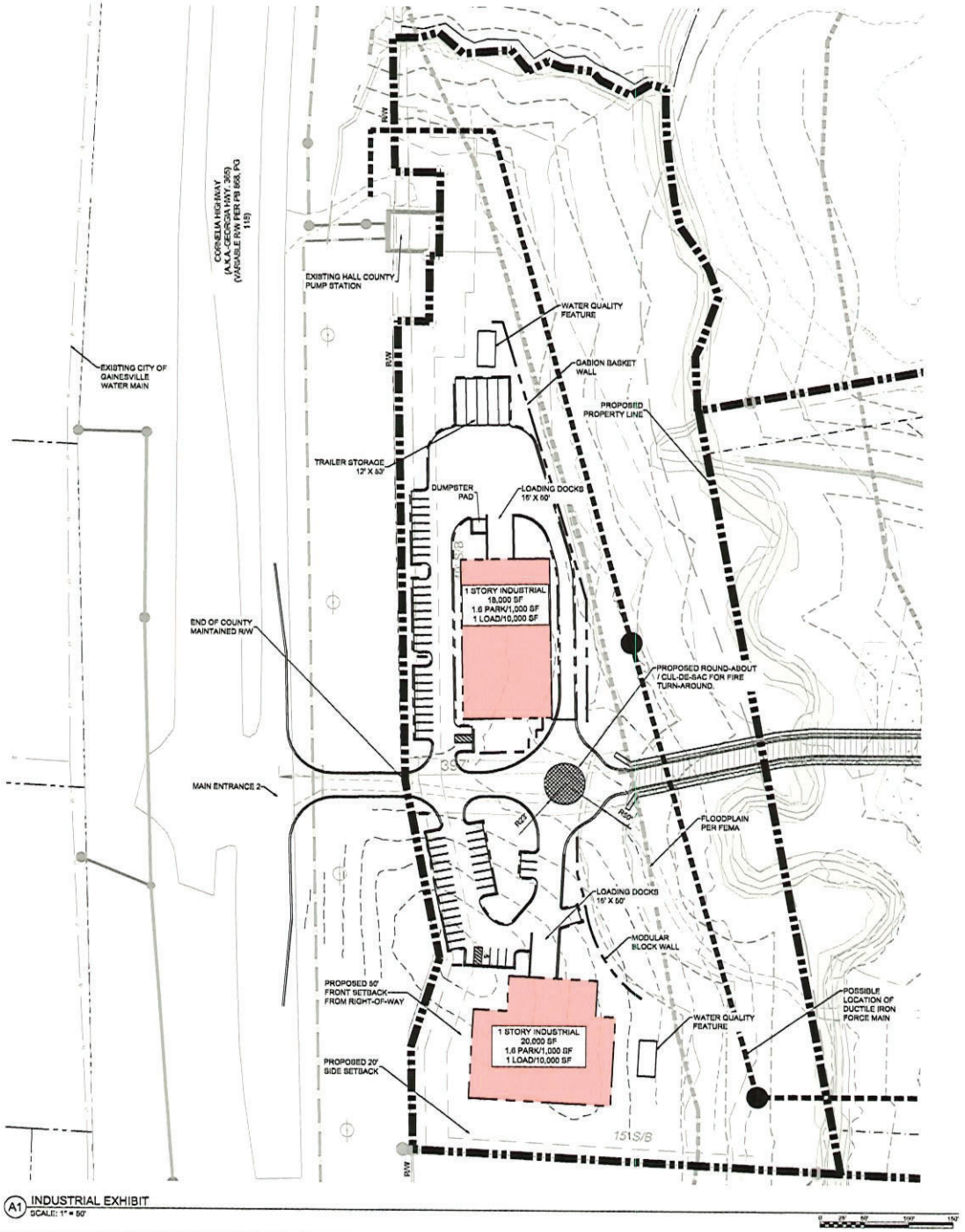
Please do not hesitate to contact me with any questions or concerns.



Jason Bach, PE

Project Manager

Civil Engineer



A1 INDUSTRIAL EXHIBIT
SCALE: 1" = 50'

EXISTING ZONING: AGRICULTURAL RESIDENTIAL III (AR-III)

PROPOSED ZONING: PLANNED INDUSTRIAL DISTRICT (PID)

CHARACTERISTICS: (HALL COUNTY REF. CODE) - 17.180.090

THE PROPOSED PLANNED INDUSTRIAL DEVELOPMENT WILL ADHERE TO THE GATEWAY CORRIDOR OVERLAY REQUIREMENTS.

A PLANNED INDUSTRIAL DEVELOPMENT SHOULD CONSIST OF LAND WHICH HAS BEEN DESIGNATED FOR A PLANNED, ORGANIZED AND CONTROLLED INDUSTRIAL USE OR FOR MULTIPLE BUT COMPATIBLE INDUSTRIAL USES IN A PLANNED INDUSTRIAL PARK. THE STANDARDS EMPLOYED SHOULD BE DESIGNED TO ENCOURAGE THE FORMATION AND CONTINUANCE OF A COMPATIBLE ENVIRONMENT FOR THE PLANNED INDUSTRIAL USES AND THE SURROUNDING LAND USES. CAREFULLY PLANNED OFFICE AND COMMERCIAL USES MAY BE INCORPORATED AS PART OF A PLANNED INDUSTRIAL DEVELOPMENT.

PERMITTED USES:
RETAIL, INDUSTRIAL PARKS, OFFICES AND OFFICE BUILDINGS, RADIO AND TELEVISION STUDIOS, STORAGE YARDS, FAMILY DAY CARE HOME, GROUP DAY CARE HOME, FLEX OFFICE WAREHOUSE, AND BOAT RETAIL

REQUIRED PLANS: (HALL COUNTY REF. CODE) - 17.180.090

ALL OF THE GENERAL AND SPECIAL REQUIREMENTS FOR PLANNED DEVELOPMENTS SHALL BE PROVIDED. THE FOLLOWING SPECIFIC ITEMS SHALL ALSO BE ADDRESSED:

1. A SITE PLAN INDICATING THE PROPOSED SITE PREPARATION AND GRADING, STREETS AND PARKING AREAS, LOADING ZONES, OUTDOOR STORAGE AREAS, RAIL FACILITIES, STORM DRAINAGE, WATER, GAS AND SEWAGE SYSTEMS AND ALL BUFFER AREAS.
2. THE DEVELOPMENT CONTROLS FOR THE DISTRICT SHALL BE DETAILED (LOT COVERAGE, SETBACKS, BUILDING HEIGHTS, LOT SIZES, ETC.). IF STANDARDS ARE NOT SPECIFICALLY PROPOSED, THEN THE APPLICABLE STANDARDS IN THE LIGHT INDUSTRIAL (I-1) DISTRICT, TOGETHER WITH THE SCREENING AND BUFFER REQUIREMENTS, SHALL APPLY.
3. IF OFFICE OR COMMERCIAL USES ARE PROPOSED IN CONJUNCTION WITH THE PLANNED INDUSTRIAL DEVELOPMENT, THEN THE APPLICABLE REQUIREMENTS IN THE PLANNED OFFICE DEVELOPMENT OR THE PLANNED COMMERCIAL DEVELOPMENT [DISTRICT] SHALL BE PROVIDED.
4. A PROPOSED DEVELOPMENT SCHEDULE AND LISTING OF PROPOSED USES SHALL BE PROVIDED.

PARKING SPACES	REQUIRED	PROVIDED
NORTH INDUSTRIAL	29	29
SOUTH INDUSTRIAL	32	32

LOADING DOCKS	REQUIRED	PROVIDED
NORTH INDUSTRIAL	2	2
SOUTH INDUSTRIAL	2	2

TOTAL INDUSTRIAL ZONED AREA: 10.57 AC.
TOTAL PROPSED INDUSTRIAL BLDG: 38,0000SF
REQUIRED OPEN SPACE (40%): 4.2 AC
PROVIDED OPEN SPACE: 7.9 AC
RATIO (OPEN SPACE / TOTAL AREA) = 75%

REQUIRED CONTIGUOUS OPEN SPACE (75%) = 3.2 AC
PROVIDED CONTIGUOUS OPEN SPACE (100%) = 4.3 AC
(AS PER 17.430.120)

SANITARY SEWER FLOW ESTIMATION:

FACTORY, OFFICE, SCHOOL, COMMERCIAL AND CONSTRUCTION (WITHOUT SHOWERS AND INDUSTRIAL WASTE): 25 GPD PER WORKER.

PARKING SPACES: 32 SPACES

ASSUME 1.5 WORKERS PER SPACE

TOTAL WORKERS = 48 WORKERS

FLOW = 48 WORKERS X 25 GPD / WORKER = 1,200 GPD

PEAK FLOW = 2.5 (TOTAL USAGE)

TOTAL SEWER FLOW CAPACITY = 2.5 X 1,200 GPD = 3,000 GPD

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

EDITAOR SEAL

CLIENT INFORMATION

Brightside Homes
5610 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

SHOPS AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

NUMBER	DESCRIPTION	DATE

DESIGNED BY:	WM
DRAWN BY:	ASC
CHECKED BY:	JBB
SUBMITTED BY:	JBB
DATE:	03/21/2025
PROJECT #	122D/63

SHEET TITLE

ZONING SITE PLAN

SHEET NUMBER

EX 01

ORIGINAL SHEET SIZE: 30" x 42"

811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

REZONING PLAN

FILE PATH: K:\P122-222B\164 CAD_BASM SZ CADCS 101 PLOTTED BY: BONO, ANDRES 8:07E, 7/2024

POND

Responsive People. Real Partners.

Architects
Engineers
Planners
Constructors

3500 Parkway Lane
Suite 500
Peachtree Corners, GA 30092

P 678.336.7740
F 678.336.7744
www.pondco.com

SEWER CAPACITY CALCULATIONS

The following sewer demand flows calculations are for the proposed planned industrial development located at 4745 Cagle Mill Road, Lula, GA 30554. These calculations are based on Georgia Department of Public Health On-Site Sewage Management Systems Manual – Section J. The proposed site will contain two industrial buildings with a proposed 18,000 SF and 20,000 SF footprint. An assumed peaking factor of 2.5 is used in instantaneous peak flow calculations.

1. Proposed Daily Flow

   a. Industrial Buildings (assumed "Workers Including Factory, Office, School, Commercial and Construction (Without Showers and Industrial Waste)" category per GA DPH) (assumed 48 worker capacity)

   48 Workers * $\frac{50\ GPD}{Workers}$ = 1,200 GPD

2. Assumed Peak Factor of (2.5)

   Proposed Total Usage = 1,200 GPD = 0.9 GPM

   Instantaneous Peak Flow = 2.3 GPM

All Pond & Company marketing materials are printed on papers containing post-consumer recycled fibers and are FSC Certified.

Outlook

HCPC Tentative Agenda 6.2.25

From Emily McGahee (Environmental Health) <emcgahee@hallcounty.org>
Date Thu 5/1/2025 4:56 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kelly Hairston (Environmental Health) <khairston@hallcounty.org>; Chad Harper (Environmental Health) <charper@hallcounty.org>

Please find Environmental Health comments below.

Item 1, 2017 Athens Hwy, Herbert: No comment in regards to monument sign.

Item 2, 504 John Harm Way, Q Crescent Holdings: No comment.

Item 3, 3266 Chestatee Rd, Pierce: Existing commercial septic system sized for 750gpd/150 guests.

Item 4, 5162 Thompson Bridge Rd, FreeUp Storage: No comment.

Items 5A/B, 5253 Lawson Road, Kirrane: Must meet all Environmental Health commercial septic system permitting requirements. An onsite sewage management system (and bathroom structure) will be required on the property for the requested use. Applicant has already been informed of Environmental Health requirements.

Items 6A/B, 4745 Cagle Mill Road: The entire development must be developed on public sewer or EPD permitted sewage treatment system. No onsite sewage management systems to be permitted by Environmental Health. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

Emily McGahee
Hall County Environmental Health
Hall County Government Center
2875 Browns Bridge Road
Mailing: PO Box 5901
Gainesville, GA 30504
(770) 531-3973 (phone)
emcgahee@hallcounty.org

http://dph.georgia.gov/environmental-health (State Website)
http://www.phdistrict2.org/HallCounty.htm (District Website)
https://www.hallcounty.org/192/Environmental-Health (County Website & Forms)

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Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

5/12/2022
Audubon
ATTN: Josh Boiling
6525 The Corner's Parkway
Suite 216
Peachtree Corners, GA 30092

Subject: Access to Property; Hall County; Commercial Driveway at SR 365, South of Cagle Road, MP 22.27.

To whom it may concern,

Dependent upon compliance with all Department of Transportation requirements in effect at the time a permit is requested and your compliance with any current or future authorizations under Georgia Code 32-6-111, we will approve any repair needed as well as permit a drive if applicant meets all requirements.

Please contact Parker Niebauer at (770) 533-8275 if you have any questions.

Sincerely,

Jason Dykes, P.E.
District Traffic Engineer

JD/af
PuckettZ@pondco.com

Outlook

RE: June 2, 2025 Hall County Planning Commission Meeting

From Nembhard, Nakia L <NNembhard@dot.ga.gov>
Date Mon 4/28/2025 2:00 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Below you will find the comments on whether coordination will be needed.

2017 Athens Highway – If sign will be placed on Athens St and not Athens Hwy no coordination will be need. Any placing sign on GDOT R/W will require coordination.

504 John Harm Way – No coordination.

3266 Chestatee Road – No Coordination.

5162 Thompson Bridge Rd – Will require coordination.

5253 Lawson Road – No coordination.

4745 Cagle Mill Rd, 4673 & 4691 Noah Martin Drive – Will need coordination if intent is to create driveway on SR 365, if not no coordination will be needed.

Thanks,

Nakia Nembhard
Civil Engineer 3

GDOT Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy Suite 100

Gainesville, GA, 30501

(678) 332-8200 Cell
(770) 533-8496 Office

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Thursday, April 24, 2025 4:24 PM
Subject: June 2, 2025 Hall County Planning Commission Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Here is the Tentative Agenda and Maps for the **June 2, 2025** Hall County Planning Commission Meeting. Please use the links to review the documents and respond with comments to Hall County Planning and Development. Failure to provide comments in a timely manner may result in the information not being included in the staff report.

When submitting comments, please include the name of the applicant along with the address of the property with the corresponding comment.

Comments are due by **May 2, 2025.** Email comments to Beth (bgarmon@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

CALL TO ORDER

AGENDA REVIEW

APPROVAL OF MINUTES – May 19, 2025

NEW BUSINESS

1. **2017 Athens Highway | Variance to Section 8.6 |** Sign standards | on an 2.20± acre tract located on the north side of Athens Highway at its intersection with Athens Street | Zoned H-B (GCOD); Tax Parcel 15032E002012A(pt) **| Proposed Use: Monument sign |** * Commission District 4 | **Kevin Herbert, applicant**

2. **504 John Harm Way | Variance to Section 8.6 |** Sign standards | on a 18.35± acre tract located on the east side of Crescent Drive, approximately 265 feet from its intersection with White Sulphur Road | Zoned PRD; Tax Parcel 15033D000008 **| Proposed Use: Entrance monument sign |** * Commission District 3 | **Q Crescent Holdings, LLC, applicant**

3. **3266 Chestatee Road | Special Use |** to amend conditions of zoning | on a 27.96± acre tract located on the north side of Chestatee Road approximately 948 feet from its intersection with

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

PUBLIC WORKS AND
UTILITIES DIRECTOR
Bill Nash, P.E.

Hall County Government

COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
PUBLIC WORKS AND UTILITIES

MEMORANDUM

To: Beth Garmon, Director of Planning and Zoning

From: Bill Nash, Director of Public Works and Utilities

Date: May 2, 2025

Subject: June 2, 2025 - Hall County Planning Commission Agenda

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the June 2, 2025 meeting. Upon review, we provide the following comments.

NEW BUSINESS

1. **2017 Athens Highway | Variance to Section 8.6 |** Sign standards | on an 2.20± acre tract located on the north side of Athens Highway at its intersection with Athens Street | Zoned H-B (GCOD); Tax Parcel 15032E002012A(pt) **| Proposed Use: Monument sign |** * Commission District 4 | **Kevin Herbert, applicant**

a. **Engineering**: No comment
b. **Traffic:** No comment
c. **Utilities:** Not in Hall County Sewer Service Area

2. **504 John Harm Way | Variance to Section 8.6 |** Sign standards | on a 18.35± acre tract located on the east side of Crescent Drive, approximately 265 feet from its intersection with White Sulphur Road | Zoned PRD; Tax Parcel 15033D000008 **| Proposed Use: Entrance monument sign |** * Commission District 3 | **Q Crescent Holdings, LLC, applicant**

a. **Engineering:** No comment
b. **Traffic:** No comment
c. **Utilities:** Not in Hall County Sewer Service Area

3. **3266 Chestatee Road | Special Use |** to amend conditions of zoning | on a 27.96± acre tract located on the north side of Chestatee Road approximately 948 feet from its intersection with North River Road | Zoned AR-1; Tax Parcel 10059 000012 **| Proposed Use: Agri-entertainment venue |** ** Commission District 2 | **Brenton Pierce, applicant**

    a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    b. **Traffic:** No comment
    c. **Utilities:** Not in Hall County Sewer Service Area

4. **5162 Thompson Bridge Road | Special Use |** to amend conditions of zoning | on a 5.79± acre tract located on the northeast side of Thompson Bridge Road approximately 1,045 feet from its intersection with Hubert Stephens Road | Zoned PCD (GCOD); Tax Parcel 11083 003001A **| Proposed Use: Self-storage facility |** ** Commission District 3 | **FreeUp Storage Murrayville, LLC, applicant**

    a. **Engineering:** No comment
    b. **Traffic:** No comment
    c. **Utilities:** Not in Hall County Sewer Service Area

5. **(A) 5253 Lawson Road | Special Use** | on a 30.77± acre tract located on the north side of Lawson Road approximately 642 feet from its intersection with Britt Whitmire Road | Zoned AR-1; Tax Parcel 11008 000023 | **Proposed Use: Agri-entertainment venue |** ** Commission District 3 | **Mary Kirrane, applicant**

    a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    b. **Traffic:** No comment
    c. **Utilities:** Not in Hall County Sewer Service Area

6. **4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a combined 130.84± acre tract located on the west side of Cagle Mill Road at its intersection with Noah Martin Drive |

Zoned AR-1; Tax Parcels 15007 000254(pt), 15019 000114 & 000043 **| Proposed Use: 323-unit residential development |** ** Commission District 3 | **BCBTR, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Show FEMA and Hall County studied Flood plains that are present on site.
North Oconee Reservoir Watershed Protection District requires 100-foot stream buffers with a 150-foot impervious set back on both sides of the stream as measured from the stream banks.
b. **Traffic:** This development is currently under staff review and comment will be forthcoming.
c. **Utilities:** Hall County service area. Sewer is available along Cornelia Highway.

7. **4745 Cagle Mill Road | Rezone |** from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) | on a 10.57± acre portion of a tract located on the east side of Cornelia Highway (GA-365) approximately 4,970 feet from its intersection with Cagle Road | Zoned AR-1; Tax Parcel 15007 000254(pt) **| Proposed Use: Industrial uses |** ** Commission District 3 | **BCBTR, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Show FEMA and Hall County studied Flood plains that are present on site.
North Oconee Reservoir Watershed Protection District requires 100-foot stream buffers with a 150-foot impervious set back on both sides of the stream as measured from the stream banks.
b. **Traffic:** This development is currently under staff review and comment will be forthcoming
c. **Utilities:** Hall County service area. Sewer is available along Cornelia Highway.

Katie L. Greenway (Planning)

From: Jason Skarda (CDI: Engineering)
Sent: Friday, May 16, 2025 4:45 PM
To: Katie L. Greenway (CDI: Planning)
Cc: Brent Cook (Engineering); Scott Puckett (CDI: Engineering); Beth Garmon (CDI: Planning)
Subject: FW: John Boling - Rezoning Project - Cagle Mill & Noah Martin
Attachments: Noah Martin-Cagle Mill project concerns.pdf

Katie,

Please see the comments below regarding the proposed project for Cagle Mill & Noah Martin Road.

Hall County Public Works would recommend that the roads in the subdivision be made private; However, if the roads are to be maintained by Hall County then the following changes must be made to the plans (see attached pdf).

Parking inside the right-of-way:
To minimize hazards and congestion on County roads, on street parking is normally not allowed. The parallel parking depicted at the main entrance of the development will be acceptable, if it is acceptable to Hall County Fire Rescue. The parallel parking area will not be maintained by Hall County and should be noted on the Final Plat.

Roundabout near Clubhouse and Mail Kiosk:
Roundabout must meet Hall County Fire Rescue requirements, as well as, allow for School Buses to turn around.

Industrial Entrance, Roundabout, and Bridge:
In order for Hall County to accept into maintenance the portion of proposed road from State Route 365 and to the clubhouse roundabout, then the developer shall be required to pay for the following:

a. Hall County's third-party structural engineer to review and approve all bridge design plans.
b. Hall County's third-party structural engineer to provide construction CQA, inspections, all material testing reports for bridge construction.

Procurement for a. & b. will be attained using Hall County on-call engineering contract. These fees will be required to be paid as part of the LDP.

If you have any additional questions or concerns, feel free to contact me.

Jason E. Skarda, PLS
Assistant Director of Public Works and Utilities
Hall County Community Development and Infrastructure
(770) 531-6800 | www.hallcounty.org

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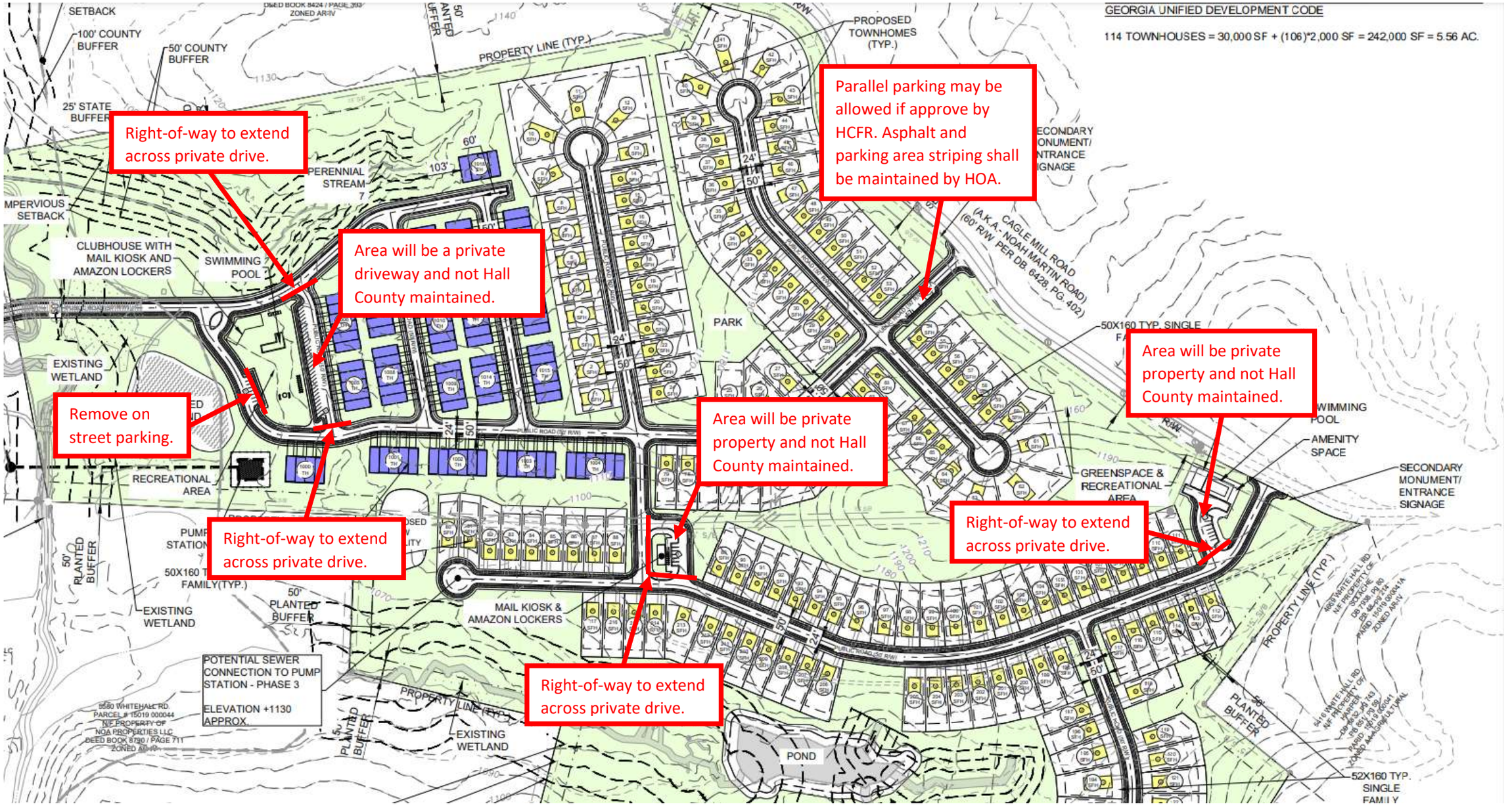

GEORGIA UNIFIED DEVELOPMENT CODE
114 TOWNHOUSES = 30,000 SF + (106)*2,000 SF = 242,000 SF = 5.56 AC.
Right-of-way to extend across private drive.
Parallel parking may be allowed if approve by HCFR. Asphalt and parking area striping shall be maintained by HOA.
Area will be a private driveway and not Hall County maintained.
Remove on street parking.
Area will be private property and not Hall County maintained.
Area will be private property and not Hall County maintained.
Right-of-way to extend across private drive.
Right-of-way to extend across private drive.
Right-of-way to extend across private drive.
PROPOSED TOWNHOMES (TYP.)
PROPERTY LINE (TYP.)
SETBACK
100' COUNTY BUFFER
50' COUNTY BUFFER
25' STATE BUFFER
PERENNIAL STREAM
IMPERVIOUS SETBACK
CLUBHOUSE WITH MAIL KIOSK AND AMAZON LOCKERS
SWIMMING POOL
EXISTING WETLAND
RECREATIONAL AREA
PARK
CAGLE MILL ROAD (A.K.A.- NOAH MARTIN ROAD) (60' R/W PER DB. 6428, PG. 402)
50X160 TYP. SINGLE FAMILY(TYP.)
GREENSPACE & RECREATIONAL AREA
SWIMMING POOL
AMENITY SPACE
SECONDARY MONUMENT/ ENTRANCE SIGNAGE
50' PLANTED BUFFER
EXISTING WETLAND
MAIL KIOSK & AMAZON LOCKERS
POTENTIAL SEWER CONNECTION TO PUMP STATION - PHASE 3
ELEVATION +1130 APPROX.
POND
52X160 TYP. SINGLE FAMILY

Outlook

Fire Comments

From John Hornick (Fire Services) <jhornick@hallcounty.org>
Date Mon 4/28/2025 2:50 PM
To Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

June 2, 2025 Hall County Planning Commission Meeting

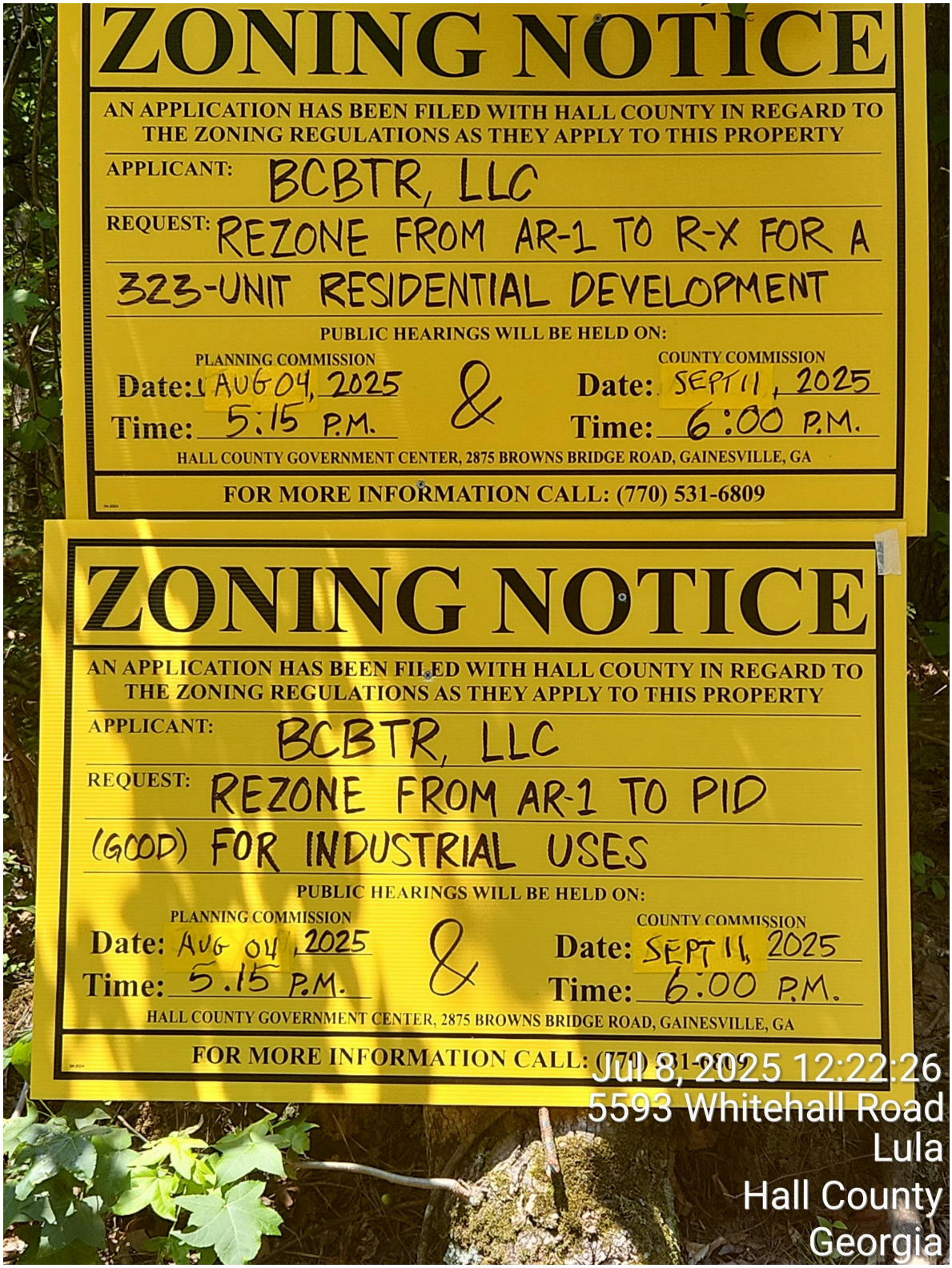
7. **4745 Cagle Mill Road | Rezone |** from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) | on a 10.57± acre portion of a tract located on the east side of Cornelia Highway (GA-365) approximately 4,970 feet from its intersection with Cagle Road | Zoned AR-1; Tax Parcel 15007 000254(pt) **| Proposed Use: Industrial uses |** ** Commission District 3 | **BCBTR, LLC, applicant**

Hall County Fire Marshal's Office comments:

1. If approved the site development plan may require modifications during the development review process.

Regards,

John Hornick, NPQ Fire Service Plans Examiner 1
Lieutenant, Hall County Fire Rescue
Hall County Government
Main: 770-531-6838 | Cell: 404-597-0083
Website: www.Hallcounty.org


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: BCBTR, LLC
REQUEST: REZONE FROM AR-1 TO R-X FOR A 323-UNIT RESIDENTIAL DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: AUG 04, 2025
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: SEPT 11, 2025
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809
ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: BCBTR, LLC
REQUEST: REZONE FROM AR-1 TO PID (GOOD) FOR INDUSTRIAL USES
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: AUG 04, 2025
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: SEPT 11, 2025
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809
Jul 8, 2025 12:22:26
5593 Whitehall Road
Lula
Hall County
Georgia

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

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PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.

The applicant is required to post the public notice sign not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

THE ZONING SIGN MUST BE POSTED NO EARLIER THAN APR 25, 2025 AND NO LATER THAN MAY 04, 2025.

THE ORGINAL SIGNED AFFIDAVIT MUST BE AND RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN MAY 04, 2025 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.

Failure to comply will result in a delay of the application.

AFFIDAVIT

By my signature, I, Josh Boling (Please Print Name)**, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 5.2.2025 (Date) **for** BCBTR, LLC - Industrial (Name application filed as).

Signature Josh Boling

(The original document is required)

Revised September 2021

Jennifer Rivera (Administration)

From: Wes Robinson <twr@homlaw.com>
Sent: Thursday, September 4, 2025 10:34 AM
To: Beth Garmon (Planning)
Cc: Stephen Lovett; Josh Boling
Subject: CBD Investments - Rezoning 4745 Cagle Mill Road

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Beth,

This email will follow the voicemail that I just left for you.

We would like to request that both of the zoning applications regarding 4747 Cagle Mill Road be tabled at the 9/11 meeting until either 10/7 or 10/23.

We are trying to get some information from our engineer regarding the impact of the 50 transitional buffer imposed by the planning staff, as well as costs related to the paving of Cagle Mill Rd. Additionally, Commissioner Stowe has asked that we consider adding a should to Cagle Mill Rd. We have not yet been able to get accurate information from our engineer. We are told it will be a month before we have that information.

Let me know if you have any questions or need any additional information.

HULSEY, OLIVER & MAHAR, LLP
EST. 1914

Wesley Robinson

200 E. E. Butler Parkway
P.O. Box 1457
Gainesville, GA 30503
770.532.6312 | Fax: 770.531-9230
twr@homlaw.com
www.homlaw.com

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See item:

4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone

for copy of Storm Water Management & Traffic Impact Study.

See item:

4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone

for copy of Storm Water Management & Traffic Impact Study.

AGENDA ITEM

Public Hearing to amend Hall County's Zoning Map as follows:

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 516/2025

SUBJECT: **4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a combined 130.84± acre tract located on the west side of Cagle Mill Road at its intersection with Noah Martin Drive | Zoned AR-1; Tax Parcels 15007 000254(pt), 15019 000114 & 000043 | **Proposed Use: 323-unit residential development** | Commission District 3 | **BCBTR, LLC, applicant**

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: BG

Recommendation:

Approval, with conditions:

1. The property shall be developed in accordance with the site plan dated May 29, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to 217 detached single-family residences and 106 townhomes.
3. The minimum heated floor area (HFA) for the townhomes shall be 1,500 square feet and 2,100 square feet for the single-family detached homes.
4. All single-family homes and townhomes shall provide two-car garages in addition to driveways that can accommodate two parked cars side by side. Garages may be front or rear-loaded.
5. Amenities including walking trails, parks, pool and cabana, and mail kiosks shall be completed prior to the issuance of fifty percent (50%) of the certificates of occupancy. Additional amenities may be constructed by the developer subject to the review and approval of the Director of Planning and Zoning, or their designee.
6. The restrictive covenants for the subdivision and the documents establishing the property owner's association shall be submitted for review. These documents shall include a provision that assures maintenance of the amenity package through adequate assessment of the subdivision property and would provide for establishing a lien against any property failing to pay said assessment. These documents shall be recorded simultaneously with the final plat and/or prior to the sale of any lots within the subdivision.
7. Access to the development shall be approved by Hall County Engineering and/or the Georgia Department of Transportation, as applicable. The recommendations of the traffic study, subject to final review and approval by both Hall County Engineering and the Georgia Department of Transportation, shall be implemented. Any costs associated with these improvements shall be the responsibility of the developer. It shall be the developer's responsibility to obtain any required approvals or permits.
8. If roads inside the development are to be maintained by Hall County, the following standards shall apply:
    a. The parallel parking depicted at the entrance on Cagle Mill Road will be considered with final review and approval subject to Hall

County Fire Marshal. Parallel parking areas will not be maintained by Hall County and this should be noted on the final plat for any phase of the development.

b. All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.
c. For Hall County to accept into maintenance that portion of proposed road from State Route 365 to the roundabout closest to the proposed clubhouse, the developer shall be responsible for cost and coordination of the following:
    i. Review and approval of all bridge design plan by Hall County's third-party structural engineer.
    ii. Construction CQA, inspections, and all material testing reports for bridge construction by Hall County's third-party structural engineer.
        1. Procurement for i. & ii. will be attained using Hall County On-Call Engineering Contract. Fees will be due prior to the issuance of any land disturbance permits.

9. All designated open space within the development shall be commonly held and maintained and shall not be the responsibility of any individual homeowner(s). This common open space ownership shall be included in the deeds created for each lot.
10. The development shall be served by public sewer, with the obtainment of all required easements and other construction costs such as a lift station and force main to be the responsibility of the developer.
11. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
12. No variances or development exceptions are granted as part of this request.
13. All conditions of zoning shall be made part of any plat or plans created for the property.
14. No townhome lot shall be less than 2,000 square feet and no single family detached lot shall be less than 8,000 square feet.
15. The main entrance road from Cornelia Highway shall be constructed up to the clubhouse, available for use, and open to the public prior to the issuance of any building permits for homes or amenities within the development.
16. Prior to the issuance of the 121st residential building permit, a second entrance for emergency access must be constructed. Prior to the issuance of the 151st residential building permit, a second full access entrance shall be constructed. The applicant shall have the option of limiting one of the entrances at Cagle Road to emergency access only or maintaining both as full access.
17. The gravel section of Cagle Mill Road (beginning north of tax parcel 15019 000041A and extending to meet the existing paved roadway of Cagle Mill Road) shall be improved to the same condition of the existing paved Cagle Mill Road to support the proposed development and shall meet Hall County Standards. Final review and approval is subject to Hall County Engineering and Fire Marshal. All improvements and costs associated with these improvements shall be the responsibility of the developer and coordinated with Hall County Traffic Engineering for compliance.
18. There shall be a 50 foot undisturbed buffer installed along the right-of-way of Cagle Mill Road, and supplemented by an additional 50 foot transitional buffer immediately adjacent to the undisturbed buffer.

Purpose of Request:

4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a combined 130.84± acre tract located on the west side of Cagle Mill Road at its intersection with Noah Martin Drive | Zoned AR-1; Tax Parcels 15007 000254(pt), 15019 000114 & 000043 | **Proposed Use: 323-unit residential development** | Commission District 3 | **BCBTR, LLC, applicant**

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Attorney	Administration
KE	BG	JL	CR
Clerk			
JR			

Attachments:

Board Memo
Recommendation Report
Application
Narrative
Constitutional Objections
Site Plan
Plat
Maps
Deed
Legal Description
Traffic Impact Study
Storm Water Management
Applicant Presentation
Water Availability
Sewer Availability
Environmental Health Comment
GDOT Comment
Public Works Comment
Supplemental Public Works Comment
Fire Comment
Public Comments
Notice Sign
Request to Table
Letter for Robert Parks
Letter from Mary McMichael
Petition from Residents
Updated Petition from Residents

Hall County Government
PLANNING AND ZONING

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GAINESVILLE, GA 30503

t: 770.531.6809 | f: 770.531.3902

PLANNING AND ZONING
DIRECTOR
Beth Garmon

To: David Gibbs, Chairman
Kathy Cooper, District 1 Commissioner
Billy Powell, District 2 Commissioner
Gregg Poole, District 3 Commissioner
Jeff Stowe, District 4 Commissioner

From: Beth Garmon, Director of Planning & Zoning

Date: August 25, 2025

Subject: **4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) |** on a combined 130.84± acre tract| Zoned AR-1; Tax Parcels 15007 000254(pt), 15019 000114 & 000043 **| Proposed Use: 323-unit residential development| BCBTR, LLC, applicant**

The request before you is from BCBTR, LLC to rezone from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) for a 323 unit residential development. This item is located within Commission District 3.

At their August 4, 2025 meeting, the Hall County Planning Commission voted to recommend **approval, with eighteen (18) conditions (3-2, Davidson and Hunt opposed).**

Staff recommendation: **Approval, with conditions,** as the proposed zoning and use are consistent with the "Business or Employment Nodes and Corridors" and "Suburban Neighborhood, Low Density" future land use classifications within the Comprehensive Plan.

Public Comments

- August 4, 2025 HCPC: **Two (2) comments were submitted** in advance of the meeting and **seven (7) people spoke in opposition.**
- July 7, 2025: **Five (5) comments were submitted** in advance of the meeting. No public hearing was held.
- June 2, 2025 HCPC: **No comments were submitted** in advance of the meeting. No public hearing was held.

Planning Commission Conditions:

1. The property shall be developed in accordance with the site plan dated May 29, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to 217 detached single-family residences and 106 townhomes.
3. The minimum heated floor area (HFA) for the townhomes shall be 1,500 square feet and 2,100 square feet for the single-family detached homes.
4. All single-family homes and townhomes shall provide two-car garages in addition to driveways that can accommodate two parked cars side by side. Garages may be front or rear-loaded.
5. Amenities including walking trails, parks, pool and cabana, and mail kiosks shall be completed prior to the issuance of fifty percent (50%) of the certificates of occupancy. Additional amenities may be constructed by the developer subject to the review and approval of the Director of Planning and Zoning, or their designee.
6. The restrictive covenants for the subdivision and the documents establishing the property owner's association shall be submitted for review. These documents shall include a provision that assures maintenance of the amenity package through adequate assessment of the subdivision property and would provide for establishing a lien against any property failing to pay said assessment. These documents shall be recorded simultaneously with the final plat and/or prior to the sale of any lots within the subdivision.
7. Access to the development shall be approved by Hall County Engineering and/or the Georgia Department of Transportation, as applicable. The recommendations of the traffic study, subject to final review and approval by both Hall County Engineering and the Georgia Department of Transportation, shall be implemented. Any costs associated with these improvements shall be the responsibility of the developer. It shall be the developer's responsibility to obtain any required approvals or permits.
8. If roads inside the development are to be maintained by Hall County, the following standards shall apply:
    a. The parallel parking depicted at the entrance on Cagle Mill Road will be considered with final review and approval subject to Hall County Fire Marshal. Parallel parking areas will not be maintained by Hall County and this should be noted on the final plat for any phase of the development.
    b. All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.
    c. For Hall County to accept into maintenance that portion of proposed road from State Route 365 to the roundabout closest to the proposed clubhouse, the developer shall be responsible for cost and coordination of the following:
        i. Review and approval of all bridge design plan by Hall County's third-party structural engineer.
        ii. Construction CQA, inspections, and all material testing reports for bridge construction by Hall County's third-party structural engineer.
            1. Procurement for i. & ii. will be attained using Hall County On-Call Engineering Contract. Fees will be due prior to the issuance of any land disturbance permits.
9. All designated open space within the development shall be commonly held and maintained and shall not be the responsibility of any individual homeowner(s). This common open space ownership shall be included in the deeds created for each lot.
10. The development shall be served by public sewer, with the obtainment of all required easements and other construction costs such as a lift station and force main to be the responsibility of the developer.
11. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming

practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

12. No variances or development exceptions are granted as part of this request.
13. All conditions of zoning shall be made part of any plat or plans created for the property.
14. No townhome lot shall be less than 2,000 square feet and no single family detached lot shall be less than 8,000 square feet.
15. The main entrance road from Cornelia Highway shall be constructed up to the clubhouse, available for use, and open to the public prior to the issuance of any building permits for homes or amenities within the development.
16. Prior to the issuance of the 121st residential building permit, a second entrance for emergency access must be constructed. Prior to the issuance of the 151st residential building permit, a second full access entrance shall be constructed. The applicant shall have the option of limiting one of the entrances at Cagle Road to emergency access only or maintaining both as full access.
17. The gravel section of Cagle Mill Road (beginning north of tax parcel 15019 000041A and extending to meet the existing paved roadway of Cagle Mill Road) shall be improved to the same condition of the existing paved Cagle Mill Road to support the proposed development and shall meet Hall County Standards. Final review and approval is subject to Hall County Engineering and Fire Marshal. All improvements and costs associated with these improvements shall be the responsibility of the developer and coordinated with Hall County Traffic Engineering for compliance.
18. There shall be a 50 foot undisturbed buffer installed along the right-of-way of Cagle Mill Road, and supplemented by an additional 50 foot transitional buffer immediately adjacent to the undisturbed buffer.

HALL COUNTY PLANNING COMMISSION
RECOMMENDATION REPORT

Applicant ..... BCBTR, LLC

Request ..... **Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X)

Proposed Use ..... 323-unit residential development

Size ..... 130.84± acres

Zoning ..... **Current:** Agricultural Residential 1 (AR-1) | **Proposed:** Residential Mixed (R-X)

Location ..... **4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive |** Tax parcels 15007 000254(pt), 15019 000114 & 000043

Commission District ..... Three

Planning Commission Date ..... August 4, 2025
July 7, 2025
June 2, 2025

Staff Recommendation ..... **Approval, with conditions** as the proposed zoning and use are consistent with the "Business or Employment Nodes & Corridors" and "Suburban Neighborhood, Low Density" future land use classifications within the Comprehensive Plan.

Record Number(s) HZON25-0019

Planning Commission Recommendation ..... Approval, with conditions

Vote: 3-2
Mr. Braswell – Aye
Mr. Castleberry – Aye
Mr. Davidson – Nay
Mr. Hunt – Nay
Mr. Sosebee – Aye

Planning Commission Conditions

1. The property shall be developed in accordance with the site plan dated May 29, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to 217 detached single-family residences and 106 townhomes.
3. The minimum heated floor area (HFA) for the townhomes shall be 1,500 square feet and 2,100 square feet for the single-family detached homes.
4. All single-family homes and townhomes shall provide two-car garages in addition to driveways that can accommodate two parked cars side by side. Garages may be front or rear-loaded.
5. Amenities including walking trails, parks, pool and cabana, and mail kiosks shall be completed prior to the issuance of fifty percent (50%) of the certificates of occupancy. Additional amenities may be constructed by the developer subject to the review and approval of the Director of Planning and Zoning, or their designee.
6. The restrictive covenants for the subdivision and the documents establishing the property owner's association shall be submitted for review. These documents shall include a provision that assures maintenance of the amenity package through adequate assessment of the subdivision property and would provide for establishing a lien against any property failing to pay said assessment. These documents shall be recorded simultaneously with the final plat and/or prior to the sale of any lots within the subdivision.
7. Access to the development shall be approved by Hall County Engineering and/or the Georgia Department of Transportation, as applicable. The recommendations of the traffic study, subject to final review and approval by both Hall County Engineering and the Georgia Department of Transportation, shall be implemented. Any costs associated with these improvements shall be the responsibility of the developer. It shall be the developer's responsibility to obtain any required approvals or permits.
8. If roads inside the development are to be maintained by Hall County, the following standards shall apply:
    a) The parallel parking depicted at the entrance on Cagle Mill Road will be considered with final review and approval subject to Hall County Fire Marshal. Parallel parking areas will not be maintained by Hall County and this should be noted on the final plat for any phase of the development.
    b) All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.
    c) For Hall County to accept into maintenance that portion of proposed road from State Route 365 to the roundabout closest to the proposed clubhouse, the developer shall be responsible for cost and coordination of the following:
        i. Review and approval of all bridge design plan by Hall County's third-party structural engineer.

ii. Construction CQA, inspections, and all material testing reports for bridge construction by Hall County's third-party structural engineer.

1. Procurement for i. & ii. will be attained using Hall County On-Call Engineering Contract. Fees will be due prior to the issuance of any land disturbance permits.

9. All designated open space within the development shall be commonly held and maintained and shall not be the responsibility of any individual homeowner(s). This common open space ownership shall be included in the deeds created for each lot.

10. The development shall be served by public sewer, with the obtainment of all required easements and other construction costs such as a lift station and force main to be the responsibility of the developer.

11. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:

"Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

12. No variances or development exceptions are granted as part of this request.

13. All conditions of zoning shall be made part of any plat or plans created for the property.

14. No townhome lot shall be less than 2,000 square feet and no single family detached lot shall be less than 8,000 square feet.

15. The main entrance road from Cornelia Highway shall be constructed up to the clubhouse, available for use, and open to the public prior to the issuance of any building permits for homes or amenities within the development.

16. Prior to the issuance of the 121st residential building permit, a second entrance for emergency access must be constructed. Prior to the issuance of the 151st residential building permit, a second full access entrance shall be constructed. The applicant shall have the option of limiting one of the entrances at Cagle Road to emergency access only or maintaining both as full access.

17. The gravel section of Cagle Mill Road (beginning north of tax parcel 15019 000041A and extending to meet the existing paved roadway of Cagle Mill Road) shall be improved to the same condition of the existing paved Cagle Mill Road to support the proposed development and shall meet Hall County Standards. Final review and approval is subject to Hall County Engineering and Fire Marshal. All improvements and costs associated with these improvements shall be the responsibility of the developer and coordinated with Hall County Traffic Engineering for compliance.

18. There shall be a 50 foot undisturbed buffer installed along the right-of-way of Cagle Mill Road, and supplemented by an additional 50 foot transitional buffer immediately adjacent to the undisturbed buffer.

Excerpts from the minutes of the August 4, 2025 meeting

***Motion:** A motion to remove from the table was made by Stan Hunt and seconded by Frank Sosebee. Vote: 5-0*

Applicant's Presentation:

Katie Greenway, Planning and Zoning Administrator, presented a summary of the request.

Wes Robinson, 200 E.E. Butler Parkway, Gainesville, presented the request. The applicant is requesting to rezone a combined 130.84± acre tract from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) for a 323-unit residential development. The proposed development includes 217 single-family detached residences and 106 townhomes along with various amenity features. The overall proposed density for the development is 2.47 dwelling units per acre.

Josh Boling, 5616 Peachtree Road, Atlanta, presented the request.

Public Forum:

Jodi White, 5166 Whitehall Road, Lula, spoke in opposition and provided a petition signed by community members opposed to this development. Concerns raised were increased traffic on rural roads and the traffic study's credibility as it was completed in 2022.

Robert Parks, 5437 Whitehall Road, Lula, spoke in opposition. Concerns raised were the inconsistency in the application regarding whether the entrance on Whitehall Road would be full access or emergency services access only, and questioned the reference to Residential-Mixed (Limited) as noted in the Hall County Comprehensive Plan.

Guillermo Solache, 4669 Cagle Mill Road, Lula, spoke in opposition. Concerns raised were the impact and proximity to neighboring properties, increased traffic and road noise affecting neighboring properties.

Lee McMichael, 5429 Whitehall Road, Lula, spoke in opposition. Concerns raised were increased traffic especially on Whitehall Road and construction impacts to his property.

Erica Parks, 5437 Whitehall Road, Lula, spoke in opposition. Concerns raised were the proposed development's contrast to the local residential character, that townhomes are not compatible with low density development, that this proposal is not "smart growth," and shared concerns about the environmental impacts to the wetland area, as well as potential erosion and pollution issues. Ms. Parks also referenced Mr. Braswell's business relationship with the applicant and suggested he should recuse himself from the proceedings.

Mary McMichael, 5429 Whitehall Road, Lula, spoke in opposition and provided a handout to the Board. Ms. Michael stated growth is welcome, but it needs to be "smart growth". Concerns raised were the ecological impact of the proposed development and the steep topography which could cause erosion, flash flooding, increased pollution and wildlife displacement.

Mary Ann Hurst, 4690 Cagle Mill Road, Lula, spoke in opposition. Concerns raised were the increased traffic on a dirt road, that her driveway would be impacted as it is located across Cagle Mill Road from a proposed entrance to the development, and an increase in attendance at Hall County schools.

Rebuttal

The applicant stated that this proposed development is "smart growth" for the area. The applicant explained there would be a buffer between the development and all neighboring properties. To address the environmental concerns, the applicant stated they will follow all land disturbance rules and regulations. Mr. Robinson explained the build-out would be phased over five years and impact to local schools would be slow. He showed the main entrance on Cornelia Highway as the shortest distance to any home on the property to address access on Cagle Mill Road, stating that the path of least resistance would be the most likely route for traffic. He clarified that the Whitehall Road entrance will be a gated emergency service access only. The applicant explained they have worked with staff to adhere to the Unified Development Code and Comprehensive Plan.

Planning Commission Comments:

Mr. Sosebee asked for the applicant to address the 2022 traffic study. Mr. Boling stated the traffic study includes projections out to 2028. Mr. Hunt asked Planning Staff if this application complies fully with the Unified Development Code. Beth Garmon, Director of Planning and Zoning, stated that it does and that no variances were proposed.

***Motion:* A motion to deny was made by Stan Hunt and seconded by Shannon Davidson Vote: 2-3**

Mr. Braswell – Nay
Mr. Castleberry – Nay
Mr. Davidson – Aye
Mr. Hunt – Aye
Mr. Sosebee – Nay

***Motion:* A motion to approve, with conditions was made by Frank Sosebee and seconded by André Castleberry. Vote: 3-2**

Mr. Braswell – Aye
Mr. Castleberry – Aye
Mr. Davidson – Nay
Mr. Hunt – Nay
Mr. Sosebee – Aye

Conditions:

1. The property shall be developed in accordance with the site plan dated May 29, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to 217 detached single-family residences and 106 townhomes.
3. The minimum heated floor area (HFA) for the townhomes shall be 1,500 square feet and 2,100 square feet for the single-family detached homes.
4. All single-family homes and townhomes shall provide two-car garages in addition to driveways that can accommodate two parked cars side by side. Garages may be front or rear-loaded.
5. Amenities including walking trails, parks, pool and cabana, and mail kiosks shall be completed prior to the issuance of fifty percent (50%) of the certificates of occupancy. Additional amenities may be constructed by the developer subject to the review and approval of the Director of Planning and Zoning, or their designee.
6. The restrictive covenants for the subdivision and the documents establishing the property owner's association shall be submitted for review. These documents shall include a provision that assures maintenance of the amenity package through adequate assessment of the subdivision property and would provide for establishing a lien against any property failing to pay said assessment. These documents shall be recorded simultaneously with the final plat and/or prior to the sale of any lots within the subdivision.
7. Access to the development shall be approved by Hall County Engineering and/or the Georgia Department of Transportation, as applicable. The recommendations of the traffic study, subject to final review and approval by both Hall County Engineering and the Georgia Department of Transportation, shall be implemented. Any costs associated with these improvements shall be the responsibility of the developer. It shall be the developer's responsibility to obtain any required approvals or permits.
8. If roads inside the development are to be maintained by Hall County, the following standards shall apply:
    a) The parallel parking depicted at the entrance on Cagle Mill Road will be considered with final review and approval subject to Hall County Fire Marshal. Parallel parking areas will not be maintained by Hall County and this should be noted on the final plat for any phase of the development.
    b) All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.
    c) For Hall County to accept into maintenance that portion of proposed road from State Route 365 to the roundabout closest to the proposed clubhouse, the developer shall be responsible for cost and coordination of the following:
        i. Review and approval of all bridge design plan by Hall County's third-party structural engineer.
        ii. Construction CQA, inspections, and all material testing reports for bridge construction by Hall County's third-party structural engineer.
            1. Procurement for i. & ii. will be attained using Hall County On-Call Engineering Contract. Fees will be due prior to the issuance of any land disturbance permits.

9. All designated open space within the development shall be commonly held and maintained and shall not be the responsibility of any individual homeowner(s). This common open space ownership shall be included in the deeds created for each lot.
10. The development shall be served by public sewer, with the obtainment of all required easements and other construction costs such as a lift station and force main to be the responsibility of the developer.
11. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:

    "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
12. No variances or development exceptions are granted as part of this request.
13. All conditions of zoning shall be made part of any plat or plans created for the property.
14. No townhome lot shall be less than 2,000 square feet and no single family detached lot shall be less than 8,000 square feet.
15. The main entrance road from Cornelia Highway shall be constructed up to the clubhouse, available for use, and open to the public prior to the issuance of any building permits for homes or amenities within the development.
16. Prior to the issuance of the 121st residential building permit, a second entrance for emergency access must be constructed. Prior to the issuance of the 151st residential building permit, a second full access entrance shall be constructed. The applicant shall have the option of limiting one of the entrances at Cagle Road to emergency access only or maintaining both as full access.
17. The gravel section of Cagle Mill Road (beginning north of tax parcel 15019 000041A and extending to meet the existing paved roadway of Cagle Mill Road) shall be improved to the same condition of the existing paved Cagle Mill Road to support the proposed development and shall meet Hall County Standards. Final review and approval is subject to Hall County Engineering and Fire Marshal. All improvements and costs associated with these improvements shall be the responsibility of the developer and coordinated with Hall County Traffic Engineering for compliance.
18. There shall be a 50 foot undisturbed buffer installed along the right-of-way of Cagle Mill Road, and supplemented by an additional 50 foot transitional buffer immediately adjacent to the undisturbed buffer.

Excerpts from the minutes of the July 7, 2025 meeting

***Motion:* A motion to remove from the table was made by Frank Sosebee and seconded by Stan Hunt. Vote: 4-0**

Applicant's Presentation:

Vamsee Polamarasetty, Planner, stated the applicant has requested to table to the August 4, 2025 Planning Commission meeting.

Motion: A motion to table to August 4, 2025 was made by Stan Hunt and seconded by Frank Sosebee. Vote: 4-0

Excerpts from the minutes of the June 2, 2025 meeting

Applicant's Presentation:

Katie Greenway, Planning and Zoning Administrator, stated that the applicant has requested to table to the July 7, 2025 meeting.

Motion: A motion to table to July 7, 2025 was made by Stan Hunt and seconded by Frank Sosebee and Shannon Davidson. Vote: 4-0 (Varner absent)

Staff recommends APPROVAL of the applicant's request with the following conditions:

1. The property shall be developed in accordance with the site plan dated May 21, 2025, and as described in the project narrative dated March 31, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to 217 detached single-family residences and 106 townhomes.

3. The minimum heated floor area (HFA) for the townhomes shall be 1,500 square feet and 2,100 square feet for the single-family detached homes.

4. All single-family homes and townhomes shall provide two-car garages in addition to driveways that can accommodate two parked cars side by side. Garages may be front or rear-loaded.

5. Amenities including walking trails, parks, pool and cabana, and mail kiosks shall be completed prior to the issuance of fifty percent (50%) of the certificates of occupancy. Additional amenities may be constructed by the developer subject to the review and approval of the Director of Planning and Zoning, or their designee.

6. The restrictive covenants for the subdivision and the documents establishing the property owner's association shall be submitted for review. These documents shall include a provision that assures maintenance of the amenity package through adequate assessment of the subdivision property and would provide for establishing a lien against any property failing to

pay said assessment. These documents shall be recorded simultaneously with the final plat and/or prior to the sale of any lots within the subdivision.

7. Access to the development shall be approved by Hall County Engineering and/or the Georgia Department of Transportation, as applicable. The recommendations of the traffic study, subject to final review and approval by both Hall County Engineering and the Georgia Department of Transportation, shall be implemented. Any costs associated with these improvements shall be the responsibility of the developer. It shall be the developer's responsibility to obtain any required approvals or permits.

8. If roads inside the development are to be maintained by Hall County, the following standards shall apply:

    a. The parallel parking depicted at the entrance on Cagle Mill Road will be considered with final review and approval subject to Hall County Fire Marshal. Parallel parking areas will not be maintained by Hall County and this should be noted on the final plat for any phase of the development.

    b. All proposed roundabouts must meet Hall County Fire Rescue requirements, as well as allow for school buses to turn around without reversing.

    c. For Hall County to accept into maintenance that portion of proposed road from State Route 365 to the roundabout closest to the proposed clubhouse, the developer shall be responsible for cost and coordination of the following:

        i. Review and approval of all bridge design plan by Hall County's third-party structural engineer.
        ii. Construction CQA, inspections, and all material testing reports for bridge construction by Hall County's third-party structural engineer.
            1. Procurement for i. & ii. will be attained using Hall County On-Call Engineering Contract. Fees will be due prior to the issuance of any land disturbance permits.

9. All designated open space within the development shall be commonly held and maintained and shall not be the responsibility of any individual homeowner(s). This common open space ownership shall be included in the deeds created for each lot.

10. The development shall be served by public sewer, with the obtainment of all required easements and other construction costs such as a lift station and force main to be the responsibility of the developer.

11. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:
"Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

12. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.

13. All conditions of zoning shall be made part of any plat or plans created for the property.

The following are variances requested by the applicant, and shall warrant determination by the Board should it choose to approve the submitted narrative and site plan:

1. 10.70.010. - Prohibited parking
    a. Except when necessary to avoid conflict with other traffic, or in compliance with law or directions of a law enforcement officer or official traffic control device, no person shall stop, stand, or park a vehicle in or along any public road right-of-way which has been designated by the board of commissioners of the county as a no parking area pursuant to the provisions of this chapter.
        i. The applicant has proposed parking within the right-of-way in several locations throughout the proposed development.

Summary Analysis

The applicant is requesting to rezone a combined 130.84± acre tract from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) for a 323-unit residential development. The proposed development includes 217 single-family detached residences and 106 townhomes along with various amenity features. The overall proposed density for the development is 2.47 dwelling units per acre.

The surrounding properties are zoned and developed as outlined below:

North: Light Industrial (I-1) – undeveloped.
East: Agricultural Residential 1 (AR-1) – single-family residences; Light Industrial (I-1) – undeveloped.
South: Agricultural Residential 1 (AR-1) – single-family residences and vacant parcels.
West: Agricultural Residential 1 (AR-1) – single-family residences and vacant parcels.

The subject parcel is bordered by and has access from US 23/SR 365/Cornelia Highway to the northwest and Cagle Mill Road to the southeast. Additionally, the property lies within the North Oconee Water Supply Watershed District. The site is currently undeveloped and heavily wooded, with streams present that bisect the property. A concurrent request has been submitted to rezone a 10.57± portion of tax parcel 15007 000254 to Planned Industrial Development (PID) to allow for industrial uses.

Per the submitted site plan and narrative, the development will be served by three access points: two entrances on Cagle Mill Road on the southeastern section, a third entrance on Cornelia Highway through the proposed Planned Industrial Development (PID) on the northwestern portion of the development and a fire-only access on the southern section along Whitehall Road.

The average lot size for the single-family homes is proposed at approximately 9,600 square feet with a minimum of 10 feet of separation between structures. Sidewalks will be provided on both sides of the streets throughout the development and are proposed to be at least 5 feet in width. Open space will make

up 45.68% of the total site area, and a 50 foot wide perimeter landscape buffer will be provided along the external boundaries.

Per the submitted site plan, the community amenities will include a clubhouse, three mail kiosks with delivery lockers, two pools, a cabana, walking trails, a park and a recreational area.

Water service will be provided by the City of Gainesville Department of Water Resources as confirmed by an availability letter dated April 21, 2025 and sanitary sewer services will be provided by Hall County as confirmed by an availability letter dated April 4, 2025.

Per the submitted traffic impact study conducted by POND & Company, the following improvements are recommended:

- Install a site access point on the east leg of the existing US 23/SR 365/Cornelia Highway at Americold Logistics. Convert the intersection to a Restricted Crossing U-Turn Configuration with the build out of the proposed development, maintaining existing left and right turn lanes along US 23/SR 365/Cornelia Highway.
- Install a site access point along Cagle Mill Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the eastbound approach, a shared through/left turn lane on the northbound approach, and a shared through/right turn lane on the southbound approach.
- Install a site access point along Whitehall Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the southbound approach, a shared through/left turn lane on the eastbound approach, and a shared through/right turn lane on the westbound approach.

The development standards for the project are described in the table below:

Development Standard	Single-family residence	Townhomes	Required	Compliance
Site Area	130.84± acres		30,000 sq ft	Complies
Density	2.47 U/A		8 U/A	Complies
Open Space	45.68% (59.77 acres)		30%	Complies
Exterior Buffer	50 feet		N/A	N/A
Sidewalks	5 feet on both sides of street		5 feet	Complies
Number of Units	217	106	N/A	N/A
Minimum Lot Area	8,000 sq ft	2,400 sq ft	8,000 sq ft (no individual townhome lots shown)	Complies
Minimum Lot Frontage	50 feet	24	50 feet (no individual	Complies

			townhome lots shown)	
Maximum Height	N/A	N/A	50 feet	N/A
Minimum Heated Floor Area	not specified	not specified	N/A	N/A
Front Yard	25 feet	20 feet from back of sidewalk	25 feet | 20 feet from back of sidewalk	Complies
Side Yard	5 feet	5 feet	5 feet	Complies
Rear Yard	20 feet	10 feet	10 feet	Complies
Note: Items marked with an asterisk (*) do not conform to Section 4.5 or are unspecified in the application				

Based on the future land use plan, staff finds the requested rezoning *is consistent* with the Hall County Comprehensive Plan future land use designations of Business or Employment Nodes & Corridors and Suburban Neighborhood, Low Density. These areas may consist of industrial and/or office uses housed in either formalized campuses or along major road corridors that have existing or future access to water and sewer. They may also consist of higher-intensity commercial uses, low-intensity, consumer-facing industrial uses that house businesses that serve nearby communities, and some higher density residential, where appropriate. Suburban Neighborhood, Low Density supports low-density, detached single-family housing where there is existing water and sewer infrastructure, or where future infrastructure is expected to be located. Residential densities can range from 2 dwellings up to 8 dwellings per acre. The development has an overall proposed density of 2.47 units per acre.

Zoning Analysis

When considering a zoning amendment to the zoning maps, the Planning Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed Residential Mixed (R-X) zoning district for a 323-unit residential development is suitable in view of the use, development and zoning of adjacent and nearby property. The surrounding area consists of a variety of land uses which include residential, agricultural, industrial, and commercial uses.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed rezoning is not anticipated to adversely affect the existing use or usability of adjacent residential properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property has reasonable economic use as currently zoned; however, the applicant cannot develop the property as proposed without approval by the Board of Commissioners.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed rezoning is not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection public facilities, or emergency medical service. The property will be served by Hall County Sewer and City of Gainesville public water. The submitted traffic study along with Hall County Traffic comments recommend improvements that aim to ensure adequate vehicular infrastructure for the proposed development.**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed use is consistent with the intent of the Business or Employment Nodes and Corridors and Suburban Neighborhood, Low Density future land use designations in the Comprehensive Plan.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The property is currently undeveloped and forested.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property; however, the development of the Blue Ridge Connector and expansion of industrial and commercial developments will continue to support a need for additional and varied housing types in this area.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The Hall County Comprehensive Plan and Unified Development Code adopted in 2024 established the Residential Mixed (R-X) zoning district. As such, the rezoning of this property to Residential Mixed (R-X) would not be considered an isolated district as the property meets the minimum**

acreage and housing type percentage standards and is consistent with the goals of the Hall County Comprehensive Plan.

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The proposed development does not appear to be out of scale with the needs of the county as a whole, as there is a need for additional and varied housing options.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are other properties within the county that support a moderate-density single-family residential uses based on the Future Land Use Map; however, the development as proposed cannot be developed in any of the existing residential zoning districts without approval from the Board of Commissioners.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

11.2.6.E - Submission requirements

1. Any person or persons requesting a change in the official zoning map or use subject to approval of the County Commission must file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in this Sec 11.2. to cover administrative and advertising costs, in the Planning and Zoning Department office. Such person or persons or their authorized agent must appear in person at the public hearing held to consider the district change. **The proposal meets the requirement. The applicant has paid the appropriate fees and understands that someone must be present at both the Hall County Planning Commission meeting and the voting meeting of the Hall County Board of Commissioners.**

2. All applications for a change of zoning classification or use subject to approval of the County Commission must include:

a. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in this Sec. 11.2. **The proposal provides a narrative outlining the intent of the development; however, the applicant has not prepared a response to each of the criteria listed in 11.2.6.E.2.**

b. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the Planning Commission and County Commission may evaluate the application based on the most intense possible land use permitted in the proposed district**. The proposal meets the requirement.**

c. For any application for a slow rate land treatment system as defined in 7.6.9.D.1, additional requirements apply. **This standard is not applicable to the applicant's request.**

d. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study must be submitted prior to consideration of the application by the County Commission. At the applicant's expense, the traffic impact study must be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The Engineering Department must review the traffic impact study and forward any comments to the County Commission. **The applicant submitted a traffic study conducted by POND & Company, which includes the following recommendations:**

- **Install a site access point on the east leg of the existing US 23/SR 365/Cornelia Highway at Americold Logistics. Convert the intersection to a Restricted Crossing U-Turn Configuration with the build out of the proposed development, maintaining existing left and right turn lanes along US 23/SR 365/Cornelia Highway.**

- **Install a site access point along Cagle Mill Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the eastbound approach, a shared through/left turn lane on the northbound approach, and a shared through/right turn lane on the southbound approach.**

- **Install a site access point along Whitehall Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the southbound approach, a shared through/left turn lane on the eastbound approach, and a shared through/right turn lane on the westbound approach.**

<u>Development Support and Constraints</u>

Hall County Environmental Health

In an email dated May 1, 2025, Emily McGahee stated, "The entire development must be developed on public sewer or EPD permitted sewage treatment system. No onsite sewage management system to be permitted by Environmental Health. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled."

Georgia Department of Transportation

In an email dated April 28, 2025, Nakia Nembhard, GDOT Civil Engineer 3, stated that GDOT coordination is required if the intent is to create a driveway on SR 365, if not no coordination will be needed.

Hall County Public Works and Utilities

In a memo dated May 2, 2025, Bill Nash, Director of Public Works and Utilities, provided the following comments:

Engineering:

This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Show FEMA and Hall County studied Flood plains that are present on site.

North Oconee Reservoir Watershed Protection District requires 100-foot stream buffers with a 150-foot impervious set back on both sides of the stream as measured from the stream banks.

Traffic:

This development is currently under staff review and comment will be forthcoming.

Utilities

Hall County service area. Sewer is available along Cornelia Highway.

In an email dated May 16, 2025, Jason Skarda, Assistant Director of Public Works and Utilities, provided the following comments:

Hall County Public Works would recommend that the roads in the subdivision be made private; However, if the roads are to be maintained by Hall County then the following changes must be made to the plans (see attached pdf).

Parking inside the right-of-way:

To minimize hazards and congestion on County roads, on street parking is normally not allowed. The parallel parking depicted at the main entrance of the development will be acceptable, if it is acceptable to Hall County Fire Rescue. The parallel parking area will not be maintained by Hall County and should be noted on the Final Plat.

Roundabout near Clubhouse and Mail Kiosk:

Roundabout must meet Hall County Fire Rescue requirements, as well as, allow for School Buses to turn around.

Industrial Entrance, Roundabout, and Bridge:

In order for Hall County to accept into maintenance the portion of proposed road from State Route 365 and to the clubhouse roundabout, then the developer shall be required to pay for the following:

a. Hall County's third-party structural engineer to review and approve all bridge design plans.
b. Hall County's third-party structural engineer to provide construction CQA, inspections, all material testing reports for bridge construction.

Procurement for a. & b. will be attained using Hall County on-call engineering contract. These fees will be required to be paid as part of the LDP.

Hall County Fire Marshal

In an email dated April 28, 2025, John Hornick, NPQ Fire Service Plans Examiner 1, stated "If approved the site development plan may require modifications during the development review process"

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
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ZONING APPLICATION

Applicant (Name & Mailing Address)
BCBTR, LLC
5616 Peachtree Rd, Suite 120
Atlanta, GA 30341

Phone 678-894-3990
Email Address jboling@acmapts.com

Property Owner (Name & Mailing Address)
CBD Investments LLC
Two Ravinia Dr, Suite 850
Atlanta, GA 30346

Phone
Email Address jdavenport@epiqglobal.com

Proposed Use Residential Subdivision, Residential Mix (RX)

Contact Person (Name & Mailing Address)
Josh Boling
5616 Peachtree Rd, Suite 120
Atlanta, GA 30341
Phone 678-894-3990
Email Address jboling@acmapts.com

Status of Applicant
- [X] Owner
- [ ] Option to Purchase
- [ ] Area Resident
- [ ] Other

Requested Action
Existing Zoning: AR-III
Rezone to: RX
Fee:$
Receipt #:
Check #:

Tax Parcel Number 15007000254 & 1501900043
Acreage 130.84
Location Address 4745 Cagle Mill Rd & 4691 Noah Martin Dr

I hereby certify that the above information and all attached information are true and correct.

Sign _____ Date: 3.28.2025

Applicant must complete all information above. Failure to complete this section will result in the refusal of the application. The Planning Department has 15 days to review all applications and will set the dates for each application. If the application is found insufficient, an agenda date will not be set until the required information is submitted. Please note that the Planning Commission and County Commission dates are tentative.

Application Withdrawal: I hereby **withdraw** the application.

Sign _____ Date: _____

Staff Use Only

Application Date: _____ Taken by: _____

Tentative Planning Commission Date: _____ Tentative County Commission Date: _____

County Commission District: _____

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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) John Davenport for CBD Investments, LLC

Address TWO RAVINIA DR, SUITE 850

ATLANTA, GA 30346

Phone Number

Name of applicant(s) BCBTR, LLC

Address 5616 Peachtree Road Suite 120

Atlanta, GA 30341

Phone Number 678 894 3990

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

Personally appeared before me

Cindy E Ballard

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Cindy E. Ballard
Notary Public

May 2022
Date

CINDY E. BALLARD
NOTARY PUBLIC
Exp. Mar. 16, 2025
FORSYTH COUNTY, GA

BUSINESS SEARCH

BUSINESS INFORMATION

Business Name:	**CBD INVESTMENTS, LLC**	Control Number:	**0369477**
Business Type:	**Domestic Limited Liability Company**	Business Status:	**Active/Compliance**
Business Purpose:	**NONE**		
Principal Office Address:	**9420 Prestwick Club Dr, Johns Creek, GA, 30097, USA**	Date of Formation / Registration Date:	**12/22/2003**
State of Formation:	**Georgia**	Last Annual Registration Year:	**2025**

REGISTERED AGENT INFORMATION

Registered Agent Name:	**JOHN DAVENPORT , W. JR**
Physical Address:	**9420 Prestwick Club Dr, Johns Creek, GA, 30097, USA**
County:	**Fulton**

Back

Filing History Name History

Return to Business Search

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CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

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

(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

I hereby certify that I have read the above and that:

I have**____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 2/17/25

Applicant's/Owner's Name (Printed): ANDREW SCHWARZ

STATE OF GEORGIA

Secretary of State

Corporations Division
313 West Tower
2 Martin Luther King, Jr. Dr.
Atlanta, Georgia 30334-1530

Annual Registration

Electronically Filed
Secretary of State
Filing Date: 04/02/2025 16:44:02

BUSINESS INFORMATION	
BUSINESS NAME	: BCBTR, LLC
CONTROL NUMBER	: 23114095
BUSINESS TYPE	: Domestic Limited Liability Company
ANNUAL REGISTRATION PERIOD	: 2025

BUSINESS INFORMATION CURRENTLY ON FILE	
PRINCIPAL OFFICE ADDRESS	: 5616 Peachtree Road, Suite 120, Chamblee, GA, 30341, USA
REGISTERED AGENT NAME	: National Registered Agents, Inc.
REGISTERED OFFICE ADDRESS	: 289 South Culver Street, Lawrenceville, GA, 30046-4805, USA
REGISTERED OFFICE COUNTY	: Gwinnett

UPDATES TO ABOVE BUSINESS INFORMATION	
PRINCIPAL OFFICE ADDRESS	: 5616 Peachtree Road, Suite 120, Chamblee, GA, 30341, USA
REGISTERED AGENT NAME	: National Registered Agents, Inc.
REGISTERED OFFICE ADDRESS	: 289 South Culver Street, Lawrenceville, GA, 30046-4805, USA
REGISTERED OFFICE COUNTY	: Gwinnett

AUTHORIZER INFORMATION	
AUTHORIZER SIGNATURE	: Andrew Schwarz
AUTHORIZER TITLE	: Authorized Person

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
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(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

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I hereby certify that I have read the above and that:

I have**____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 5/18/22

Applicant's/Owner's Name (Printed): John W. Davenport, Jr.

Revised December 2019

Josh Boling
5616 Peachtree Road
Suite 120
Atlanta, GA 30341
3/21/2025

Hall County Planning and Development Department,
2875 Browns Bridge Road
Gainesville, GA 30504

RE: **4745 Cagle Mill Road / 4691 Noah Martin Road / 4673 Noah Martin Road Change Summary**

Dear Hall County Planning and Development Department,

Below is a summary of changes that have been made to the referenced project, based on the application submitted on March 21, 2025

- Remove all Cottage style products
- Rear entry townhomes are now front entry
- All previously requested exceptions are being removed

We look forward to your review of this project.

Thanks,

Josh Boling

REZONING ANALYSIS REPORT FOR:

Residence at Cagle Mill
4745 Cagle Mill Road, 4691 Noah Martin Drive, & 4673 Noah Martin Drive

Hall County, Georgia
(Residential Area)

Prepared By:

POND

3500 Parkway Lane, Suite 500
Norcross, Georgia 300092
678.336.7740
www.pondco.com
Project No. 1220263

March 31st, 2025

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PROJECT SUMMARY

There is a 72.67 Acre lot in unincorporated Hall County, currently zoned AR-IV, located at 4745 Cagle Mill Road. The site is bounded to the north-west by GDOT Highway 365, to the south-west and north-east by privately owned properties zoned AR-IV, to and to the south-east by Cagle Mill Road. The existing site is subdivided by the North Oconee River and is primarily wooded, with a man-made off-line pond and small residential building located within a clearing to the south-east of the river.

The 10.57 acres of the lot between Highway 365 and the North Oconee River (existing zoning AR-IV) is proposed to be rezoned and developed as Planned Industrial Development (PID) under a separate application, and the remaining 62.10 acres of the lot between North Oconee River and Cagle Mill Road (existing zoning AR-IV) is proposed to be rezoned and developed as a residential mixed (R-X).

In addition to the 72.67 Acre lot, there are two additional parcels included in the residential rezoning application located at 4691 Noah Martin Drive and 4673 Noah Martin Drive. These two additional parcels are zoned AR-IV and AR-III respectively. The parcels are 73.45 acres and 1.04 acres in size. The additional parcels are heavily wooded and bound to the south by White Hall Road and residential parcels, to the west by a parcel zoned V4, to the east by Cagle Mill Road and to the north by the parcel previously mentioned in this narrative.

Refer to the attached map below, which provides detailed information regarding the locations and proposed use.

PROPOSED USE

130.84 acres is proposed to be developed for residential use. This area is currently zoned as AR-IV. The residential development will include a mix of approximately 217 single-family homes and 106 town homes. Active amenity spaces for the benefit of homeowners will include a clubhouse and pool area. Passive amenity includes walking trails around the existing river as well as pocket parks and recreational fields. Roads inside the residential area are to be publicly owned. Access to the residential development is from the North-East of Cagle Mill Road and through the proposed light industrial parcel along highway 356 on the North-West side.

PROPOSED STANDARDS FOR DEVELOPMENT

The proposed zoning for this property is Residential Mixed (R-X). The total number of residential units is 323. The proposed density within the residential space is 2.47 units per acre. All units will maintain a minimum 22’ from the back of curb, or back of sidewalk if provided, to the face of garage. The average lot size for the single-family home is approximately 9,600 square feet. A minimum of 10’ will be provided between structures. In order to provide parking while minimizing the impervious percentage and keeping vehicles from parking in travel lanes and impeding traffic flow, perpendicular and angled parking is proposed along the side of the road in several places. Most notably at the amenity area.

LANDSCAPING

Landscaping will comply with the County requirements. While the individual homes will not be on separate lots, a minimum of 2 trees per unit will be provided or preserved in the front, side, or rear of each unit. Pursuant to these same standards, a minimum of 15 tree density units (TDU) shall be retained on site within the proposed tree-saving areas.

OPEN SPACE

An area of 50’ by 160’ was ‘assigned’ to each single-family unit. The private right-of-way and stormwater detention areas were then subtracted, as well as each residential ‘area’, and parking lot were then subtracted from the total lot area and delineated on the plans. This total lot area is approximately 71.1 Acres. An additional

requirement per the open space code was that 75% of the required open space be contiguous. The open space meeting this definition around the exterior of the site and continuously connected, including the stream buffers, planted exterior buffers, undisturbed area, and designed park spaces were delineated and measured. This area totaled 44.2 Acres, or approximately 74% of the provided total open space and 150% of the required open space.

PROPOSED SIGNS AND SPECIFICATIONS

The Subdivision will include free-standing residential signs along each frontage, located outside of the right-of-way. Each sign will be limited to 25 square feet and will serve to identify the name of the subdivision only.

The industrial parcel will include one free-standing pedestal sign for each tract, located outside of the right-of-way, and limited to the size allowable by the use, to be determined at a later date.

PROPOSED LIGHTING

Street lighting is proposed within the subdivision, as well as minimum lighting at visitor and residence parking lots.

PROVISIONS FOR WATER AND WASTE-WATER DISPOSAL

Water is available on the north-west side of highway 365. Water is provided by the City of Gainesville via a 12" water main. This development proposes to bore under the highway to tie into the existing main.

Sewer is available in the form of a Hall County lift station located within the property frontage along Highway 365. The proposed development will build a private lift station to accumulate wastewater from the residential and industrial uses and will be sent via force-main into the gravity sewer manhole located on the north-western side of the existing lift station.

PLANS FOR PROTECTING ABUTTING PROPERTIES

The north-east and south-west property lines will be protected by a 50' undisturbed buffer. Along both property lines, the topography falls away, providing additional protection in the event of future development. To separate the industrial out-parcels from the residential use, the stream buffers of the North Oconee River will ensure that a minimum of 200' is provided between any uses other than walking trails that may be constructed within the floodplain. As such, no additional planted or zoning buffer is proposed within the industrial development.

REQUESTED ZONING EXEMPTIONS AND REASONING

Hall County Ord.	Requirement	Exemption	Reason

No zoning exemptions requested.

HULSEY, OLIVER & MAHAR, LLP

EST. 1914

R. DAVID SYFAN
THOMAS L. FITZGERALD
THOMAS D. CALKINS
ABBOTT S. HAYES, JR.
PAUL B. SMART
JASON A. DEAN
T. WESLEY ROBINSON
JASON E. VOYLES
JESSICA M. LUND
VANESSA E. SYKES
MONICA B. HATFIELD
AMANDA L. WARD
BRADFORD A. LORENZ
EMMA S. COURTNEY
CAROLINE M. CAPPS
BENJAMIN A. SIEGEL

ATTORNEYS AT LAW

E.D. KENYON
(1890-1981)
SAMUEL L. OLIVER
(1942-2011)

JULIUS M. HULSEY
(RETIRED)
JAMES E. MAHAR, JR.
(RETIRED)

OF COUNSEL
JANE A. RANGE

August 20, 2025

VIA CERTFIED MAIL
David Gibbs
Chairman, Hall County Commission
Kathy Cooper, Billy Powell, Gregg Poole and Jeff Stowe
Commissioners, Hall County
P.O. Box 1435
Gainesville, GA 30503

RE: Application of BCBTR, LLC to Rezone 130.84± acre tract tax parcels 15007 000254(part); 15019 00014 & 15019 000043 ("the Property") from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) located at 4745 Cagle Mill Road, 4673 and 4691 Milton Martin Road

Dear Chairman and Commissioners,

This firm represents BCBTR, LLC and CBD Investments, LLC, the Applicant and Owner of the above referenced Property, in regard to a pending application for rezoning. Please note this letter is being forwarded to you because Georgia Law requires that the following Constitutional objections be submitted in order to preserve the right of the applicant during the rezoning process.

Please accept this letter as notice that it is the position of the Applicant and Owner that those portions of the zoning regulations of Hall County as presently in effect, and applicable to the Property, which prohibits the use of the Property as proposed in the above referenced application, in particular as a residential subdivision, are unconstitutional as applied to the Property. The zoning ordinances as applied to the Property is unconstitutional in that the ordinances render this Property unusable and destroy its marketability and as such, the zoning ordinances, therefore, constitute a taking of the Property without just and adequate compensation and without due process of law and violation of the provisions of the Fifth Amendment of the U.S. Constitution (as made applicable of the States by the Fourteenth Amendment) and Article 1 Section I, Paragraph 1; Art. 1, § 3, ¶ I; and Art. 1, § 3, ¶ IA of the Constitution of the State of Georgia.

Additionally, the current zoning ordinances as applied to this Property deny the Applicant and Owner equal protection under the law as provided in the Fourteenth Amendment of the U.S. Constitution and Art. 1, § 1, ¶ I; Art. 1, § 3, ¶ IA; and Art. 1, § 1, ¶ II of the Constitution of the State of Georgia, and that the zoning ordinances as applied to this Property make it impractical to develop the Property and thus significantly diminish its value. The zoning ordinances as applied to this Property are arbitrary and capricious in that they inflict a significant detriment on the Property of the Owner that is insubstantially related to the health, safety, morality, and welfare of the public. These ordinances, as applied, restrict the unfettered use of the Owner's property inflicting serious and significant injury and damage to the Applicant and Owner which results in relatively little gain or benefit to the public. As such, we will object to their application to the above referenced Property and current zoning and ask that they be declared unconstitutional.

The proposed use and zoning set forth in the application complies with the Hall County Unified Development Code and with the Hall County Future Land Use Map as set forth in the Hall County Comprehensive Plan Update (2024).

I request that this letter be made a part of the record regarding the application above.

We appreciate your consideration of this request and encourage the County's approval of the request as submitted.

Sincerely,

T. Wesley Robinson

CC: Zach Propes (via email)
Beth Garmon (via email)
TWR:alb/17765

TYPE	TOTAL
SINGLE FAMILY HOUSE	217 UNITS
TOWN HOME	106 UNITS
TOTAL	323 UNITS

TYPE	PERCENT OF UNITS
SINGLE FAMILY HOUSE	67%
TOWN HOME	33%
TOTAL	100%

CAGLE MILL RD. SPEED LIMIT 35 MPH.
INTERSECTION SIGHT DISTANCE 390 FT.

CORNELIA HWY 365. SPEED LIMIT 65 MPH
INTERSECTION SIGHT DISTANCE 720 FT

INTERNAL ROAD SPEED LIMIT 25 MPH
INTERSECTION SIGHT DISTANCE 280 FT

ALLEYWAY SPEED LIMIT 15 MPH

TOTAL RESIDENTIAL UNITS: 323
TOTAL RESIDENTIAL AREA: 130.84 AC.
TOTAL DENSITY: 2.47 UNITS/AC.
SINGLE FAMILY DENSITY:1.66 UNITS/AC.

TOTAL RESIDENTIAL AREA: 130.84 AC.
REQUIRED OPEN SPACE (30%): 39.3 AC.
PROVIDED TOTAL OPEN SPACE AREA: 59.77 AC.
RATIO (OPEN SPACE / TOTAL AREA) = 45.68%

CONTIGUOUS OPEN SPACE: ± 44.18 AC
REQUIRED CONTIGUOUS SPACE = REQUIRED OPEN SPACE X 75% = 29.48 AC
PROVIDED = 150% (AS PER UDO 4.8.7.A.5)

TOTAL RESIDENTIAL LOTS (COMMON LOTS EXCLUDED): 236

LOTS ON OPEN SPACE
SINGLE FAMILY: 214
TOWNHOME: 19

TOAL: 233
RATIO: 233/236 = 98.73%

SANITARY SEWER FLOW ESTIMATION:

150 GALLONS PER UNIT PER DAY

TOTAL UNITS = 323

323 UNITS X (200 GPU/ DAY) = 64,600 GPD

CLUB HOUSE / AMENITY = 50 GPD PER PERSON * 25 PERSON CAPACITY = 1,250 GPD

PEAK FACTOR = 2.5 (TOTAL USAGE)

TOTAL SEWER FLOW CAPACITY = 2.5 X 65,850 GPD = 164,625 GPD

GENERAL NOTES:

1. END OF COUNTY MAINTAINED RIGHT OF WAY. HOA TO MAINTAIN PRIVATE DRIVEWAYS TO CLUB HOUSE, AMENITY AREAS AND POOL. CLUB HOUSES, AMENITY AREAS AND POOL TO BE PRIVATE PROPERTY AND MAINTAINED BY HOA.
2. PARALLEL PARKING ASPHALT AND STRIPING SHALL BE MAINTAINED BY HOA.

EXISTING ZONING: AGRICULTURAL RESIDENTIAL IV (AR-IV)

PROPOSED ZONING: RESIDENTIAL MIXED (R-X)

LOT OWNERSHIP
THE COMMERCIAL PARCEL WILL BE SUBDIVIDED AT APPROXIMATELY THE RE-ZONING LINE SHOWN. EXACT LOCATION OF SUBDIVISION LINE IS TO BE DETERMINED. THE RESIDENTIAL PARCEL WILL BE SUBDIVIDED AS "FEE-SIMPLE" OWNERSHIP FOR ALL SINGLE-FAMILY LOTS AND AS "JOINT OWNERSHIP" FOR TOWNHOMES. TOWNHOMES WILL BE PLATTED WITH LOT-LINES AT THE BUILDING EXTENT AND MAY BE SOLD AS "0' LOT LINE SETBACK" LOTS.

RESIDENTIAL MIXED (R-X) REQUIREMENTS:

- SETBACKS: (REF. CODE) - 4.5.1 - HALL COUNTY GEORGIA UNIFIED DEVELOPMENT CODE

  -MINIMUM FRONT YARD SETBACK FROM THE PROPERTY LINE OF 25 FEET.
  -MINIMUM SIDE YARD SETBACK FROM THE PROPERTY LINE OF 5 FEET.
  -MINIMUM REAR YARD SETBACK FROM THE PROPERTY LINE OF 10 FEET.
  -PROPOSED '0' SETBACKS - PROPERTY LINES WILL BE ALIGNED WITH THE EXTERIOR WALL OF THE UNITS
  -MINIMUM LOT FRONTAGE MEASURE ALONG THE PROPERTY LINE OF 50 FEET

- TOWN HOME LOT AREA REQUIRED: (REF. CODE) - 4.51 - HALL COUNTY GEORGIA UNIFIED DEVELOPMENT CODE

  106 TOWNHOUSES = 30,000 SF + (106)*2,000 SF = 242,000 SF = 5.56 AC.

- BUFFERS (REF. CODE) - UDO 6.1.6.4 OR 8.2.3

  A MIN. 50 FOOT PLANTED BUFFER SHALL BE ESTABLISHED ALONG THE PERIMETER OF ALL PROPERTY BOUNDARIES

- LANDSCAPE (REF. CODE) - UDO 6.1.6.5

  A MIN. OF TWO TREES PER LOT SHALL BE PROVIDED IN THE FRONT,SIDE, OR REAR YARD.

- PERMITTED USES - UDO TABLE 7.2.1

  THE SITE CONTAINS WETLANDS. TOTAL AREA: 62,204 SF.

  A WETLAND ALTERATION PERMIT FROM THE CORPS OF ENGINEERS MUST BE OBTAINED PRIOR ANY ALTERATIONS.

- COMMERCIAL USES. UDO 6.1.6.A.2

  COMMERCIAL USE IS LIMITED TO A TOTAL OF 10,000 SF OF FLOOR AREA FOR THE ENTIRE PLANNED RESIDENTIAL DEVELOPMENT.

- LIGHTING.

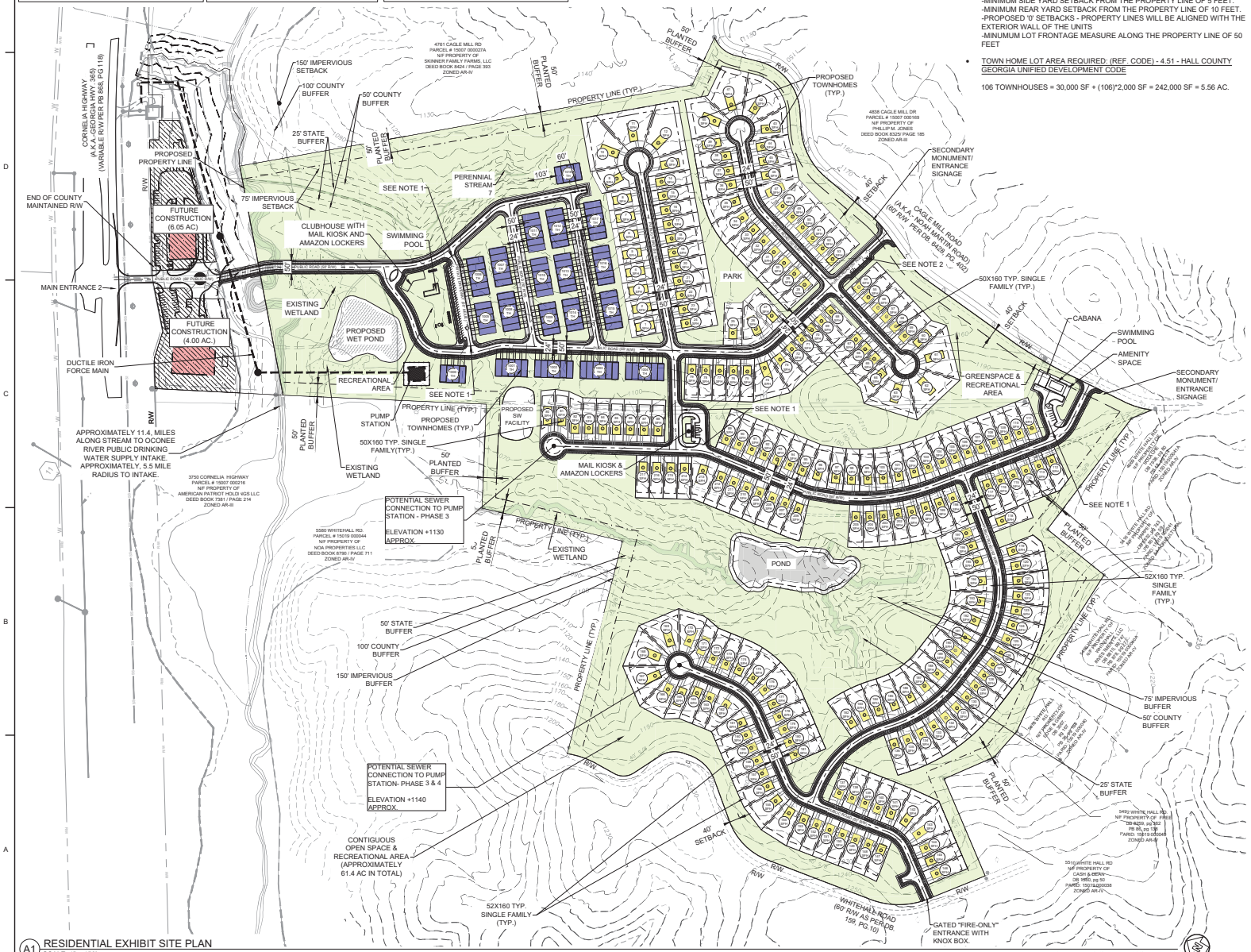
  SUBDIVISION WILL COMPLY WITH COUNTY STREET LIGHTING REQUIREMENTS PER UDO 9.6.4

- STREAM BUFFER:

  STREAM BUFFER SHOULD BE CONSIDERED SUFFICIENT SEPARATION BETWEEN COMMERCIAL AND RESIDENTIAL PROPERTIES. NO ZONING BUFFER IS PROPOSED WITH THIS PLAN.

- REQUIRED EXEMPTIONS:

  NONE



LEGEND:

- PROPOSED OPEN SPACE
- TOWNHOME
- SINGLE FAMILY UNIT

A1 RESIDENTIAL EXHIBIT SITE PLAN
SCALE: 1" = 150'

811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

REZONING PLAN

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

RESIDENCE AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

DATE

DESCRIPTION

MARK

DESIGNED BY:	A. BONNO
DRAWN BY:	M. HARRISON
CHECKED BY:	J. BACH
SUBMITTED BY:	J. BACH
DATE:	05/21/2025
PROJECT #	1220263

SHEET TITLE

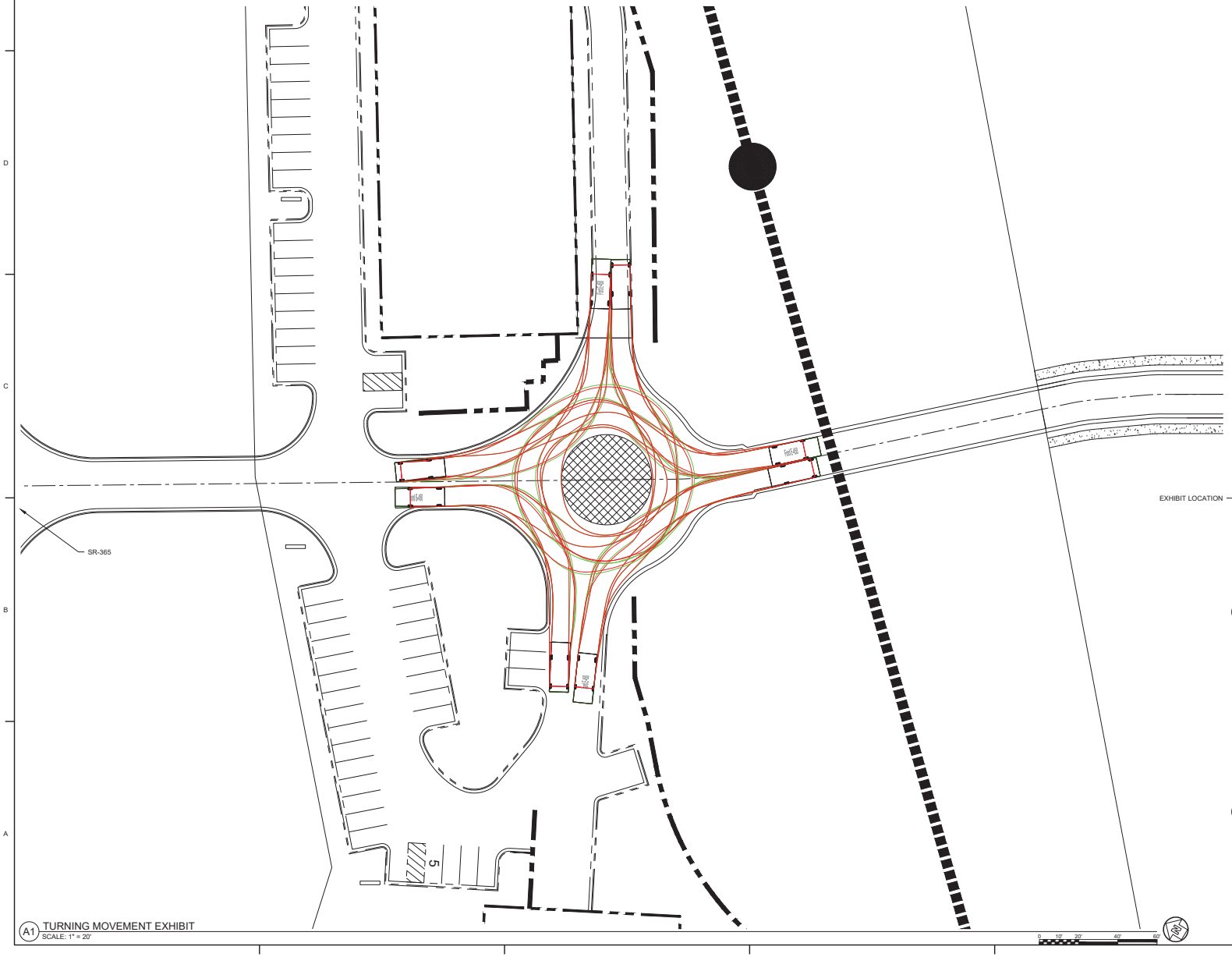
RX ZONING SITE PLAN

SHEET NUMBER

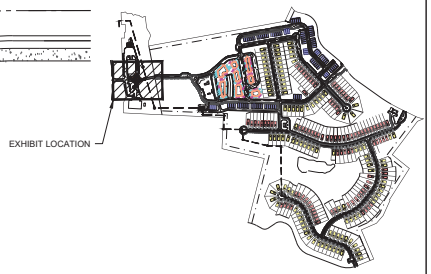
RX 01

ORIGINAL SHEET SIZE: 30" X 42"

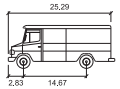
FILE PATH: X:\P\2012\20263\04 CAD_BIM\04.02 CAD\REF\2024_05-17 REZONING CONCEPTS\CONCEPT SITE PLANS\FINAL CONCEPT PLOTTED BY BONNO, ANDRES DATE: 7/25/24



A1 TURNING MOVEMENT EXHIBIT
SCALE: 1" = 20'



B6 KEY MAP
SCALE: N.T.S.



Ford-E450

	feet
Width	: 9.75
Track	: 9.75
Lock to Lock Time	: 6.0
Steering Angle	: 34.3

A6 VAN CLASSIFICATION
SCALE: N.T.S.

Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

REZONING PLAN

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

SHOPS AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

MARK	DESCRIPTION	DATE

DESIGNED BY:	A. BONNO
DRAWN BY:	M. HARRISON
CHECKED BY:	J. BACH
SUBMITTED BY:	J. BACH
DATE:	02/07/2025
PROJECT #	1220263

SHEET TITLE

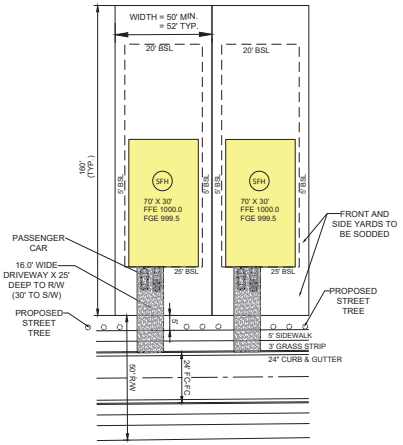
TURNING MOVEMENT EXHIBIT

SHEET NUMBER

TRN 01

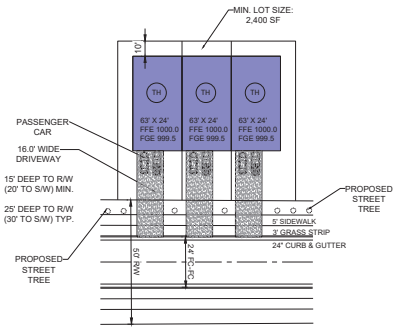
ORIGINAL SHEET SIZE: 30" X 42"

FILE PATH: X:\FY22\1220263\04.CAD_BIM\04.02.CAD\TURNING - CAGLE MILL PLOTTED BY: HARRISON, MICHAEL DATE: 7/25/24



TYPICAL SINGLE FAMILY LOT DETAIL

NOT TO SCALE.
MIN. LOT SIZE: 8,000 SF
TYP.LOT SIZW: 8,320 SF
AVG. LOT SIZE: ± 9,600 SF
NOTES: THIS TYPICAL DETAIL DOES NOT NECESSARILY REFLECT THE ACTUAL LOT SIZE. REFER TO THE DETAIL LOT CHART FOR THE PRECISE LOT SIZE.



TYPICAL TOWNHOME LOT DETAIL

NOT TO SCALE.

Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

REZONING PLAN

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

RESIDENCE AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

MARK	DESCRIPTION	DATE

DESIGNED BY:	A. BONNO
DRAWN BY:	M. HARRISON
CHECKED BY:	J. BACH
SUBMITTED BY:	J. BACH
DATE:	03/27/2025
PROJECT #	1220263

SHEET TITLE

RX FLOOR PLAN DETAILS

SHEET NUMBER

RX 02

ORIGINAL SHEET SIZE: 30" X 42"

FILE PATH: X:\FY22\1220263\04.CAD_BIM\04.02.CAD\XREF\2024_06-17 REZONING CONCEPTS\CONCEPT SITE PLANS\FINAL CONCEPT PLOTTED BY: SUN, STEVEN DATE: 7/25/24

ALTA/NSPS SURVEY FOR:
CHICAGO TITLE INSURANCE COMPANY & ACM VENTURES, LLC

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

~LEGEND~

O	CALCULATED POSITION	RB	REBAR
●	IRON PIN FOUND/SET (IPF/IPS)	SR	SOLID ROD
▣	MONUMENT	OCS	OUTLET CONTROL STRUCTURE
C/L	CENTERLINE	CPP	CORRUGATED PLASTIC PIPE
CRIMP	CRIMPED TOP PIPE		
TOB	TOP OF BANK	GI	GRATE INLET
N/F	NOW OR FORMERLY	DI	DROP INLET
BTP	BROKEN TOP PIPE		SANITARY SEWER MANHOLE (SSMH)
POB	POINT OF BEGINNING		
PG	PAGE		LIGHTPOLE
P/L	PROPERTY LINE		CLEANOUT
	TELEPHONE PED. (T.P.)	(ALL IPS ARE 1/2" RB "CAPPED" UNLESS OTHERWISE LABELED)	
	FIRE HYDRANT (FH)		ADJOINER
	WATER METER (WM)		LAND LOT LINE (L.L.L.)
	WATER VALVE (WV)		RIGHT OF WAY (R/W)
	POWER BOX (PBX)		FENCE
	POWER POLE (PP)	OHP	OVERHEAD POWER

~ZONING INFORMATION~

COUNTY: HALL
ZONE: AR-III & AR-IV
SETBACK REQUIREMENTS:
FRONT: 40'
REAR: 25'
SIDE: 15'

~ALTA NOTES~

NO CEMETERIES WERE OBSERVED ON SITE AT TIME OF SURVEY.

ACTIVE EARTHWORK WAS OBSERVED ON SITE AT TIME OF SURVEY.

NO STATE WATERS OR WETLANDS WERE OBSERVED ON SITE AT TIME OF SURVEY.

SITE ADDRESS: 8324 MAIN STREET

PER MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS (EFFECTIVE 2/23/2021) # 6.B.VI. BOUNDARY DEFINED BY WATER BOUNDARY IS SUBJECT TO CHANGE DUE TO NATURAL CAUSES AND MAY OR MAY NOT REPRESENT THE ACTUAL LOCATION OF THE LIMIT OF TITLE.

PROPERTY HAS DIRECT ROAD ACCESS TO CAGLE MILL ROAD, AND CORNELIA HIGHWAY, HOWEVER ADDITIONAL PERMITTING MAY BE REQUIRED TO ALTER OR ADD ACCESS POINTS.

~AS-SURVEYED~ LEGAL DESCRIPTION

All that tract or parcel of land lying and being in the Lula* District, 1690th G.M.D.*, Hall County, Georgia and being more particularly described as follows:

COMMENCING at a point at the center line intersection of Cornelia Highway (A.K.A –Georgia Highway 365 with a variable right-of-way) & Whitehall Road;
THENCE, N56°11'39"E a distance of 5169.73 to a 1/2" rebar found at the southeasterly right-of-way of Cornelia Highway; said 1/2" rebar found being the POINT OF BEGINNING;

THENCE, along the southeasterly right-of-way of Cornelia Highway, N51°12'43"E a distance of 114.40' to a point; THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N70°01'31"E a distance of 105.64' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N41°22'31"E a distance of 201.81' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N51°17'49"E a distance of 520.40' to a point;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway, S37°11'56"E a distance of 35.17' to a point;
THENCE, N53°11'56"E a distance of 73.74' to a point;
THENCE, S37°07'39"E a distance of 9.89' to a point;
THENCE, N53°11'56"E a distance of 94.51' to a point;
THENCE, N36°48'04"W a distance of 50.66' to a point at the southeasterly light-of-way of Cornelia Highway;
THENCE, along the southeasterly right-of-way of Cornelia Highway, with a curve to the left, having an arc length of 150.51' and a radius of 1357894.46', with a chord bearing of N51°17'21"E, and a chord length of 150.51' to a point at the centerline of a stream;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway and along the centerline of the stream, the following courses and distances:

S38°50'03"E a distance of 31.52' to a point; S54°21'59"E a distance of 20.77' to a point;
S03°11'08"W a distance of 36.93' to a point; S43°00'29"E a distance of 12.62' to a point;
S41°46'52"E a distance of 41.52 to a point; S12°11'07"W a distance of 29.69' to a point;
S62°59'59"E a distance of 24.36' to a point; S14°56'48"E a distance of 16.99' to a point;
S30°18'03"E a distance of 34.13' to a point; S09°56'03"W a distance of 13.24' to a point;
S11°18'23"E a distance of 38.83' to a point; S68°19'26"E a distance of 25.08' to a point;
S21°38'47"E a distance of 19.26' to a point; S57°49'27"W a distance of 11.76' to a point;
S50°31'32"W a distance of 38.63' to a point; S46°31'17"W a distance of 37.15' to a point;
S44°47'21"W a distance of 40.08' to a point; S39°03'52"W a distance of 28.80' to a point;
S17°33'11"W a distance of 44.56' to a point; S23°04'47"W a distance of 14.42' to a point;
S32°49'06"W a distance of 31.63' to a point; S72°28'48"W a distance of 60.48' to a point;
S79°34'58"W a distance of 11.47' to a point; S49°33'11"W a distance of 61.63' to a point;

THENCE, leaving the centerline of stream, S47°40'59"E a distance of 1728.25' to a 1/2" rebar found;
THENCE, N77°43'24"E a distance of 196.66' to a 1/2" rebar found at the westerly right-of-way of Cagle Mill Road (60 right-of-way);
THENCE, along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 104.74' and a radius of 113.90', with a chord bearing of S03°54'12"W and a chord length of 101.09' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S23°10'28"E a distance of 94.22' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 257.36' and a radius of 205.00', with a chord bearing of S12°47'27"W and a chord length of 240.79' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S48°45'23"W a distance of 67.26' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 208.94' and a radius of 260.00', with a chord bearing of S25°44'04"W and a chord length of 203.36' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S02°42'45"W a distance of 221.60' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 90.62' and a radius of 370.00', with a chord bearing of S09°43'45"W and a chord length of 90.40' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S16°44'45"W a distance of 122.67' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 107.52' and a radius of 330.00', with a chord bearing of S07°24'42"W and a chord length of 107.05' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S01°55'21"E a distance of 410.83' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 78.24' and a radius of 830.00', with a chord bearing of S04°37'23"E and a chord length of 78.21' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S07°19'24"E a distance of 49.75' to a 1/2" rebar set;
THENCE, leaving the westerly right-of-way of Cagle Mill Road, S77°17'15"W a distance of 169.36' to a 1-1/2" open top pipe found;
THENCE, N38°50'17"W a distance of 1454.15' to a 1/2" rebar found;
THENCE, N34°59'05"W a distance of 1336.17' to a point;
THENCE, N34°32'20"W a distance of 480.79' to a 1/2" rebar found; said 1/2" rebar found and being the POINT OF BEGINNING.

Said property containing 72.67 acres.

LINE	BEARING	DISTANCE
L1	S 37°11'56" E	35.17'
L2	N 53°11'56" E	73.74'
L3	S 37°07'39" E	9.89'
L4	N 53°11'56" E	94.51'
L5	N 36°48'04" W	50.66'
L6	S 38°50'03" E	31.52'
L7	S 54°21'59" E	20.77'
L8	S 03°11'08" W	36.93'
L9	S 43°00'29" E	12.62'
L10	S 41°46'52" E	41.52'
L11	S 12°11'07" W	29.69'
L12	S 62°59'59" E	24.36'
L13	S 14°56'48" E	16.99'
L14	S 30°18'03" E	34.13'
L15	S 09°56'03" W	13.24'
L16	S 11°18'23" E	38.83'
L17	S 68°19'26" E	25.08'
L18	S 21°38'47" E	19.26'
L19	S 57°49'27" W	11.76'
L20	S 50°31'32" W	38.63'
L21	S 46°31'17" W	37.15'
L22	S 44°47'21" W	40.08'
L23	S 39°03'52" W	28.80'
L24	S 17°33'11" W	44.56'
L25	S 23°04'47" W	14.42'
L26	S 32°49'06" W	31.63'
L27	S 72°28'48" W	60.48'
L28	S 79°34'58" W	11.47'
L29	S 49°33'11" W	61.63'
L30	S 23°10'28" E	94.22'
L31	S 48°45'23" W	67.26'
L32	S 02°42'45" W	221.60'
L33	S 16°44'45" W	122.67'
L34	S 01°55'21" E	410.83'
L35	S 07°19'24" E	49.75'
L36	S 77°17'15" W	169.36'
L37	N 51°12'43" E	114.40'
L38	N 70°01'31" E	105.64'
L39	N 41°22'31" E	201.81'

FUTURE FLOOD NOTE:
BASED ON AN INTERPRETATION OF THE HALL COUNTY GIS, A PORTION OF THIS PROPERTY LIES WITHIN THE FUTURE FLOOD ZONE.

IF THE PROPERTY IS LOCATED IN THE NORTH OCONEE WATERSHED DISTRICT, THEN ADDITIONAL STREAM BUFFERS AND IMPERVIOUS SETBACKS MAY BE REQUIRED FOR COMPLIANCE (HALL COUNTY CODE § 17.225.040)

ANY STREAM OR STATE WATER LOCATED ON THIS PROPERTY MAY BE SUBJECT TO A 50 FOOT UNDISTURBED NATURAL VEGETATIVE BUFFER AND A 75 FOOT IMPERVIOUS SURFACE SETBACK. (HALL COUNTY CODE § 8.170.070)

SCALED FROM AND BASED ON AN INTERPRETATION OF FLOOD INSURANCE RATE MAP NO. 13139C0225F, EFFECTIVE DATE 9/29/2006. THIS SITE IS LOCATED WITHIN THE 100-YEAR FLOOD PRONE AREA. IF THE ACCURATE LOCATION AND/OR ELEVATION OF THE FLOOD HAZARD IS REQUIRED, A DETAILED STUDY MAY BE NECESSARY.

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1357894.46'	150.51'	150.51'	N 51°17'21" E	0°06'23"
C2	113.90'	104.74'	101.09'	S 03°54'12" W	52°41'18"
C3	205.00'	257.36'	240.79'	S 12°47'27" W	71°55'51"
C4	260.00'	208.94'	203.36'	S 25°44'04" W	46°02'38"
C5	370.00'	90.62'	90.40'	S 09°43'45" W	14°09'01"
C6	330.00'	107.52'	107.05'	S 07°24'42" W	18°40'07"
C7	830.00'	78.24'	78.21'	S 04°37'23" E	5°24'05"

GRAPHIC SCALE
0 200 400
(IN FEET)
1 inch = 200 ft.

~SURVEY NOTES~

FIELD MEASUREMENTS WERE TAKEN WITH A TRIMBLE S6 ROBOTIC INSTRUMENT.

FIELD DATA FOUND TO HAVE A CLOSURE PRECISION OF 1 FOOT IN 15,310 FEET, AND AN ANGULAR ERROR OF 6 SECOND PER ANGLE.

FIELD DATA ADJUSTED USING THE LEAST SQUARES METHOD.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO HAVE A PRECISION OF 1 FOOT IN 554,049 FEET.

THIS PLAT DOES NOT CONSTITUTE AND SHALL NOT BE CONSTRUED AS A TITLE SEARCH OR REPORT, AND THUS MAY BE SUBJECT TO ANY EASEMENTS, RIGHT OF WAY OR RESTRICTIONS ONE MAY FIND.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED ON THIS PLAT.

THIS DOES NOT EXTEND TO ANY UNNAMED THIRD PARTY WITHOUT AN EXPRESSED RESTATEMENT BY THE SURVEYOR.

TYPE OF SURVEY: ALTA/NSPS

SOURCE OF TITLE DESCRIPTION FOR PROPERTY SHOWN HEREON:
DB 8919, pg 632

PROPERTY OWNERS AS OF SURVEY DATE:
CBD INVESTMENTS, LLC

PARCEL NUMBER: 15007 000254

SITE ADDRESS: 4745 CAGLE MILL ROAD
LULA, GEORGIA

~TITLE EXCEPTIONS~

AS PER ISSUING OFFICE No. 66584

SURVEY MATTERS PERTAINING TO CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR THE ISSUING OFFICE NUMBER: 66584.
COMMITMENT DATE: APRIL 25, 2022

(10) All matters as shown on plat of survey for Roy Sweat dated November 5, 1973, last revised November 15, 1985, recorded in Plat Book 108, Page 78, Hall County, Georgia Records. (AFFECTS– AS SHOWN)

(11) Judgment in favor of Southern Bell Telephone and Telegraph Company dated June 7, 1989, recorded in Deed Book 1356, Pages 100–104, Hall County, Georgia Deed Records. (AFFECTS– AS SHOWN)

(12) Right of Way Deed to Department of Transportation dated March 2, 1979, recorded in Deed Book 702, Page 147, Hall County, Georgia Deed Records. (AFFECTS– AS SHOWN)

(13) Rights of upper and lower riparian owners in and to the waters of creeks crossing or adjoining the property, and the natural flow thereof, free from diminution or pollution.

(14) Easement to Georgia Power Company dated February 26,2008, recorded in Deed Book 6341, Pages 32–35, Hall County, Georgia Deed Records. (AFFECTS– AS SHOWN)

(15) Right of Way Deed to Hall County dated September 3, 1999, recorded in Deed Book 3556, Page 317, Hall County, Georgia Deed Records. (DOES NOT AFFECT)

(16) Subject to Easement described in Indenture from Georgia Kraft Company to Arthur F. Rees, IV dated April 1, 1975, recorded in Deed Book 571, Pages 319–320, Hall County Georgia Deed Records. (AFFECTS– AS SHOWN)

(17) Affidavit of Possession executed by Robert L. Campbell, as Manager of Inland–Rome, Inc., and recorded in Deed Book 1414, Pages 133–136, Hall County, Georgia Deed Records. (NOT A SURVEY MATTER)

(18) Certificate of Merger from Rome Kraft Company to Georgia Kraft Company, dated December 6, 1973, recorded in Deed Book 548, Page 432, Hall County, Georgia Deed Records. (NOT A SURVEY MATTER)

(19) All matters shown on plat of survey for Roy W. Sweat dated August 26, 2021, as prepared by Davis Engineering & Surveying. Plat reveals the following:
A) A portion of the property is located within the 100–year flood zone area;
B) A portion of the property is located within a 25' state waters buffer;
C) A portion of the property is located within a 50' vegetative buffer;
D) A portion of the property is located with a 75' impervious setback
E) Setbacks
F) The Oconee River forms the northeast property line
G) 15' telecommunications easement running across northwest portion of subject property.
(AFFECTS–AS SHOWN)

*DEEDS AND PLATS RECOVERED DURING THE COURSE OF THIS SURVEY DESCRIBE THE SUBJECT PROPERTY TO LIE WITHIN MULTIPLE GEORGIA MILITIA DISTRICTS. LISTED BELOW ARE DOCUMENTS FOUND AND THE CORRESPONDING G.M.D. THE PROPERTY IS CITED TO LIE WITHIN. THIS LIST SHOULD NOT BE CONSIDERED CONCLUSIVE, NOR DOES IT CONSTITUTE A TITLE SEARCH:

DB 3714, PGS 73–75 ~ GLADE DISTRICT, G.M.D. 403
DB 3714, PGS 70–72 ~ GLADE DISTRICT, G.M.D. 403
DB 3723, PGS 82–84 ~ GLADE DISTRICT, G.M.D. 403
DB 6428, PGS 399–403 ~ LULA DISTRICT, G.M.D. 1690
DB 702, PG 147 LULA DISTRICT, G.M.D. 1690
PB 57, PG 54 ~ GLADE DISTRICT, G.M.D. 403
PB 108, PG 78 ~ G.M. 1680
PB 872, PG 237 ~ LULA DISTRICT G.M.D. 1690

G.D.O.T. RIGHT–OF–WAY PLANS FOR PROJECT F–013–1(29) AND SUPPLEMENTAL RIGHT–OF–WAY DEEDS SHOW THE PROPERTY TO LIE WITHIN G.M.D. 1690. ADDITIONALLY, U.S. CENSUS DATA FOR HALL COUNTY FROM 1940 MAKES REFERENCE ONLY TO A DISTRICT 1690, LULA, AND DISTRICT 403, GLADE, WHEREAS THERE IS NO MENTION OF A 1680 DISTRICT.

TO: CHICAGO TITLE INSURANCE COMPANY and ACM VENTURES, LLC:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, & 13 OF TABLE A THEREOF.

FIELD WORK WAS COMPLETED ON 8/27/2021. DATE OF PLAT OR MAP:16th DAY of MAY, 2022

DUSTY L. LOWMAN PLS# 3216

~ALTA / NSPS~ SURVEYORS CERTIFICATE

AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15–6–67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15–6–67.

DUSTY L. LOWMAN PLS# 3216

~SURVEYOR CERTIFICATION~

GEORGIA REGISTERED LAND SURVEYOR NO. 3216 DUSTY L. LOWMAN

GRID NORTH
SRC – GA WEST ZONE

~LOCATION MAP~
(NOT TO SCALE)

CERTIFICATE OF AUTHORIZATION NUMBER: LSF 000621

PREPARED BY
DES DAVIS
ENGINEERING & SURVEYING
133 PROMINENCE COURT
SUITE 210
DAWSONVILLE, GA 30534
PHONE: (706) 265-1234
DAVISENGINEERS.COM

ALTA/NSPS LAND TITLE SURVEY FOR
CHICAGO TITLE INSURANCE COMPANY AND ACM VENTURES, LLC
LULA DISTRICT*
1690th G.M.D.*
HALL COUNTY, GEORGIA

REVISIONS BY:	FA
REVISION DATE:	05/16/22
REVISIONS BY:	DS/MS
REVISION DATE:	1/18/2022
DRAWN BY:	DS
FIELD CREW:	AM
PLAT DATE:	8/26/2021
FIELD DATE:	7/30/2021

SHEET NO. 1 OF 1

PROJECT NO. 21-239

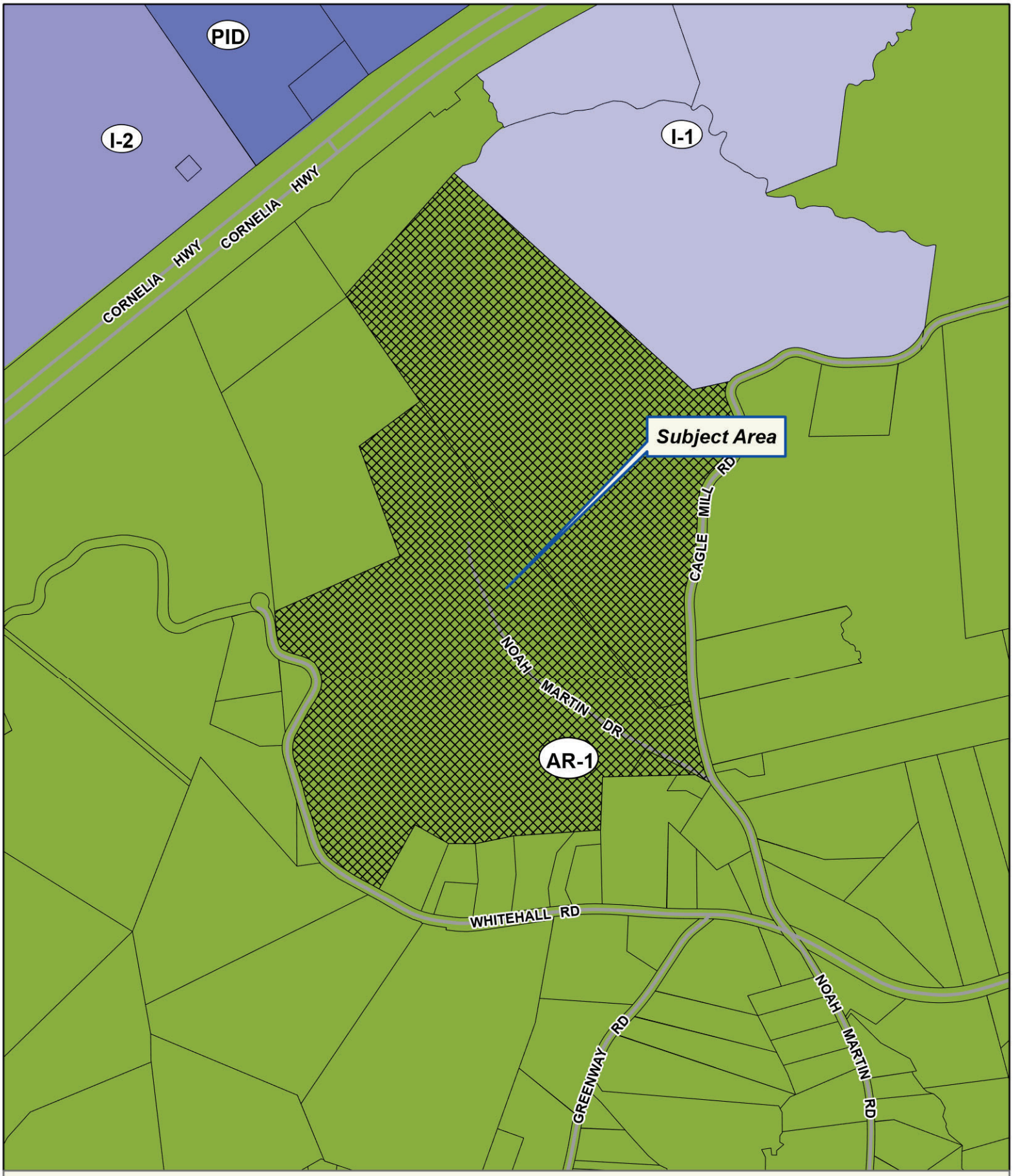


Applicant: BCBTR, LLC
Tax Parcel #: 15007 000254 (PT.), 15019 000114 & 000043
Location: 4745 CAGLE MILL ROAD, 4673 & 4691 NOAH MARTIN DRIVE, LULA, GA 30554
Commission District 3 **PC Mtg. Date: 06/02/2025**

0 125 250 500
Feet

Zoning Boundary
City Limits
Subject Area

N



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0 125 250 500
Feet

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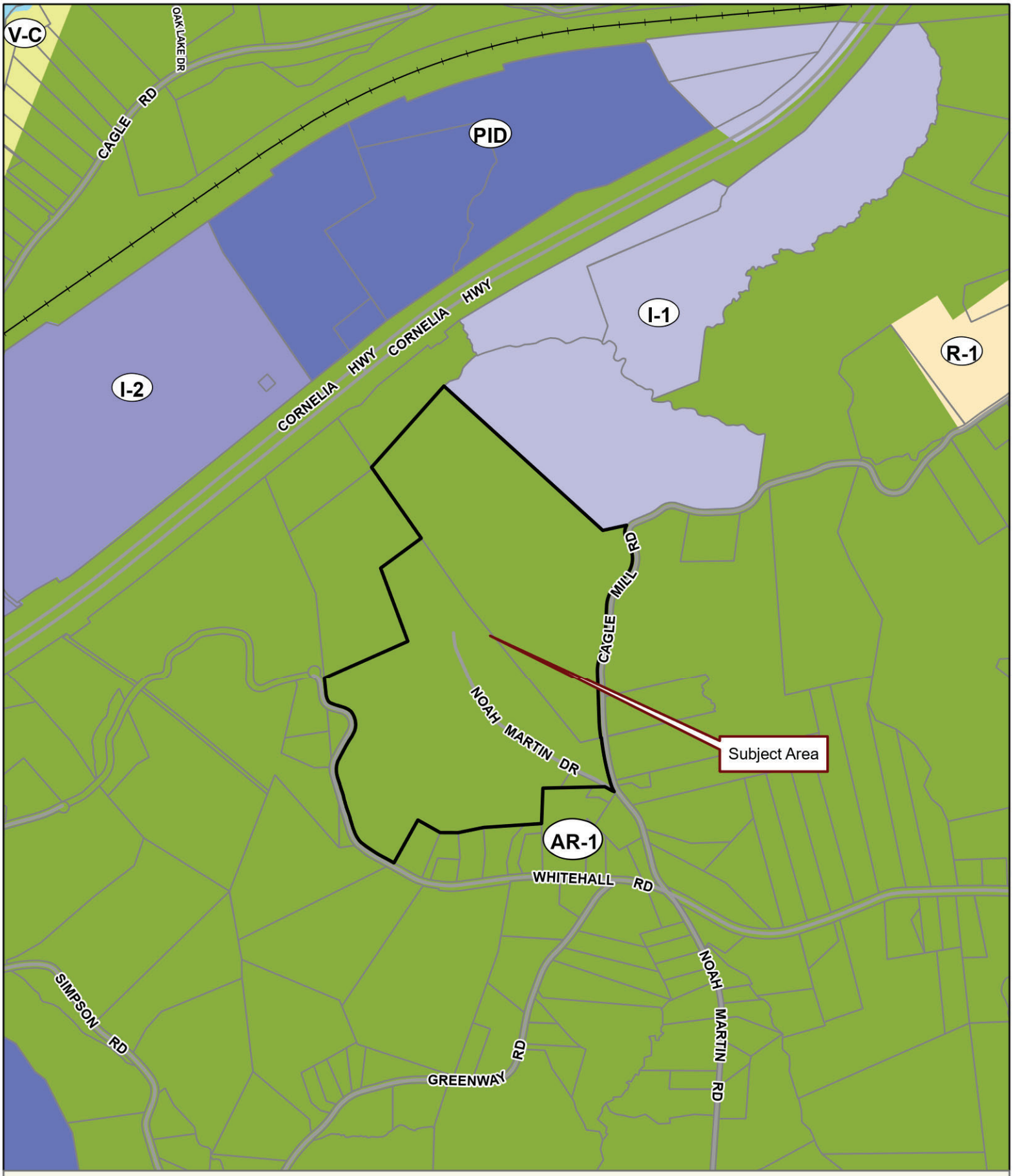
Subject Area
Structure

N



Applicant: BCBTR, LLC
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Commission District 3 **PC Mtg. Date: 06/02/2025**

0 200 400 800
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N

eFiled and eRecorded
DATE: 09/22/2023
TIME: 3:14 PM
DEED BOOK: 9372
PAGE: 459 - 460
FILING FEES: $25.00
TRANSFER TAX: $0.00
PARTICIPANT ID: 6515028652
PT61: 069-2023-006605
RECORDED BY: JP
CLERK: Charles Baker, C.S.C
Hall County, GA

AFTER RECORDING PLEASE RETURN TO:
Hulsey, Oliver & Mahar
P. O. Box 1457
Gainesville, GA 30503
ATTENTION: T. Wesley Robinson

QUIT-CLAIM DEED

STATE OF GEORGIA,
COUNTY OF HALL.

THIS INDENTURE, made this 22nd day of September, 2023, between Janis Beth Griffin Courson of the State of Florida of the first part, and CBD Investments, LLC, a Georgia limited liability company of the State of Georgia and County of Hall, of the second part,

WITNESSETH: That the said party of the first part, for and in consideration of the sum of One and 00/100 DOLLARS, in hand paid, the receipt whereof is acknowledged, has bargained, sold, and by these presents does remise, convey and forever QUIT-CLAIM to the said party of the second part, and its assigns,

All that tract or parcel of land lying and being in G.M.D. 1690, Hall County, Georgia, containing 68.76 acres according to a Combination Survey for CBD Investments, LLC prepared by Davis Engineering and Surveying dated July 25, 2023, more particularly described according to said survey as follows:

BEGINNING at a point on the west right of way of Cagle Mill Road, said point being located 13.61 feet inside of right of way from an iron pin located in said right of way; thence North 59°41'09" West 82.67 feet to an iron pin found; thence South 89°43'03" West 102.83 feet to an iron pin found; thence South 89°39'03" West 420.76 feet to an iron pin found; thence South 01°16'23" West 273.44 feet to an iron pin found; thence South 85°00'30" West 464.40 feet to an iron pin found; thence South 04°08'45" East 10.04 feet to an iron pin set; thence South 76°55'06" West 209.50 feet to an iron pin set; thence North 86°13' 33" West 127.64 feet to an iron pin set; thence North 61°04' 19" West 206.40 feet to an iron pin found; thence South 29°29'02" West 395.69 feet to a point on the north right of way of Whitehall Road, said point located 10.71 feet inside the right of way from an iron pin located in right of way; thence along said right of way North 59°31'40" West 231.12 feet to a point; thence an arc distance of 221.34 feet, said arc being subtended by a chord bearing North 38°01'59" West 216.9 feet and having a radius of 295.00 feet; thence North 16°32'18" West 415.36 feet to a point; thence an arc distance of 209.57 feet, said arc being subtended by a chord bearing North 07°58'01" East 203.24 feet, having a radius of 245 feet; thence North 32°28'20" East 164.67 feet to a point; thence an arc distance of 136.43 feet, said arc being subtended by a chord bearing North 07°15'23" East 132.07 feet, having a radius of 155 feet; thence North 17°57'33" West 22.15 feet to a point; thence an arc distance of 96.54 feet, said arc being subtended by a chord bearing North 44°17'56" West 93.18 feet, and having a radius of 105 feet; thence North 70°38'19" West 115.05 feet to a point; thence an arc distance of 75.91 feet, said arc being subtended by a chord bearing North 39°34'25" West 72.24 feet, and having a radius of 70.00 feet; thence North 08°30'31" West 77.47 feet to a point; thence an arc distance of 116.60

feet, said arc being subtended by a chord bearing North 18°37'50" West 115.99 feet and having a radius of 330 feet; thence leaving said right of way and proceeding North 67°02'37" East 825.29 feet to an iron pin found; thence North 24°18'51" West 542.29 feet to an iron pin found; thence along a wire fence North 54°51'09" East 390.65 feet to a point in an old road bed; thence South along said road bed South 34°59'05" East 570.81 feet to an iron pin found; thence South 38°50'17" East 1,454.15 feet to an iron pin found; thence North 77°17'15" East 169.36 feet to a point on the west right of way of Cagle Mill Road; thence an arc distance of 97.85 feet, said arc being subtended by a chord bearing South 09°04'07" East 97.82 feet and having a radius of 1,230 feet; thence South 11°20'51" East 240.07 feet to a point; thence an arc distance of 109.82 feet, said arc being subtended by a chord bearing South 20°52'53" East 109.32 feet and having a radius of 330.00 feet to a point located at the TRUE POINT OF BEGINNING.

Reference to said survey is hereby made for a more full and complete description of said property

TO HAVE AND TO HOLD the said described premises to the said party of the second part, so that neither the said party of the first part nor her heirs, nor any other person or persons claiming under her shall at any time, by any means or ways, have, claim or demand any right or title to the aforesaid described premises or appurtenances, or any rights thereof.

IN WITNESS WHEREOF, the said party of the first part has hereunto set her hand and seal, the day and year above written.

Signed, sealed and delivered
in the presence of

Witness Athena Inart

Notary Public Desiree Rhodes
My Commission Expires: March 9, 2026

TWR/jbp/T8808-4874-1598-9888

Janis B. Courson (SEAL)
Janis Beth Griffin Courson

DESIREE M. RHODES
Commission # HH 238129
Expires March 9, 2026

eFiled and eRecorded
DATE: 09/02/2021
TIME: 4:12 PM
DEED BOOK: 8919
PAGE: 632 - 640
FILING FEES: $25.00
TRANSFER TAX: $995.00
PARTICIPANT ID: 6515028652
PT61: 069-2021-008810
RECORDED BY: CH
CLERK: Charles Baker, C.S.C
Hall County, GA

After recording return to:
T. Wesley Robinson
Hulsey, Oliver & Mahar, LLP
P.O. Box 1457
Gainesville, GA 30503

LIMITED WARRANTY DEED

STATE OF GEORGIA
COUNTY OF HALL.

THIS INDENTURE is made as of August 31, 2021, between Matthew H. Sweat, Tecla B. Sweat, Dr. Roy W. Sweat, Whitney Sweat Colvert, James David Colvert, Warren R. Sweat, and Carol G. Sweat (hereinafter referred to as "Grantor") and CBD Investments, LLC, (hereinafter referred to as "Grantee") ("Grantor" and "Grantee" to include their respective successors, legal representatives and assigns where the context requires or permits).

WITNESSETH

GRANTOR, in consideration of the sum of Ten and No/100 Dollars ($10.00) and other valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and does hereby grant, bargain, sell, alien, convey and confirm unto Grantee all that tract or parcel of land lying and being in Hall County, Georgia (hereinafter referred to as the "Land") as more particularly described in the attached Exhibit "A", which Exhibit is incorporated herein.

TO HAVE AND TO HOLD the Land, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of Grantee forever in **FEE SIMPLE**; subject only to the matters (hereinafter referred to as "Permitted Exceptions") set out in the attached Exhibit "B", which Exhibit is incorporated herein.

AND GRANTOR WILL WARRANT and forever defend the right and title to the Land unto Grantee against the claims of any persons owning, holding or claiming by, through or under Grantor, except for claims arising under or by virtue of the Permitted Exceptions.

EXECUTED under seal as of the date above.

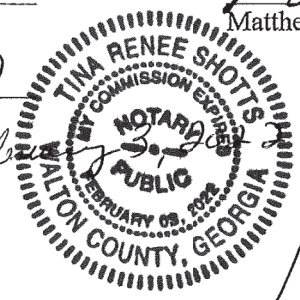
SELLER:

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Matthew H. Sweat (SEAL)

Notary Public
My Commission Expires:

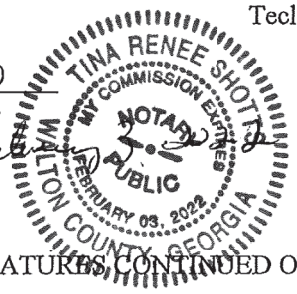


Signed, sealed and delivered
in the presence of:

Unofficial Witness

Tecla B. Sweat (SEAL)

Notary Public
My Commission Expires:



SIGNATURES CONTINUED ON NEXT PAGE

SELLER:

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Dr. Roy W. Sweat (SEAL)

Notary Public
My Commission Expires:

TINA RENEE SHOTTS NOTARY PUBLIC WALTON COUNTY, GEORGIA COMMISSION EXPIRES FEBRUARY 2022

SIGNATURES CONTINUED ON NEXT PAGE

TWR/JBP /T8350/255014

SELLER:

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public
My Commission Expires: 10/28/2023

Whitney Sweat Colvert (SEAL)

KENDYL BEHRENS NOTARY EXPIRES GEORGIA October 28, 2023 PUBLIC CHEROKEE COUNTY

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public
My Commission Expires: 10/28/2023

James David Colvert (SEAL)

KENDYL BEHRENS NOTARY EXPIRES GEORGIA October 28, 2023 PUBLIC CHEROKEE COUNTY

SIGNATURES CONTINUED ON NEXT PAGE

SELLER:

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Warren R. Sweat (SEAL)

Notary Public
My Commission Expires:

ELLEN LEE SADOWSKY
Notary Public - Arizona
Maricopa County
Commission # 599886
My Comm. Exp. March 8, 2025

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Carol G. Sweat (SEAL)

Notary Public
My Commission Expires:

ELLEN LEE SADOWSKY
Notary Public - Arizona
Maricopa County
Commission # 599886
My Comm. Exp. March 8, 2025

TWR/JBP /T8350/255014

Exhibit "A"

All that tract or parcel of land lying and being in the Glade District, 1680th G.M.D., Hall County, Georgia, as shown on a plat of survey for Roy W. Sweat, dated August 26, 2021, prepared by Davis Engineering and Surveying, which plat is incorporated herein by reference as part of this description, and being more particularly described as follows:

COMMENCING at a point at the center line intersection of Cornelia Highway (A.K.A – Georgia Highway 365 with a variable right-of-way) & Whitehall Road;
THENCE, N56°11'39"E a distance of 5169.73' to a 1/2" rebar found at the southeasterly right-of-way of Cornelia Highway; said 1/2" rebar found being the POINT OF BEGINNING;
THENCE, along the southeasterly right-of-way of Cornelia Highway, N51°12'43"E a distance of 114.40' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N70°01'31"E a distance of 105.64' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N41°22'31"E a distance of 201.81' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N51°17'49"E a distance of 520.40' to a point;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway, S37°11'56"E a distance of 35.17' to a point;
THENCE, N53°11'56"E a distance of 73.74' to a point;
THENCE, S37°07'39"E a distance of 9.89' to a point;
THENCE, N53°11'56"E a distance of 94.51' to a point;
THENCE, N36°48'04"W a distance of 50.66' to a point at the southeasterly right-of-way of Cornelia Highway;
THENCE, along the southeasterly right-of-way of Cornelia Highway, with a curve to the left, having an arc length of 150.51' and a radius of 1357894.46', with a chord bearing of N51°17'21"E and a chord length of 150.51' to a point at the centerline of a stream;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway and along the centerline of the stream, the following courses and distances: S38°50'03"E a distance of 31.52' to a point; S54°21'59"E a distance of 20.77' to a point; S03°11'08"W a distance of 36.93' to a point; S43°00'29"E a distance of 12.62' to a point; S41°46'52"E a distance of 41.52' to a point; S12°11'07"W a distance of 29.69' to a point; S62°59'59"E a distance of 24.36' to a point; S14°56'48"E a distance of 16.99' to a point; S30°19'03"E a distance of 34.13' to a point; S09°56'03"W a distance of 13.24' to a point; S11°18'23"E a distance of 38.83' to a point;

S68°19'26"E a distance of 25.08' to a point; S21°38'47"E a distance of 19.26' to a point; S57°49'27"W a distance of 11.76' to a point; S50°31'32"W a distance of 38.63' to a point; S46°31'17"W a distance of 37.15' to a point; S44°47'21"W a distance of 40.08' to a point; S39°03'52"W a distance of 28.80' to a point; S17°33'11"W a distance of 44.56' to a point; S23°04'47"W a distance of 14.42' to a point; S32°49'06"W a distance of 31.63' to a point; S72°28'48"W a distance of 60.48' to a point; S79°34'58"W a distance of 11.47' to a point;

S49°33'11"W a distance of 61.63' to a point;
THENCE, leaving the centerline of stream, S47°40'59"E a distance of 1728.25' to a 1/2" rebar found;
THENCE, N77°43'24"E a distance of 196.66' to a 1/2" rebar found at the westerly right-of-way of Cagle Mill Road (60' right-of-way);
THENCE, along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 104.74' and a radius of 113.90', with a chord bearing of S03°54'12"W and a chord length of 101.09' to a point,
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S23°10'28"E a distance of 94.22' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 257.36' and a radius of 205.00', with a chord bearing of S12°47'27"W and a chord length of 240.79' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S48°45'23"W a distance of 67.26' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 208.94' and a radius of 260.00', with a chord bearing of S25°44'04"W and a chord length of 203.36' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S02°42'45"W a distance of 221.60' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 90.62' and a radius of 370.00', with a chord bearing of S09°43'45"W and a chord length of 90.40' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S16°44'45"W a distance of 122.67' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 107.52' and a radius of 330.00', with a chord bearing of S07°24'42"W and a chord length of 107.05' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S01°55'21"E a distance of 410.83' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 78.24' and a radius of 830.00', with a chord bearing of S04°37'23"E and a chord length of 78.21' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S07°19'24"E a distance of 49.75' to a 1/2" rebar set;
THENCE, leaving the westerly right-of-way of Cagle Mill Road, S77°17'15"W a distance of 169.36' to a 1-1/2" open top pipe found;
THENCE, N38°50'17"W a distance of 1454.15' to a 1/2" rebar found;
THENCE, N34°59'05"W a distance of 1336.17' to a point;
THENCE, N34°32'20"W a distance of 480.79' to a 1/2" rebar found; said 1/2" rebar found being the POINT OF BEGINNING.
Said property containing 72.67 acres.

Exhibit "B"
Permitted Exceptions

(a) All matters as shown on plat of survey for Roy Sweat dated November 5, 1973, last revised November 15, 1985, recorded in Plat Book 108, Page 78, Hall County, Georgia Records;

(b) Judgment in favor of Southern Bell Telephone and Telegraph Company dated June 7, 1989, recorded in Deed Book 1356, Pages 100-104, Hall County, Georgia Deed Records;

(c) Easement Agreement by and between Dr. Roy W. Sweat and Hall County, Georgia, dated September 12, 2000, recorded in Deed Book 3750, Pages 134-136, Hall County, Georgia Deed Records;

(d) Right of Way Deed to Department of Transportation dated March 2, 1979, recorded in Deed Book 702, Pages 147-148, Hall County, Georgia Deed Records;

(e) Rights of upper and lower riparian owners in and to the waters of creeks crossing or adjoining the property, and the natural flow thereof, free from diminution or pollution;

(f) Easement to Georgia Power Company dated February 26, 2008, recorded in Deed Book 6341, Pages 32-35, Hall County, Georgia Deed Records;

(g) Right of Way Deed to Hall County dated September 3, 1999, recorded in Deed Book 3556, Page 317, Hall County, Georgia Deed Records.

(h) Right of Way and Easement Agreement to Southern Bell Telephone and Telegraph Company dated May 2, 1989, recorded in Deed Book 1349, Pages 120-141, Hall County, Georgia Deed Records;

(i) Subject to Easement described in Indenture from Georgia Kraft Company to Arthur F. Rees, IV, dated April 1, 1975, recorded in Deed Book 57, Pages 319-320, Hall County, Georgia Deed Records;

(j) Easement to Atlanta Gas Light Company dated December 18, 1968, recorded in Deed Book 389, Pages 250-253, Hall County, Georgia Deed Records;

(k) Affidavit of Possession executed by Robert L. Campbell, as Manager of Inland-Rome, Inc., and recorded in Deed Book 1414, Pages 133-138, Hall County, Georgia Deed Records;

(l) Certificate of Merger from Rome Kraft Company to Georgia Kraft Company dated December 6, 1973, recorded in Deed Book 548, Page 432, Hall County, Georgia Deed Records;

(m) All matters as shown on plat of survey for Roy W. Sweat dated August 26, 2021, as prepared by Davis Engineering & Surveying. Plat reveals the following:

(i) A portion of the property is located within the 100-year flood zone area;

(ii) A portion of the property is located within a 25' state waters buffer;

(iii) A portion of the property is located within a 50' vegetative buffer;

(iv) A portion of the property is located with a 75' impervious setback

(v) Setbacks

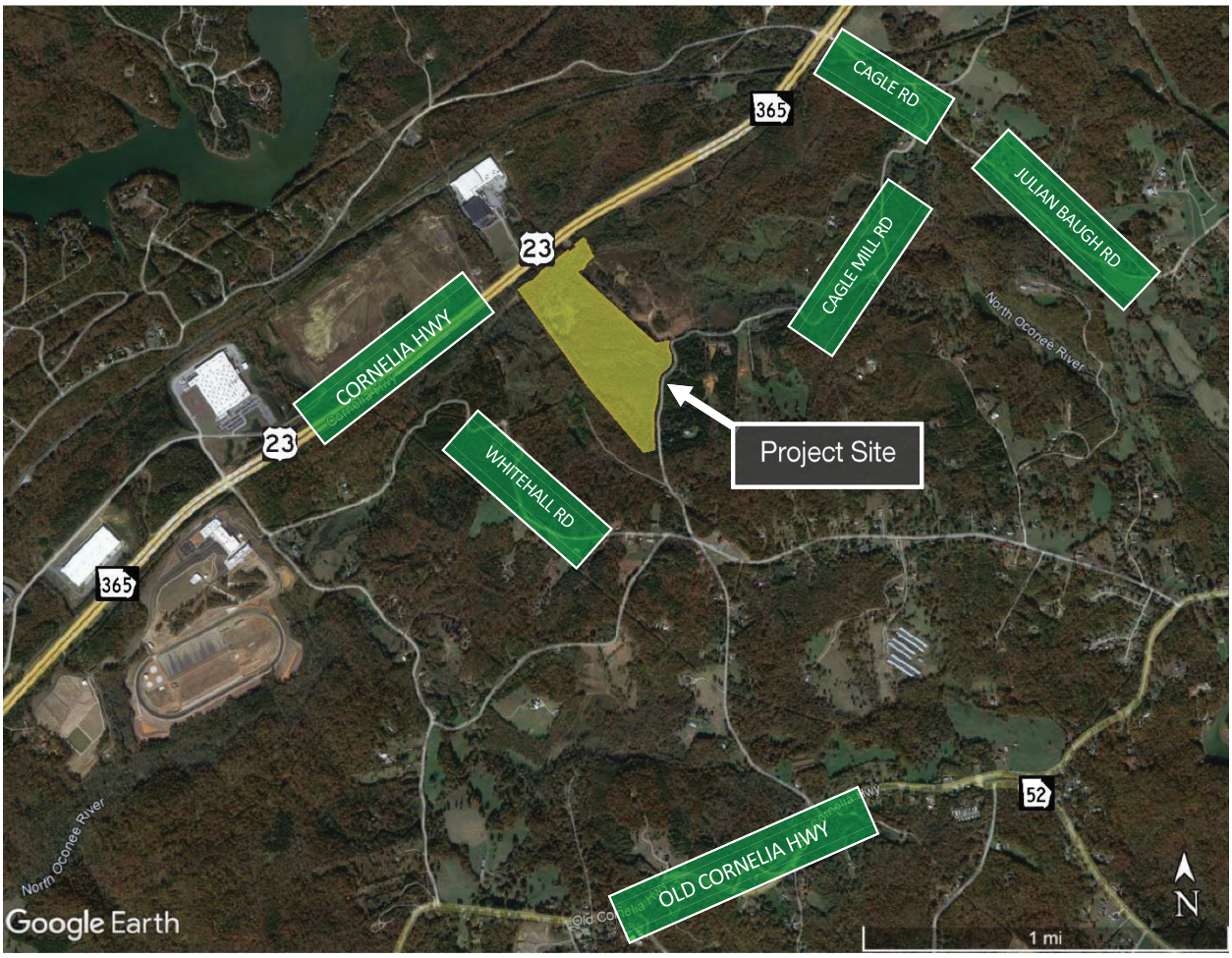
(vi) The Oconee River forms the northeast property line

(vii) 15' telecommunications easement running across northwest portion of subject property.

(n) Subject to 2021 Hall County taxes, and subsequent years not yet due and payable.

TRAFFIC IMPACT STUDY

For Proposed Residence at Cagle Mill Development
Hall County, GA



Report Prepared For:
Audubon Communities

AUDUBON

Report Prepared By:
Pond & Company
Zachary G. Puckett, P.E.
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092

Telephone Number: (*678)336-7740*
E-mail Address: *puckettz@pondco.com*
Date Report Prepared: May 2022
Report Update: April 2025

POND

1. INTRODUCTION

The purpose of this study is to evaluate the traffic-related impacts associated with the proposed residential development to be located between Cagle Mill Road and US 23/SR 365/Cornelia Highway in unincorporated Hall County, Georgia. This study presents and documents Pond's data collection, summarizes the analysis of the current and projected future traffic operations, and evaluates the impacts of the traffic generated by the development. This report will compare conditions with and without the proposed development to address the potential impact of site-generated traffic on the adjacent roadway network. The report will also identify improvements needed to mitigate any identified deficiencies. This study will analyze opening and design years of 2023 and 2028, respectively.

The proposed development is expected to consist of 320 lots, including 206 single-family residential units and 114 townhomes. The study utilizes standard procedures based on the Institute of Transportation Engineers (ITE) to determine the additional amount of traffic that will be generated by the proposed development. A summary of the proposed land-uses and intensities can be found below in **Table 1-1**.

Table 1-1: Proposed Land Uses and Intensities

Land Use	ITE Land Use Code	Intensity
Single Family House	210 – Single-Family Detached Housing	206 units
Town Home	220 – Multifamily Housing (Low-Rise)	114 units

This report summarizes the analyses of the following (5) scenarios:

1. COVID-19 Adjusted 2022 Existing Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions*
3. Projected 2023 Build Traffic Conditions
4. Projected 2028 No-Build Traffic Conditions*
5. Projected 2028 Build Traffic Conditions

*excludes trips associated with proposed development

2. PROJECT BACKGROUND AND EXISTING CONDITIONS

2.1 Project Location

As is illustrated in **Figure 2-1**, the project is located between Cagle Mill Road and US 23/SR 365/Cornelia Highway in Hall County, Georgia. The proposed residential development is to be located on property consisting of multiple parcels with an area of approximately 125 acres. The site is bounded by SR 365 to the northwest and Cagle Mill Road to the southeast. The site plan is presented in **Figure 2-2**.

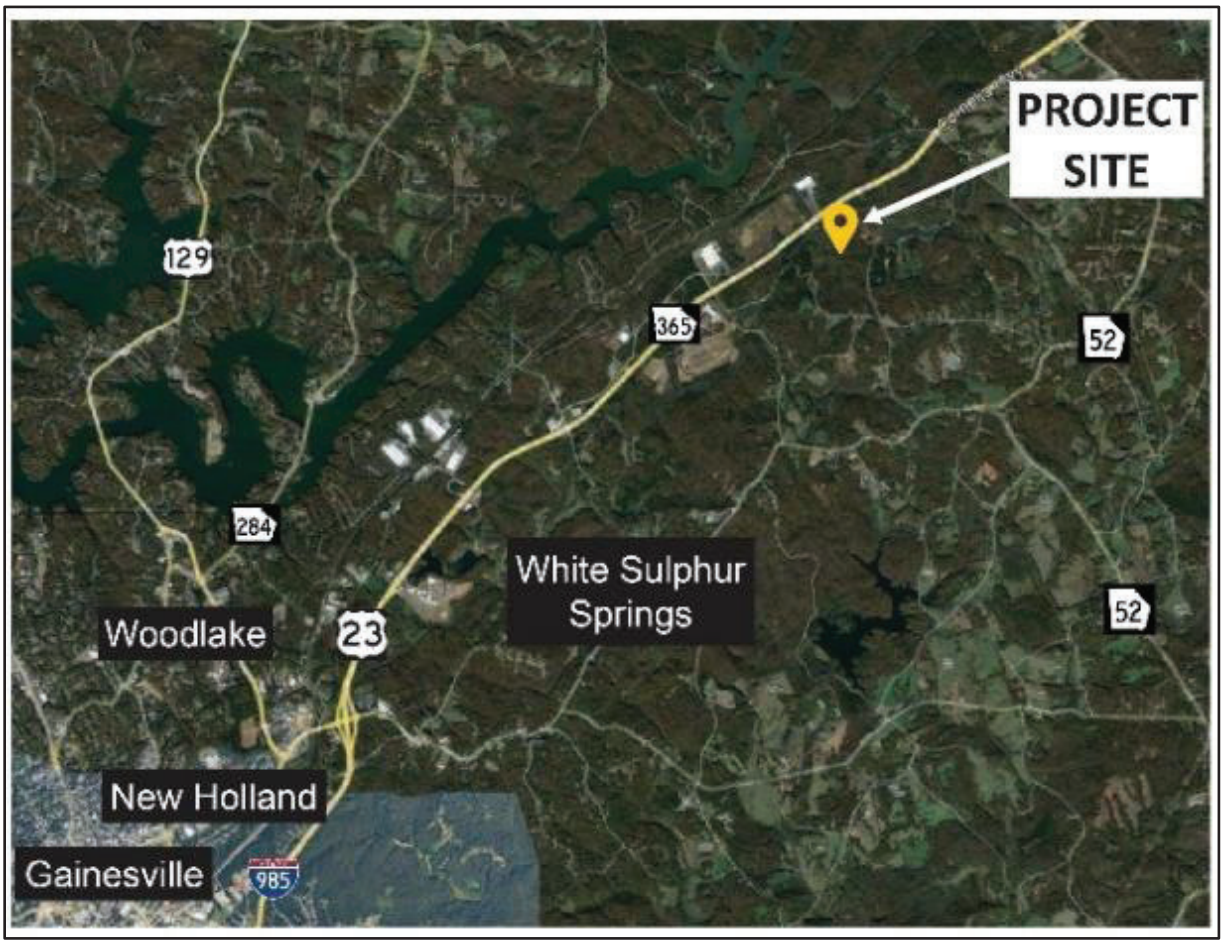


Figure 2-1. Project Location

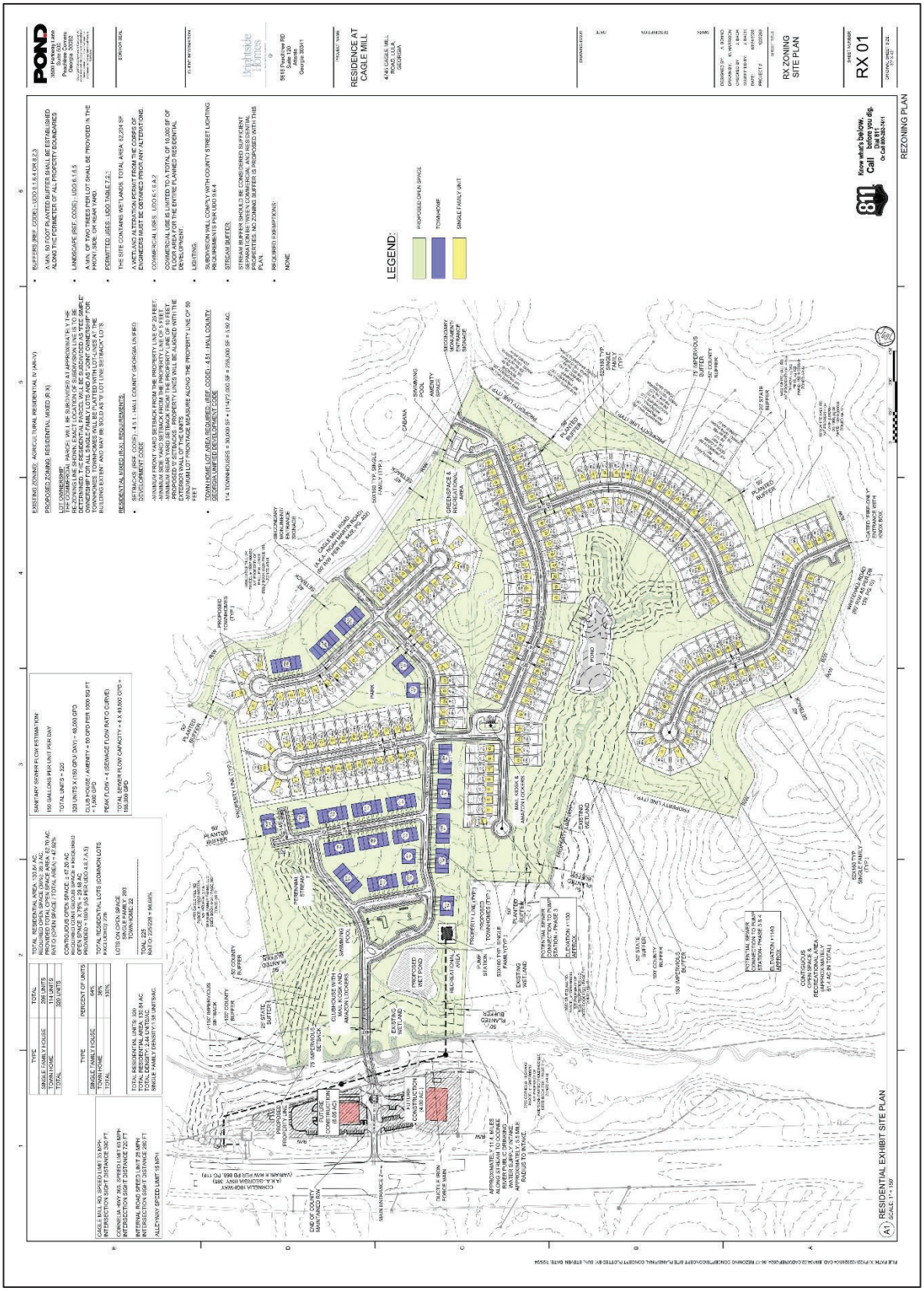


Figure 2-2. Site Plan

2.2 Site Access

The development proposes four access points at the following locations.

- (1) Proposed limited access driveway on Cornelia Highway/SR 365.
  - The development will convert the existing full access driveway to a Restricted Crossing U-turn (RCUT) configuration upon build-out of the development.
- (2) Proposed full access driveway on Cagle Mill Road.
- (1) Proposed full access driveway on Whitehall Road.

2.3 Bicycle and Pedestrian Facilities

Neither pedestrian facilities nor bicycle facilities are provided along US 23/SR 365/Cornelia Highway or Cagle Mill Road in the vicinity of the study area.

2.4 Existing Transportation Facilities

This section provides a description of the existing roadways within the study area.

- **US 23/SR 365/Cornelia Highway**

  US 23/SR 365/Cornelia Highway is a two-way, four-lane roadway providing north-south mobility between Gwinnett County and Hall County. GDOT classifies this roadway as a Principal Arterial. The road has a posted speed limit of 65 mph. Collected traffic count data determined the Average Daily Traffic (ADT) along this roadway to be 38,014 vehicles per day.
- **Cagle Mill Road**

  Cagle Mill Road is a north-south roadway within the study area. It originates at Whitehall Road and traverses north through the study area and terminates at the intersection of Cagle Road and Julian Baugh Road. Adjacent to the proposed site, Cagle Mill Road is a two-lane, undivided roadway with a posted speed limit of 30 mph. GDOT classifies Cagle Mill as a Local Road. Collected traffic count data determined the Average Daily Traffic (ADT) along this roadway to be 134 vehicles per day.
- **Cagle Road**

  Cagle Road is a two-lane, east-west roadway within the study area. GDOT classifies this roadway as a Local Road. The road has a posted speed limit of 35 mph.
- **Whitehall Road**

  Whitehall Road is a two-lane, east-west roadway within the study area. GDOT classifies this roadway as a Local Road. The road has a posted speed limit of 40 mph.
- **Noah Martin Road**

  Noah Martin Road is a two-lane, north-south roadway within the study area. GDOT classifies this roadway as a Local Road. The road has a posted speed limit of 40 mph.
- **Old Cornelia Highway**

  Old Cornelia Highway is a two-lane, east-west roadway within the study area. GDOT classifies this roadway as a Major Collector. The road has a posted speed limit of 55 mph. Collected traffic count data determined the Average Daily Traffic (ADT) along this roadway to be 4,506 vehicles per day.

2.5 Study Network Determination

The study area consists of the following existing intersections:

1. US 23/SR 365/Cornelia Highway at Americold Logistics/Proposed Driveway (Minor Street Stop Control, Full Access)
2. Cagle Road at Cagle Mill Road/Julian Baugh Road (Minor Street Stop Control, Full Access)
3. Cagle Mill Road at Julian Baugh Road (Minor Street Stop Control, Full Access)
4. Cagle Mill Road/Noah Martin Road at Whitehall Road (Minor Street Stop Control, Full Access)
5. Old Cornelia Highway at Noah Martin Road (Minor Street Stop Control, Full Access)
6. US 23/SR 365/Cornelia Highway at Cagle Road (Minor Street Stop Control, Full Access)

2.6 Traffic Volumes

Traffic counts were performed on Wednesday, March 30, 2022. These counts were collected at the study area intersections when local schools were in session and outside of holiday periods. The traffic counts included (6) 6-hr turning movement count (TMC) including bicycle, pedestrian, and heavy vehicles (7:00-10:00AM, 10:00AM-2:00PM, 2:00-7:00PM) and (3) 24-hr Average Daily Traffic (ADT) counts with vehicle speeds and classification counts. 12-hr TMCs will be used to evaluate signal warrant analyses included in this study. The AM and PM peak hours for each intersection are shown in **Figure 2-3** below. These peak hours were determined by calculating the highest four consecutive 15-minute interval volumes at each intersection. Traffic count data is included in **Appendix C.**

2.7 Available Non-GDOT Historical Traffic Counts

No available historical traffic counts that were performed within the past three years were identified. Because every roadway segment and significant intersection in the project area will be counted, the proposed count locations are sufficient so that non-GDOT historical counts may be included in the COVID-19 adjustment methodology if any are identified in the future.

2.8 Available GDOT Historical Traffic Count Data

In order to determine 2022 volumes based on these counts, a compound annual growth rate of 3.25% was calculated based on GDOT historical traffic counts using an exponential regression model of best fit. This growth rate was then applied to the most recent year of GDOT historical counts in the area to estimate the 2022 AADT without the effects of COVID-19. Available GDOT Historical Count locations near the project area that will be used in the adjustment process are presented in **Figure 2-3**.

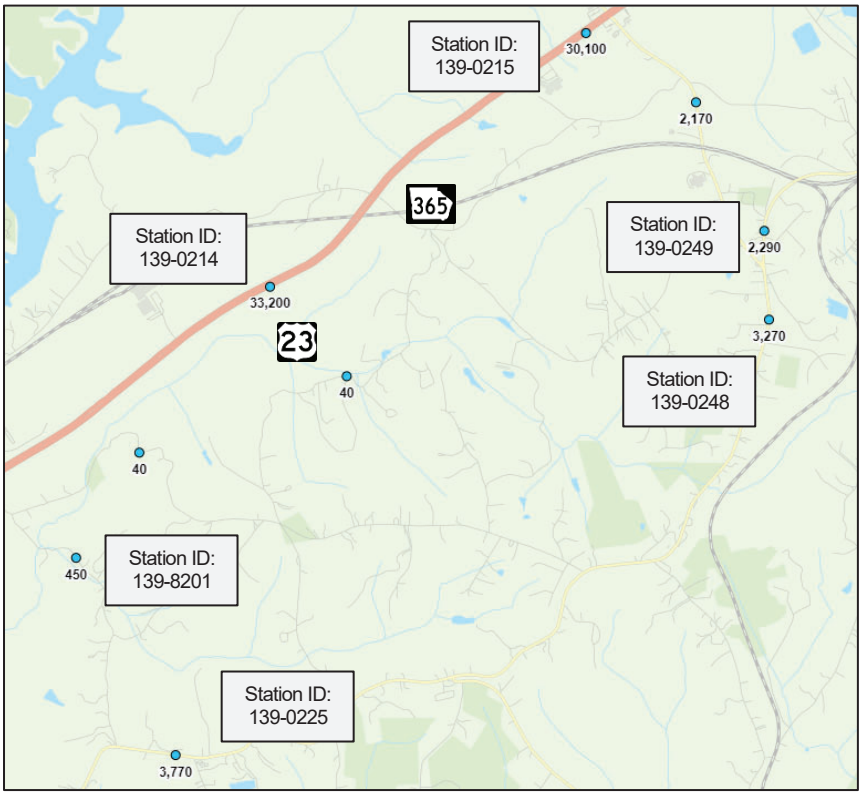


Figure 2-3. Location of GDOT Historical Traffic Count Stations in the Project Area

3. TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

3.1 COVID-19 Factor Development

Due to altered traffic patterns resulting from the COVID-19 pandemic, collected traffic counts will need to be adjusted in order to reflect typical conditions. In order to account for the effects of the pandemic, a factor was developed and applied to the analyzed traffic volumes. The COVID-19 adjustment factor used in this study was developed by comparing historical traffic count data from GDOT's TADA database with the ADT count data collected for this study at a shared location. The locations used are US 23/SR 365/Cornelia Highway south of Cagle Road, Cagle Mill Road south of Cagle Road, and Old Cornelia Highway east of Greenway Road. These locations are shown in **Figure 3-1**. The most recent pre-pandemic historical data available at these locations are from 2018 and 2019. The 2018 and 2019 count volumes were adjusted using a growth rate of 3.25%, calculated from GDOT historical data, to estimate a theoretical 2022 volume without the effects of COVID-19. The percentage difference between the theoretical 2022 daily volume and the collected 2022 daily volume, calculated to be 5%, was determined to be the COVID-19 adjustment factor and applied to all respective traffic volumes. The calculation of the COVID-19 adjustment factor is summarized in **Table 3-1**. Additional information regarding GDOT historical growth is included in the "Traffic Forecasting" section of this report. Existing COVID-19 adjusted volumes are included in the **Appendix**.

Table 3-1: Calculation of COVID-19 Factors

TC Station	Location	Year of Most Recent GDOT Count	GDOT Historical ADT	Growth Rate	Theoretical 2022 ADT	Collected 2022 ADT	COVID-19 Factor
139-0214	US 23/SR 365/Cornelia Hwy S/O Cagle Rd	2018	35,216	3.25%	40,022	38,014	1.05
139-8204	Cagle Mill Rd S/O Cagle Rd	2019	38	3.25%	42	134	0.31
139-0225	Old Cornelia Hwy S/O Country Lane	2018	4,260	3.25%	4,841	4,506	1.07
Weighted Average							**1.05**

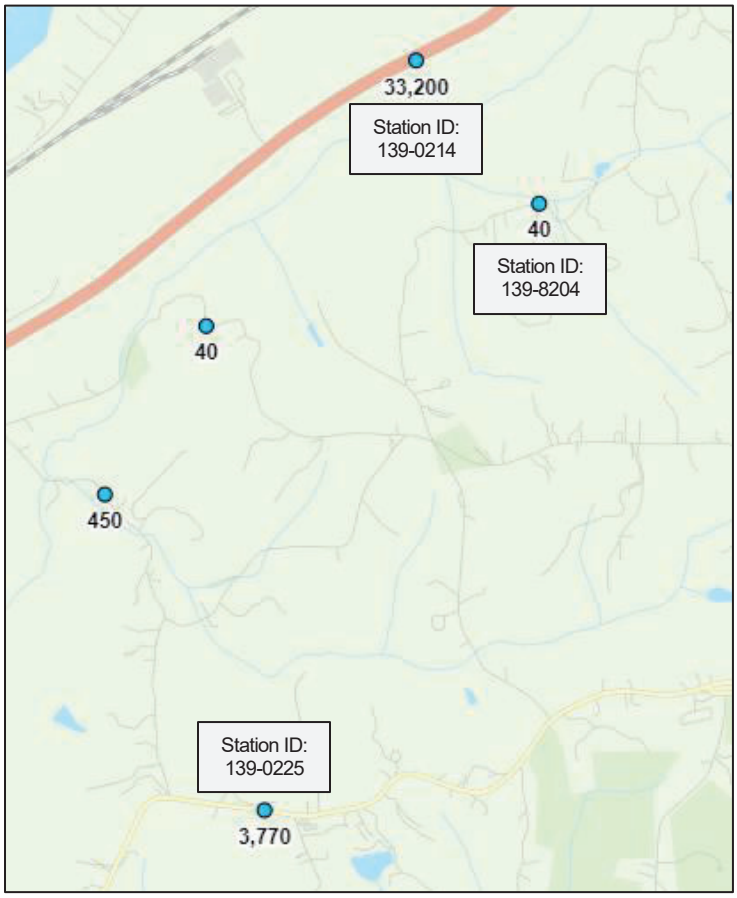


Figure 3-1. GDOT Count Locations to be Used in COVID-19 Factor Development

3.2 Traffic Forecasting

GDOT provides historical count data which is used in analyzing historical volume trends and can be an indication of future growth. As presented in the COVID-19 Adjustment Methodology section of this memo, a compound annual growth rate was calculated using GDOT historical AADT data over the past 10 years at locations within the study area. This compound annual growth rate was calculated using an exponential regression model of best fit. 2020 data was excluded from this analysis due to the effects of the COVID-19 pandemic. This rate was calculated to be 3.25% and is included in **Table 3-2** below.

Table 3-2: GDOT Historical Traffic Count Data, CAGR Calculation, and Estimated 2022 Volumes

TC	Location	AADT										CAGR
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020*	
139-0214	US 23/SR 365/Cornelia Hwy N/O Americold Logistics		26636		28406		31740		35500			5.0%
139-0225	Old Cornelia Hwy S/O County Lane				3850				3930			0.5%
139-8201	Simpson Rd S/O Whitehall Rd						400			470		5.5%
139-0215	US 23/SR 365/Cornelia Hwy S/O SR 52/Lula Rd	27200		27300		30000				31700		2.1%
139-0249	SR 52/Lula Rd E/O US 23/SR 365/Cornelia Hwy		2200		2430		2700		2380			1.7%
139-0248	SR 52/Old Cornelia Hwy S/O SR 52/Lula Rd	3630		3210		3230				3450		-0.3%
									Weighted Average:			3.25%

For the purposes of this study, the proposed development was assumed to be completed and generating traffic by 2023. Therefore, an opening year of 2023 and design year of 2028 were used to evaluate future traffic conditions at all study intersections. Based on the GDOT historical counts, a 3.25% growth rate was applied to the 2022 existing volumes to estimate future No-Build traffic volumes. The 2023 and 2028 No-Build traffic volumes are included in the **Appendix**.

4. TRIP GENERATION

As stated earlier, the proposed development will consist of 320 residential units. These include 206 single-family residential units and 114 townhomes. Anticipated trip generation for the developments was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. The land use types that best represent the developments are Single-Family Detached Housing (ITE Code 210), and Low-Rise Multifamily Housing (ITE Code 220). The density and anticipated trip generation for the proposed development are displayed below in **Table 4-1**.

Table 4-1: Trip Generation

ITE Code	Land Use	Units	Generated Trips		
			AM	PM	Daily
210	Single-Family Detached Housing	206	144	196	1962
220	Multifamily Housing (Low-Rise)	114	58	70	806

5. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution was developed based on existing traffic count information and existing traffic patterns. **Table 5-1** shows the trip distribution of the trips generated by the proposed development through US 23/SR 365/Cornelia Highway and Cagle Mill Road. As described earlier, all analysis was prepared for 2028 conditions.

Table 5-1: Directional Distribution

Trip Generation									
ITE Code	Daily Traffic			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
210	1962	981	981	144	37	107	196	123	73
220	806	403	403	58	14	44	70	44	26

Once directional trip distributions were determined, project trips (trips generated by the proposed development) were then assigned to the study area intersections based on these trip distributions. These project trips were first assigned to the study intersections at the access points prior to being carried through the study network. The trips were assigned to these three intersections according to the trip distributions for each land use and existing traffic volume counts. Similarly, trips were distributed at intersections downstream of the access points based on existing turning movement counts. **Table 5-2** shows the trip distribution of the trips from the development through the intersection of US 23/SR365/Cornelia Highway at Americold Logistics/development driveway/median break, while **Table 5-3** shows the trip distribution of the trips from the development through the two intersections of Cagle Mill Road at the site driveways, and **Table 5-4** presents the distribution of development trips at the Whitehall Road driveway. Trips distributed to/from Cagle Mill Rd were assumed to be evenly distributed between the two driveways. Full trip distribution tables are included in the **Appendix**.

Table 5-2: Trip Distribution Along US 23/SR 365/Cornelia Highway

Scenario	Trip Distribution Along US 23/SR 365/Cornelia Hwy				
	Total	To the North	From the North	To the South	From the South
AM	180	55	16	105	29
PM	237	33	57	55	92

Table 5-3: Trip Distribution Along Cagle Mill Road

Scenario	Trip Distribution Along Cagle Mill Rd				
	Total	To the North	From the North	To the South	From the South
AM	20	5	2	10	3
PM	27	4	6	6	11

Table 5-4: Trip Distribution Along Cagle Mill Road

Scenario	Trip Distribution Along Whitehall Rd				
	Total	To the East	From the East	To the West	From the West
AM	2	1	1	0	0
PM	3	1	2	0	0

6. SIGNAL WARRANT ANALYSIS

The consideration of a traffic signal as an intersection control alternative at this currently unsignalized intersection required an analysis of turning movement volumes over the course of a 12-hour period to determine if any of the MUTCD signal warrants were met.

Note the side-street right-turn volumes were not included. Additionally, per GDOT policy, 100% volume levels were utilized in the analysis (no reductions were utilized). The warrant analysis was performed using the 12 HR TMC data collected for this study. COVID-19 adjusted volumes, in addition to volumes generated by the development, were analyzed for signal warrants.

6.1 Warrant 1, Eight-Hour Vehicular Volumes

Warrant 1 provides three separate conditions that can be met which indicate that the intersection being studied is suitable for a traffic signal. Condition A, the Minimum Vehicular Volume, is intended for locations where a large volume of intersecting traffic is the principal reason to consider a traffic signal. Condition B, the Interruption of Continuous Traffic, is intended for locations where Condition A is not satisfied, and where the traffic volume on the major street is so heavy that the traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. If neither condition is met for a full eight hours of the day, then the volume thresholds for each condition can be reduced by 20% and the intersection can be reevaluated with these reduced volumes. **Figure 6-1** is an illustration from the MUTCD of the volume thresholds used with each Condition.

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 6-1: MUTCD Warrant 1 Volume Thresholds

This warrant was utilized as a screening tool, as its volume thresholds are the lowest of the three warrants. In the screening process, the AM and PM peak hour minor street volumes were compared with the minimum threshold for these movements. As the minor streets have a single lane provided for through/left turning vehicles, the threshold of 75 vehicles per hour was utilized. **Since this intersection does not meet the minimum threshold in the peak hour, it can be concluded that no volume based warrants are met. Therefore, it was determined that a signal is not warranted at this location.**

7. ICE POLICY

In accordance with GDOT Policy 4A-5, an Intersection Control Evaluation (ICE) review was performed for the intersection of US 23/SR 365/Cornelia Highway at the proposed driveway. The ICE tool is used to evaluate GDOT intersection control alternatives and identify a solution that both meets the project purpose and reflects the overall best value in terms of specific performance-based criteria. ICE assesses various factors – traffic, safety, cost, environmental impact, and stakeholder pressure – prior to providing scores. This is accomplished in two stages: the first stage is a screening effort to eliminate options that are not feasible and identify alternatives for further consideration; the second step is a detailed evaluation of the feasible alternatives identified in the first stage and is used to support the selection of the preferred alternative. Only one alternative, the RCUT configuration, was deemed to be appropriate from the ICE Stage 1. Therefore, according to guidance from the ICE tool, a waiver is appropriate and submitted in lieu of completing ICE Stage 2. ICE Stage 1 and a Waiver Request Form are included in the **Appendix**.

8. CAPACITY ANALYSIS

Capacity analysis in this study was performed utilizing methodologies contained in the Highway Capacity Manual (HCM), 7th Edition in Synchro. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Level of Service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average controlled delay incurred for vehicles on the stop-controlled approaches. Controlled delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. The level-of-service criteria for unsignalized intersections is presented in **Table 8-1**. For stop-controlled intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-controlled approaches are not uncommon at major cross-streets.

Table 8-1: Level of Service Thresholds

	Unsignalized Intersections	Signalized Intersections
LOS	**Average Delay (seconds)**	**Average Delay (seconds)**
A	<= 10	<= 10
B	> 10 and <= 15	> 10 and <= 20
C	> 15 and <= 25	> 20 and <= 35
D	> 25 and <= 35	> 35 and <= 55
E	> 35 and <= 50	> 55 and <= 80
F	> 50	> 80

Source: 2010 Highway Capacity Manual

The capacity analysis utilized existing peak hour factors and existing heavy vehicle percentage from the collected traffic count data. The analyses are based on the existing lane designations since no programmed roadway improvements were assumed in this study. However, for the intersection of US 23/SR 365/Cornelia Highway at the site access point/median break, the build conditions analysis is based on the proposed RCUT intersection configuration selected in the ICE process. **Table 8-2** summarizes the results of the capacity analyses. No-Build conditions reflect existing roadway conditions with future forecasted traffic volumes minus the trips associated with the proposed development. Build conditions reflect the traffic control detailed within Table 8-2 with future forecasted traffic volumes and the trips associated with the proposed development added to the surrounding roadway network. Synchro outputs for all capacity analysis performed in this study are included in the **Appendix**.

Table 8-2: HCM Capacity Analysis Results

	Intersection	Existing Control	Build Condition Control	2022 Existing		2023				2028			
						No Build		Build		No Build		Build	
				AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)
1	US 23/SR 365/Cornelia Hwy at Americold Logistics Dwy/Proposed Dwy	Side Street Stop Control	RCUT	*F	F (308.2)	*F	F (416)	E (44.1)	F (87.6)	*F	*F	F (75.0)	F (202.6)
2	Cagle Mill Rd at Cagle Rd	Side Street Stop	Side Street Stop	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)
3	Julian Baugh Rd at Cagle Rd	Side Street Stop	Side Street Stop	A (8.6)	A (8.7)	A (8.6)	A (8.7)	A (8.7)	A (8.9)	A (8.7)	A (8.8)	A (8.7)	A (9.0)
4	Cagle Mill Rd/Noah Martin Rd at Whitehall Rd	Side Street Stop	Side Street Stop	A (9.2)	A (9.2)	A (9.2)	A (9.2)	A (9.2)	A (9.3)	A (9.2)	A (9.3)	A (9.3)	A (9.4)
5	Noah Martin Rd at Old Cornelia Hwy	Side Street Stop	Side Street Stop	B (11.2)	B (11.3)	B (11.3)	B (11.4)	B (11.4)	B (11.5)	B (12.0)	B (12.0)	B (12.1)	B (12.3)
6	US 23/SR 365/Cornelia Hwy at Cagle Rd	Side Street Stop	Side Street Stop	*F	*F	*F	*F	*F	*F	*F	*F	*F	*F
7	Cagle Mill Rd at Proposed Driveway (North)	Side Street Stop	Side Street Stop	N/A	N/A	N/A	N/A	A (8.4)	A (8.5)	N/A	N/A	A (8.4)	A (8.5)
8	Cagle Mill Rd at Proposed Driveway (South)	Side Street Stop	Side Street Stop	N/A	N/A	N/A	N/A	A (8.4)	A (8.5)	N/A	N/A	A (8.4)	A (8.5)
9	US 23/SR 365/Cornelia Hwy at Median U turn	N/A	Side Street Stop	N/A	N/A	N/A	N/A	B (10.7)	E (41.2)	N/A	N/A	B (11.7)	F (73.4)
10	US 23/SR 365/Cornelia Hwy at Median U turn	N/A	Side Street Stop	N/A	N/A	N/A	N/A	F (53.8)	B (12.8)	N/A	N/A	F (136.2)	B (14.1)
11	Whitehall Rd at Proposed Driveway	N/A	Side Street Stop	N/A	N/A	N/A	N/A	A (8.7)	A (8.4)	N/A	N/A	A (8.7)	A (8.4)

*Indicates delay greater than 500 seconds.

The results show that all intersections are operating effectively, at LOS B or better, with the exception of four intersections. US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway and US 23/SR 365/Cornelia Highway at Cagle Road operate at LOS F in the existing and future no-build and build scenarios. The proposed median U-turn to be located north of the US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway intersection will operate at a LOS F in the AM peak hour of the 2023/2028 built-out year scenarios. Meanwhile, the proposed median U-turn to be located south of the US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway intersection will operate at a LOS F in the PM peak hour of the 2028 built-out year scenario.

Although the build condition results in a LOS F in the built-out year at US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway under build conditions, the Restricted Crossing U-turn (RCUT) alternative significantly reduces vehicle delay at the intersection relative to no build conditions. In addition, this alternative enhances safety especially for drivers on the minor street approaches making a left turn movement. Since the left turn movements out of the minor street would be restricted, the RCUT alternative presents reduced opportunities for crashes.

9. CONCLUSION AND RECOMMENDATIONS

9.1 Conclusions

This traffic impact study evaluated the impact of Residence at Cagle Mill development in Hall County developing approximately 206 single-family houses and 114 low-rise multifamily residential units. The proposed development is expected to generate 202 trips in AM peak hour and 266 trips in the PM peak hour.

This traffic impact study evaluated existing and future traffic conditions at study area intersections, both with and without further development at the project location. The findings of this analysis indicate that the development will not have a detrimental effect on adjacent intersections.

- The intersections of US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway and US 23/SR 365/Cornelia Highway at Cagle Road are currently experiencing significant delay in in both the AM and PM hours and have a failing LOS without any additional development. Due to the intersections failing without additional project traffic, the addition of traffic from the development does not pose significant impacts on the intersections.

- The intersection of US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway is recommended to be modified to a RCUT, restricting vehicles exiting the cold storage facility and the proposed development from making left turn movements onto US 23/SR 365/Cornelia Highway. This recommendation would make the intersection safer by removing the conflict points associated with a left turning vehicle having to cross four lanes of traffic. Furthermore, this intersection modification would also significantly reduce delay at this intersection.

- The proposed site access on Cagle Mill Road is proposed to be a full access driveway with a shared left turn/right turn lane on the eastbound approach. The northbound approach is proposed to be a shared through/left turn lane while the southbound approach is proposed to be a shared through/right turn lane. This configuration operates at a LOS A in the 2023 opening year and 2028 design year.

- The proposed site access on Whitehall Road is proposed to be a full access driveway with a shared left turn/right turn lane on the southbound approach. The eastbound approach is proposed to be a shared through/left turn lane while the westbound approach is proposed to be a shared through/right turn lane. This configuration operates at a LOS A in the 2023 opening year and 2028 design year.

There are two additional outparcels shown on the development site plan in which commercial businesses such as retail or fast-food chain might be considered. These commercial businesses would generate trips that would utilize the main access road, increasing traffic volumes and impacting the intersection of US 23/SR 365/Cornelia Highway at Americold Logistics Driveway/Proposed Driveway. Because of this, the installation of a traffic signal in the future may be considered.

9.2 Recommendations

- Install a site access point on the east leg of the existing US 23/SR 365/Cornelia Highway at Americold Logistics. Convert the intersection to a Restricted Crossing U-Turn Configuration with the build out of the proposed development, maintaining existing left and right turn lanes along US 23/SR 365/Cornelia Highway.
- Install a site access point along Cagle Mill Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the eastbound approach, a shared through/left turn lane on the northbound approach, and a shared through/right turn lane on the southbound approach.
- Install a site access point along Whitehall Road with full access operating under minor street stop control. The recommended intersection geometry is a shared left turn/right turn lane on the southbound approach, a shared through/left turn lane on the eastbound approach, and a shared through/right turn lane on the westbound approach.

Appendix

A. Project Location

B. Proposed Development Site Plan

C. Traffic Count Map

D. Collected Traffic Counts

E. Historic Traffic Counts

F. Existing Year and Future Year Build and No-Build Volumes

G. Truck Percentage Calculation Chart

H. COVID-19 Factor Calculation

I. Trip Generation

J. Trip Distribution

K. Capacity Analysis

L. ICE Analysis

APPENDIX

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

Appendix A:
Project Location

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744


23
North Oconee River
Cornelia Hwy
Cagle Mill Rd
Cagle Mill
PROJECT SITE
129
365
52
284
White Sulphur Springs
Woodlake
23
52
New Holland
Gainesville
985

Appendix B:

Proposed Development Site Plan

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

TYPE	TOTAL
SINGLE FAMILY HOUSE	206 UNITS
TOWN HOME	114 UNITS
TOTAL	320 UNITS

TYPE	PERCENT OF UNITS
SINGLE FAMILY HOUSE	64%
TOWN HOME	36%
TOTAL	100%

CAGLE MILL RD. SPEED LIMIT 35 MPH.
INTERSECTION SIGHT DISTANCE 390 FT.

CORNELIA HWY 365. SPEED LIMIT 65 MPH
INTERSECTION SIGHT DISTANCE 720 FT

INTERNAL ROAD SPEED LIMIT 25 MPH
INTERSECTION SIGHT DISTANCE 280 FT

ALLEYWAY SPEED LIMIT 15 MPH

TOTAL RESIDENTIAL UNITS: 320
TOTAL RESIDENTIAL AREA: 130.84 AC.
TOTAL DENSITY: 2.44 UNITS/AC.
SINGLE FAMILY DENSITY:1.58 UNITS/AC.

TOTAL RESIDENTIAL AREA: 130.84 AC.
REQUIRED OPEN SPACE (30%): 39.3 AC.
PROVIDED TOTAL OPEN SPACE AREA: 62.70 AC.
RATIO (OPEN SPACE / TOTAL AREA) = 47.92%

CONTIGUOUS OPEN SPACE: ± 47.20 AC
REQUIRED CONTIGUOUS SPACE = REQUIRED OPEN SPACE X 75% = 29.48 AC
PROVIDED = 160% (AS PER UDO 4.8.7.A.5)

TOTAL RESIDENTIAL LOTS (COMMON LOTS EXCLUDED): 228

LOTS ON OPEN SPACE
SINGLE FAMILY: 203
TOWNHOME: 22

TOAL: 225
RATIO: 225/228 = 98.68%

SANITARY SEWER FLOW ESTIMATION:

150 GALLONS PER UNIT PER DAY

TOTAL UNITS = 320

320 UNITS X (150 GPU/ DAY) = 48,000 GPD

CLUB HOUSE / AMENITY = 50 GPD PER 1000 SQ FT = 1,500 GPD

PEAK FLOW = 4 (SEWAGE FLOW RATIO CURVE)

TOTAL SEWER FLOW CAPACITY = 4 X 49,500 GPD = 198,000 GPD

EXISTING ZONING: AGRICULTURAL RESIDENTIAL IV (AR-IV)

PROPOSED ZONING: RESIDENTIAL MIXED (R-X)

LOT OWNERSHIP
THE COMMERCIAL PARCEL WILL BE SUBDIVIDED AT APPROXIMATELY THE RE-ZONING LINE SHOWN. EXACT LOCATION OF SUBDIVISION LINE IS TO BE DETERMINED. THE RESIDENTIAL PARCEL WILL BE SUBDIVIDED AS "FEE-SIMPLE" OWNERSHIP FOR ALL SINGLE-FAMILY LOTS AND AS "JOINT OWNERSHIP" FOR TOWNHOMES. TOWNHOMES WILL BE PLATTED WITH LOT-LINES AT THE BUILDING EXTENT AND MAY BE SOLD AS "0' LOT LINE SETBACK" LOTS.

RESIDENTIAL MIXED (R-X) REQUIREMENTS:

- SETBACKS: (REF. CODE) - 4.5.1 - HALL COUNTY GEORGIA UNIFIED DEVELOPMENT CODE

  -MINIMUM FRONT YARD SETBACK FROM THE PROPERTY LINE OF 25 FEET.
  -MINIMUM SIDE YARD SETBACK FROM THE PROPERTY LINE OF 5 FEET.
  -MINIMUM REAR YARD SETBACK FROM THE PROPERTY LINE OF 10 FEET.
  -PROPOSED '0' SETBACKS - PROPERTY LINES WILL BE ALIGNED WITH THE EXTERIOR WALL OF THE UNITS
  -MINIMUM LOT FRONTAGE MEASURE ALONG THE PROPERTY LINE OF 50 FEET

- TOWN HOME LOT AREA REQUIRED: (REF. CODE) - 4.51 - HALL COUNTY GEORGIA UNIFIED DEVELOPMENT CODE

  114 TOWNHOUSES = 30,000 SF + (114)*2,000 SF = 258,000 SF = 5.92 AC.

- BUFFERS (REF. CODE) - UDO 6.1.6.4 OR 8.2.3

  A MIN. 50 FOOT PLANTED BUFFER SHALL BE ESTABLISHED ALONG THE PERIMETER OF ALL PROPERTY BOUNDARIES

- LANDSCAPE (REF. CODE) - UDO 6.1.6.5

  A MIN. OF TWO TREES PER LOT SHALL BE PROVIDED IN THE FRONT,SIDE, OR REAR YARD.

- PERMITTED USES - UDO TABLE 7.2.1

  THE SITE CONTAINS WETLANDS. TOTAL AREA: 62,204 SF.

  A WETLAND ALTERATION PERMIT FROM THE CORPS OF ENGINEERS MUST BE OBTAINED PRIOR ANY ALTERATIONS.

- COMMERCIAL USES. UDO 6.1.6.A.2

  COMMERCIAL USE IS LIMITED TO A TOTAL OF 10,000 SF OF FLOOR AREA FOR THE ENTIRE PLANNED RESIDENTIAL DEVELOPMENT.

- LIGHTING.

  SUBDIVISION WILL COMPLY WITH COUNTY STREET LIGHTING REQUIREMENTS PER UDO 9.6.4

- STREAM BUFFER:

  STREAM BUFFER SHOULD BE CONSIDERED SUFFICIENT SEPARATION BETWEEN COMMERCIAL AND RESIDENTIAL PROPERTIES. NO ZONING BUFFER IS PROPOSED WITH THIS PLAN.

- REQUIRED EXEMPTIONS:

  NONE

LEGEND:

- PROPOSED OPEN SPACE
- TOWNHOME
- SINGLE FAMILY UNIT

A1 RESIDENTIAL EXHIBIT SITE PLAN
SCALE: 1" = 150'

REZONING PLAN

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

RESIDENCE AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

DATE

DESCRIPTION

MARK

DESIGNED BY: A. BONNO
DRAWN BY: M. HARRISON
CHECKED BY: J. BACH
SUBMITTED BY: J. BACH
DATE: 03/24/2025
PROJECT # 1220263

SHEET TITLE

RX ZONING SITE PLAN

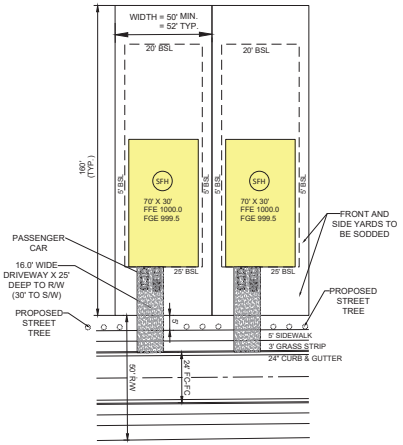
SHEET NUMBER

RX 01

ORIGINAL SHEET SIZE: 30" X 42"

811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

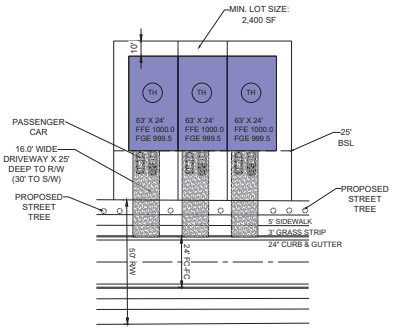
FILE PATH: X:\P\2012\20260304 CAD_BIM\04.02 CAD\WIP\2026_05-17 REZONING CONCEPTS\CONCEPT SITE PLANS\FINAL CONCEPT PLOTTED BY: IBAL STEVEN DATE: 7/25/26



TYPICAL SINGLE FAMILY LOT DETAIL

NOT TO SCALE.
MIN. LOT SIZE: 8,000 SF
AVG. LOT SIZE: ± 8,900 SF

NOTES: THIS TYPICAL DETAIL DOES NOT NECESSARILY REFLECT THE ACTUAL LOT SIZE. REFER TO THE DETAIL LOT CHART FOR THE PRECISE LOT SIZE.



TYPICAL TOWNHOME LOT DETAIL

NOT TO SCALE.

811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

REZONING PLAN

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

RESIDENCE AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

MARK	DESCRIPTION	DATE

DESIGNED BY:	A. BONNO
DRAWN BY:	M. HARRISON
CHECKED BY:	J. BACH
SUBMITTED BY:	J. BACH
DATE:	03/24/2025
PROJECT #	1220263

SHEET TITLE

RX FLOOR PLAN DETAILS

SHEET NUMBER

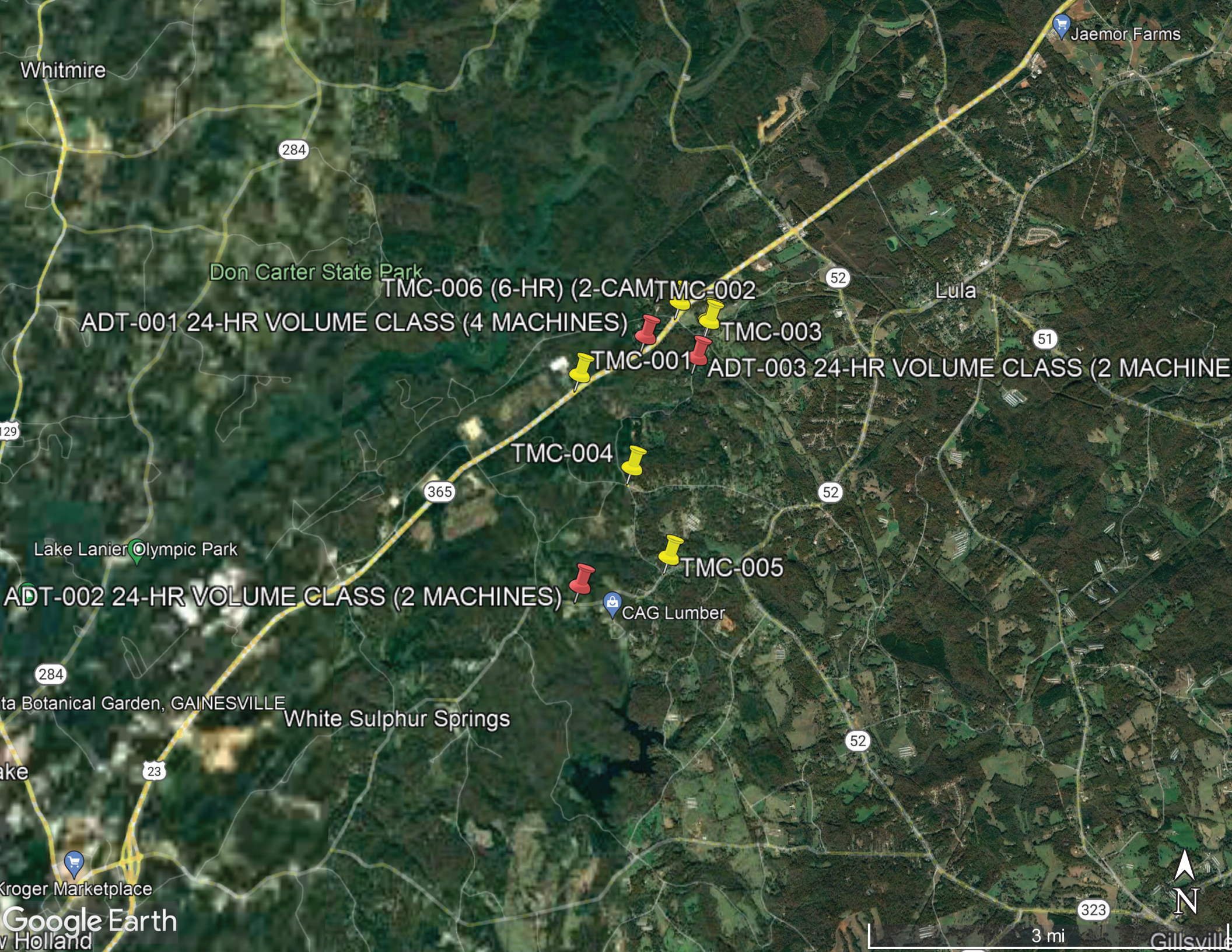
RX 02

ORIGINAL SHEET SIZE: 30" X 42"

FILE PATH: X:\P\2012\20263\04 CAD_BIM\04.02 CAD\REF\2024_06-17 REZONING CONCEPTS\CONCEPT SITE PLANS\FINAL CONCEPT PLOTTED BY: IBAN, STEVEN DATE: 7/25/24

Appendix C:
Traffic Count Map

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744


Whitmire
Jaemor Farms
284
Don Carter State Park
TMC-006 (6-HR) (2-CAM
TMC-002
52
Lula
ADT-001 24-HR VOLUME CLASS (4 MACHINES)
TMC-003
TMC-001
51
ADT-003 24-HR VOLUME CLASS (2 MACHINE
129
TMC-004
365
52
Lake Lanier Olympic Park
TMC-005
ADT-002 24-HR VOLUME CLASS (2 MACHINES)
CAG Lumber
284
ta Botanical Garden, GAINESVILLE
White Sulphur Springs
52
ake
23
Kroger Marketplace
Google Earth
v Holland
323
N
3 mi
Gillsville

Appendix D:
Collected Traffic Counts

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-001
Date: 3/30/2022

Data - Total

NS/EW Streets: US 23/SR 365/Cornelia Hwy | US 23/SR 365/Cornelia Hwy | Americold Logistics Access Dwy | Americold Logistics Access Dwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	149	0	1	0	417	3	0	0	0	2	0	0	0	0	0	579
7:15 AM	9	203	0	0	0	562	2	0	0	0	1	0	0	0	0	0	777
7:30 AM	17	232	0	0	0	606	11	1	1	0	4	0	0	0	0	0	872
7:45 AM	20	183	0	0	0	473	9	0	1	0	8	0	0	0	0	0	694
8:00 AM	8	205	0	0	0	423	9	0	4	0	4	0	0	0	0	0	653
8:15 AM	5	228	0	0	0	378	0	0	4	0	0	0	0	0	0	0	615
8:30 AM	3	168	0	0	0	342	0	0	1	0	2	0	0	0	0	0	516
8:45 AM	7	220	0	1	0	305	3	0	1	0	3	0	0	0	0	0	540
9:00 AM	4	196	0	0	0	295	0	0	0	0	2	0	0	0	0	0	497
9:15 AM	1	193	0	2	0	273	0	0	1	0	1	0	0	0	0	0	471
9:30 AM	0	206	0	0	0	251	0	1	0	0	3	0	0	0	0	0	461
9:45 AM	4	173	0	0	0	274	2	0	1	0	0	0	0	0	0	0	454
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	85	2356	0	4	0	4599	39	2	14	0	30	0	0	0	0	0	7129
APPROACH %'s :	3.48%	96.36%	0.00%	0.16%	0.00%	99.12%	0.84%	0.04%	31.82%	0.00%	68.18%	0.00%					
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	54	823	0	0	0	2064	31	1	6	0	17	0	0	0	0	0	2996
PEAK HR FACTOR :	0.675	0.887	0.000	0.000	0.000	0.851	0.705	0.250	0.375	0.000	0.531	0.000	0.000	0.000	0.000	0.000	0.859
		0.881				0.848				0.639							

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	182	0	0	0	269	1	0	1	0	3	0	0	0	0	0	456
10:15 AM	5	218	0	0	0	269	1	0	0	0	4	0	0	0	0	0	497
10:30 AM	1	226	0	0	0	290	0	0	0	0	3	0	0	0	0	0	520
10:45 AM	2	222	0	0	0	265	2	0	0	0	6	0	0	0	0	0	497
11:00 AM	2	213	0	2	0	260	0	0	1	0	0	0	0	0	0	0	478
11:15 AM	6	257	0	0	0	237	3	0	2	0	7	0	0	0	0	0	512
11:30 AM	0	273	0	1	0	249	0	0	1	0	1	0	0	0	0	0	525
11:45 AM	4	255	0	0	0	224	0	0	2	0	1	0	0	0	0	0	486
12:00 PM	3	248	0	2	0	264	1	0	2	0	4	0	0	0	0	0	524
12:15 PM	2	259	0	1	0	260	0	0	0	0	7	0	0	0	0	0	529
12:30 PM	1	241	0	1	0	239	0	0	1	0	3	0	0	0	0	0	486
12:45 PM	3	280	0	3	0	268	0	1	1	0	4	0	0	0	0	0	560
1:00 PM	2	307	0	0	0	256	0	1	0	0	3	0	0	0	0	0	569
1:15 PM	2	285	0	0	0	279	1	0	2	0	3	0	0	0	0	0	572
1:30 PM	7	297	0	1	0	257	0	0	1	0	7	0	0	0	0	0	570
1:45 PM	3	314	0	0	0	252	4	0	0	0	1	0	0	0	0	0	574
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	4077	0	11	0	4138	13	2	14	0	57	0	0	0	0	0	8355
APPROACH %'s :	1.04%	98.69%	0.00%	0.27%	0.00%	99.64%	0.31%	0.05%	19.72%	0.00%	80.28%	0.00%					
PEAK HR :	**01:00 PM - 02:00 PM**																TOTAL
PEAK HR VOL :	14	1203	0	1	0	1044	5	1	3	0	14	0	0	0	0	0	2285
PEAK HR FACTOR :	0.500	0.958	0.000	0.250	0.000	0.935	0.313	0.250	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.995
		0.961				0.938				0.531							

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	286	0	1	0	246	2	0	1	0	1	0	0	0	0	0	539
2:15 PM	4	346	0	0	0	264	4	0	0	0	2	0	0	0	0	0	620
2:30 PM	0	369	0	0	0	281	1	0	0	0	3	0	0	0	0	0	654
2:45 PM	3	370	0	0	0	239	0	0	0	0	3	0	0	0	0	0	615
3:00 PM	2	405	0	0	0	243	0	0	0	0	2	0	0	0	0	0	652
3:15 PM	2	426	0	1	0	261	3	0	4	0	5	0	0	0	0	0	702
3:30 PM	6	475	0	0	0	216	2	0	3	0	5	0	0	0	0	0	707
3:45 PM	11	514	0	0	0	253	6	0	1	0	2	0	0	0	0	0	787
4:00 PM	7	451	0	0	0	231	3	0	6	0	7	0	0	0	0	0	705
4:15 PM	6	569	0	0	0	261	1	0	0	0	3	0	0	0	0	0	840
4:30 PM	2	486	0	0	0	249	2	0	4	0	11	0	0	0	0	0	754
4:45 PM	3	571	0	0	0	252	3	0	3	0	5	0	0	0	0	0	837
5:00 PM	1	559	0	0	0	219	3	0	6	0	10	0	0	0	0	0	798
5:15 PM	1	605	0	0	0	278	1	1	6	0	5	0	0	0	0	0	897
5:30 PM	1	622	0	0	0	237	1	1	3	0	4	0	0	0	0	0	869
5:45 PM	4	517	0	0	0	231	0	0	3	0	6	0	0	0	0	0	761
6:00 PM	0	405	0	0	0	221	1	0	4	0	6	0	0	0	0	0	637
6:15 PM	1	333	0	1	0	213	0	0	0	0	11	0	0	0	0	0	559
6:30 PM	2	320	0	0	0	215	1	0	2	0	10	0	0	0	0	0	550
6:45 PM	5	273	0	1	0	160	0	0	0	0	2	0	0	0	0	0	441
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	8902	0	4	0	4770	34	2	46	0	103	0	0	0	0	0	13924
APPROACH %'s :	0.70%	99.25%	0.00%	0.04%	0.00%	99.25%	0.71%	0.04%	30.87%	0.00%	69.13%	0.00%					
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	6	2357	0	0	0	986	8	2	18	0	24	0	0	0	0	0	3401
PEAK HR FACTOR :	0.500	0.947	0.000	0.000	0.000	0.887	0.667	0.500	0.750	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.948
		0.948				0.889				0.656							

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-001
Date: 3/30/2022

Data - Cars

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Americold Logistics Access Dwy				Americold Logistics Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	131	0	1	0	401	2	0	0	0	2	0	0	0	0	0	544
7:15 AM	9	179	0	0	0	542	2	0	0	0	1	0	0	0	0	0	733
7:30 AM	15	216	0	0	0	583	11	1	1	0	4	0	0	0	0	0	831
7:45 AM	19	168	0	0	0	446	9	0	1	0	6	0	0	0	0	0	649
8:00 AM	5	172	0	0	0	403	8	0	4	0	2	0	0	0	0	0	594
8:15 AM	4	197	0	0	0	345	0	0	4	0	0	0	0	0	0	0	550
8:30 AM	2	143	0	0	0	320	0	0	1	0	0	0	0	0	0	0	466
8:45 AM	2	189	0	1	0	277	1	0	1	0	1	0	0	0	0	0	472
9:00 AM	1	174	0	0	0	272	0	0	0	0	0	0	0	0	0	0	447
9:15 AM	0	164	0	2	0	257	0	0	0	0	0	0	0	0	0	0	423
9:30 AM	0	176	0	0	0	231	0	1	0	0	1	0	0	0	0	0	409
9:45 AM	3	149	0	0	0	241	0	0	0	0	0	0	0	0	0	0	393
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	67	2058	0	4	0	4318	33	2	12	0	17	0	0	0	0	0	6511
APPROACH %'s :	3.15%	96.67%	0.00%	0.19%	0.00%	99.20%	0.76%	0.05%	41.38%	0.00%	58.62%	0.00%					
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	48	735	0	0	0	1974	30	1	6	0	13	0	0	0	0	0	2807
PEAK HR FACTOR :	0.632	0.851	0.000	0.000	0.000	0.846	0.682	0.250	0.375	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.844
		0.847				0.842				0.679							

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	150	0	0	0	242	1	0	1	0	1	0	0	0	0	0	395
10:15 AM	1	191	0	0	0	240	0	0	0	0	2	0	0	0	0	0	434
10:30 AM	0	191	0	0	0	268	0	0	0	0	2	0	0	0	0	0	461
10:45 AM	1	199	0	0	0	244	2	0	0	0	2	0	0	0	0	0	448
11:00 AM	1	196	0	2	0	229	0	0	0	0	0	0	0	0	0	0	428
11:15 AM	2	223	0	0	0	209	0	0	0	0	6	0	0	0	0	0	440
11:30 AM	0	246	0	1	0	219	0	0	0	0	0	0	0	0	0	0	466
11:45 AM	1	226	0	0	0	201	0	0	1	0	1	0	0	0	0	0	430
12:00 PM	1	218	0	2	0	235	1	0	1	0	2	0	0	0	0	0	460
12:15 PM	1	238	0	1	0	237	0	0	0	0	4	0	0	0	0	0	481
12:30 PM	1	216	0	1	0	219	0	0	0	0	0	0	0	0	0	0	437
12:45 PM	2	256	0	3	0	243	0	1	0	0	3	0	0	0	0	0	508
1:00 PM	1	278	0	0	0	226	0	1	0	0	2	0	0	0	0	0	508
1:15 PM	0	263	0	0	0	249	0	0	2	0	1	0	0	0	0	0	515
1:30 PM	5	268	0	1	0	240	0	0	1	0	2	0	0	0	0	0	517
1:45 PM	1	290	0	0	0	232	3	0	0	0	0	0	0	0	0	0	526
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	3649	0	11	0	3733	7	2	6	0	28	0	0	0	0	0	7454
APPROACH %'s :	0.49%	99.21%	0.00%	0.30%	0.00%	99.76%	0.19%	0.05%	17.65%	0.00%	82.35%	0.00%					
PEAK HR :	**01:00 PM - 02:00 PM**																TOTAL
PEAK HR VOL :	7	1099	0	1	0	947	3	1	3	0	5	0	0	0	0	0	2066
PEAK HR FACTOR :	0.350	0.947	0.000	0.250	0.000	0.951	0.250	0.250	0.375	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.982
		0.951				0.955				0.667							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	270	0	1	0	218	0	0	1	0	0	0	0	0	0	0	491
2:15 PM	1	320	0	0	0	241	2	0	0	0	2	0	0	0	0	0	566
2:30 PM	0	350	0	0	0	253	1	0	0	0	2	0	0	0	0	0	606
2:45 PM	2	337	0	0	0	223	0	0	0	0	2	0	0	0	0	0	564
3:00 PM	0	379	0	0	0	216	0	0	0	0	2	0	0	0	0	0	597
3:15 PM	1	400	0	1	0	231	3	0	3	0	2	0	0	0	0	0	641
3:30 PM	6	455	0	0	0	198	2	0	3	0	3	0	0	0	0	0	667
3:45 PM	8	485	0	0	0	228	5	0	0	0	2	0	0	0	0	0	728
4:00 PM	5	426	0	0	0	212	3	0	6	0	6	0	0	0	0	0	658
4:15 PM	5	545	0	0	0	235	0	0	0	0	2	0	0	0	0	0	787
4:30 PM	2	474	0	0	0	227	2	0	4	0	9	0	0	0	0	0	718
4:45 PM	3	540	0	0	0	228	3	0	3	0	4	0	0	0	0	0	781
5:00 PM	1	535	0	0	0	198	2	0	4	0	8	0	0	0	0	0	748
5:15 PM	1	581	0	0	0	261	1	1	6	0	4	0	0	0	0	0	855
5:30 PM	0	603	0	0	0	222	1	1	3	0	2	0	0	0	0	0	832
5:45 PM	1	505	0	0	0	213	0	0	3	0	4	0	0	0	0	0	726
6:00 PM	0	392	0	0	0	200	0	0	4	0	1	0	0	0	0	0	597
6:15 PM	0	327	0	1	0	196	0	0	0	0	9	0	0	0	0	0	533
6:30 PM	2	310	0	0	0	200	0	0	2	0	9	0	0	0	0	0	523
6:45 PM	3	265	0	1	0	144	0	0	0	0	1	0	0	0	0	0	414
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	42	8499	0	4	0	4344	25	2	42	0	74	0	0	0	0	0	13032
APPROACH %'s :	0.49%	99.46%	0.00%	0.05%	0.00%	99.38%	0.57%	0.05%	36.21%	0.00%	63.79%	0.00%					
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	5	2259	0	0	0	909	7	2	16	0	18	0	0	0	0	0	3216
PEAK HR FACTOR :	0.417	0.937	0.000	0.000	0.000	0.871	0.583	0.500	0.667	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.940
		0.939				0.873				0.708							

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-001
Date: 3/30/2022

Data - HT

NS/EW Streets: US 23/SR 365/Cornelia Hwy | US 23/SR 365/Cornelia Hwy | Americold Logistics Access Dwy | Americold Logistics Access Dwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	18	0	0	0	16	1	0	0	0	0	0	0	0	0	0	35
7:15 AM	0	24	0	0	0	20	0	0	0	0	0	0	0	0	0	0	44
7:30 AM	2	16	0	0	0	23	0	0	0	0	0	0	0	0	0	0	41
7:45 AM	1	15	0	0	0	27	0	0	0	0	2	0	0	0	0	0	45
8:00 AM	3	33	0	0	0	20	1	0	0	0	2	0	0	0	0	0	59
8:15 AM	1	31	0	0	0	33	0	0	0	0	0	0	0	0	0	0	65
8:30 AM	1	25	0	0	0	22	0	0	0	0	2	0	0	0	0	0	50
8:45 AM	5	31	0	0	0	28	2	0	0	0	2	0	0	0	0	0	68
9:00 AM	3	22	0	0	0	23	0	0	0	0	2	0	0	0	0	0	50
9:15 AM	1	29	0	0	0	16	0	0	1	0	1	0	0	0	0	0	48
9:30 AM	0	30	0	0	0	20	0	0	0	0	2	0	0	0	0	0	52
9:45 AM	1	24	0	0	0	33	2	0	1	0	0	0	0	0	0	0	61
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	298	0	0	0	281	6	0	2	0	13	0	0	0	0	0	618
APPROACH %'s :	5.70%	94.30%	0.00%	0.00%	0.00%	97.91%	2.09%	0.00%	13.33%	0.00%	86.67%	0.00%					
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	6	88	0	0	0	90	1	0	0	0	4	0	0	0	0	0	189
PEAK HR FACTOR :	0.500	0.667	0.000	0.000	0.000	0.833	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.801
		0.653				0.843				0.500							

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	32	0	0	0	27	0	0	0	0	2	0	0	0	0	0	61
10:15 AM	4	27	0	0	0	29	1	0	0	0	2	0	0	0	0	0	63
10:30 AM	1	35	0	0	0	22	0	0	0	0	1	0	0	0	0	0	59
10:45 AM	1	23	0	0	0	21	0	0	0	0	4	0	0	0	0	0	49
11:00 AM	1	17	0	0	0	31	0	0	1	0	0	0	0	0	0	0	50
11:15 AM	4	34	0	0	0	28	3	0	2	0	1	0	0	0	0	0	72
11:30 AM	0	27	0	0	0	30	0	0	1	0	1	0	0	0	0	0	59
11:45 AM	3	29	0	0	0	23	0	0	1	0	0	0	0	0	0	0	56
12:00 PM	2	30	0	0	0	29	0	0	1	0	2	0	0	0	0	0	64
12:15 PM	1	21	0	0	0	23	0	0	0	0	3	0	0	0	0	0	48
12:30 PM	0	25	0	0	0	20	0	0	1	0	3	0	0	0	0	0	49
12:45 PM	1	24	0	0	0	25	0	0	1	0	1	0	0	0	0	0	52
1:00 PM	1	29	0	0	0	30	0	0	0	0	1	0	0	0	0	0	61
1:15 PM	2	22	0	0	0	30	1	0	0	0	2	0	0	0	0	0	57
1:30 PM	2	29	0	0	0	17	0	0	0	0	5	0	0	0	0	0	53
1:45 PM	2	24	0	0	0	20	1	0	0	0	1	0	0	0	0	0	48
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	25	428	0	0	0	405	6	0	8	0	29	0	0	0	0	0	901
APPROACH %'s :	5.52%	94.48%	0.00%	0.00%	0.00%	98.54%	1.46%	0.00%	21.62%	0.00%	78.38%	0.00%					
PEAK HR :	**01:00 PM - 02:00 PM**																TOTAL
PEAK HR VOL :	7	104	0	0	0	97	2	0	0	0	9	0	0	0	0	0	219
PEAK HR FACTOR :	0.875	0.897	0.000	0.000	0.000	0.808	0.500	0.000	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.898
		0.895				0.798				0.450							

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	16	0	0	0	28	2	0	0	0	1	0	0	0	0	0	48
2:15 PM	3	26	0	0	0	23	2	0	0	0	0	0	0	0	0	0	54
2:30 PM	0	19	0	0	0	28	0	0	0	0	1	0	0	0	0	0	48
2:45 PM	1	33	0	0	0	16	0	0	0	0	1	0	0	0	0	0	51
3:00 PM	2	26	0	0	0	27	0	0	0	0	0	0	0	0	0	0	55
3:15 PM	1	26	0	0	0	30	0	0	1	0	3	0	0	0	0	0	61
3:30 PM	0	20	0	0	0	18	0	0	0	0	2	0	0	0	0	0	40
3:45 PM	3	29	0	0	0	25	1	0	1	0	0	0	0	0	0	0	59
4:00 PM	2	25	0	0	0	19	0	0	0	0	1	0	0	0	0	0	47
4:15 PM	1	24	0	0	0	26	1	0	0	0	1	0	0	0	0	0	53
4:30 PM	0	12	0	0	0	22	0	0	0	0	2	0	0	0	0	0	36
4:45 PM	0	31	0	0	0	24	0	0	0	0	1	0	0	0	0	0	56
5:00 PM	0	24	0	0	0	21	1	0	2	0	2	0	0	0	0	0	50
5:15 PM	0	24	0	0	0	17	0	0	0	0	1	0	0	0	0	0	42
5:30 PM	1	19	0	0	0	15	0	0	0	0	2	0	0	0	0	0	37
5:45 PM	3	12	0	0	0	18	0	0	0	0	2	0	0	0	0	0	35
6:00 PM	0	13	0	0	0	21	1	0	0	0	5	0	0	0	0	0	40
6:15 PM	1	6	0	0	0	17	0	0	0	0	2	0	0	0	0	0	26
6:30 PM	0	10	0	0	0	15	1	0	0	0	1	0	0	0	0	0	27
6:45 PM	2	8	0	0	0	16	0	0	0	0	1	0	0	0	0	0	27
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	403	0	0	0	426	9	0	4	0	29	0	0	0	0	0	892
APPROACH %'s :	4.95%	95.05%	0.00%	0.00%	0.00%	97.93%	2.07%	0.00%	12.12%	0.00%	87.88%	0.00%					
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	1	98	0	0	0	77	1	0	2	0	6	0	0	0	0	0	185
PEAK HR FACTOR :	0.250	0.790	0.000	0.000	0.000	0.802	0.250	0.000	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.826
		0.798				0.813				0.500							

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-001
Date: 3/30/2022

Data - Bikes

NS/EW Streets: US 23/SR 365/Cornelia Hwy | US 23/SR 365/Cornelia Hwy | Americold Logistics Access Dwy | Americold Logistics Access Dwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy **Project ID:** 22-180056-001
City: Lula **Date:** 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	US 23/SR 365/Cornelia Hwy		US 23/SR 365/Cornelia Hwy		Americold Logistics Access Dwy		Americold Logistics Access Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	01:00 PM - 02:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy

Peak Hour Turning Movement Count

ID: 22-180056-001
City: Lula

Day: Wednesday
Date: 3/30/2022

PEAK HOURS	
AM	07:15 AM - 08:15 AM
NOON	01:00 PM - 02:00 PM
PM	04:45 PM - 05:45 PM

COUNT PERIODS	
AM	7:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	2:00 PM - 07:00 PM

SOUTHBOUND — US 23/SR 365/Cornelia Hwy

	U-Turn	Left	Thru	Right	
AM	31	2064	0	1	830
NOON	5	1044	0	1	1207
PM	8	986	0	2	2377

EASTBOUND — Americold Logistics Access Dwy

AM	NOON	PM		
85	19	14	⇦	
0	0	0	↶	0
6	3	18	↰	0
0	0	0	→	1
17	14	24	↱	1
AM	NOON	PM		

WESTBOUND — Americold Logistics Access Dwy

PM	NOON	AM		
0	0	0	↶	0
0	0	0	←	0
0	0	0	↰	0
0	0	0	↱	0
0	0	0	⇨	
PM	NOON	AM		

NORTHBOUND — US 23/SR 365/Cornelia Hwy

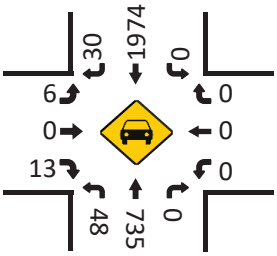
	U-Turn	Left	Thru	Right	
PM	1010	0	6	2357	0
NOON	1059	1	14	1203	0
AM	2081	0	54	823	0

CONTROL

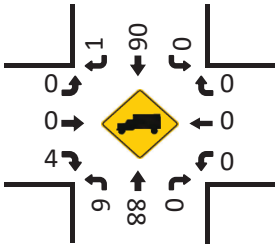
1-Way Stop (EB)

TEV	2996 AM	2285 NOON	3401 PM
PHF	0.86	1.00	0.95

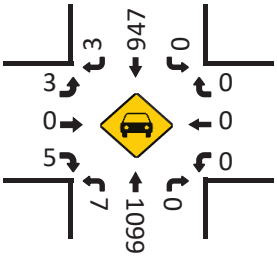
Cars (AM)



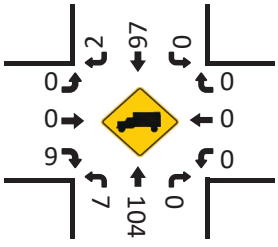
HT (AM)



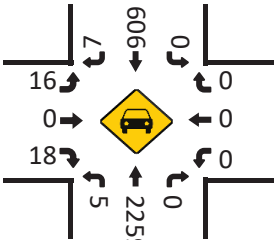
Cars (NOON)



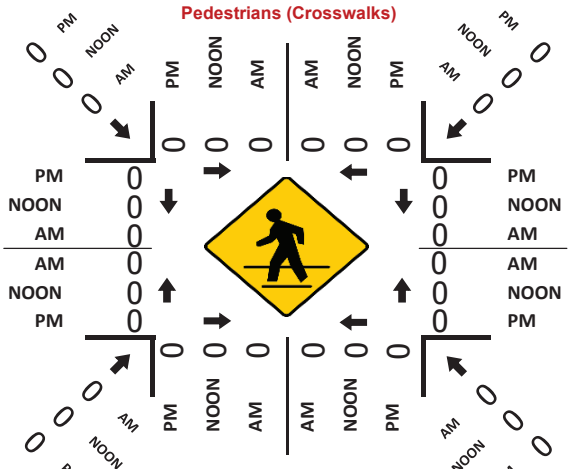
HT (NOON)



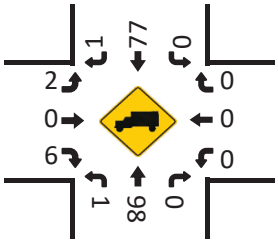
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)

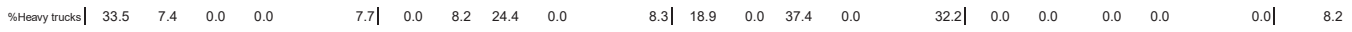


Project ID: 22-180056-001
Location: US 23/SR 365/Cornelia Hwy & Americold Logistics Access Dwy
City: Lula

Day: Wednesday
Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

	US 23/SR 365/Cornelia Hwy Northbound						US 23/SR 365/Cornelia Hwy Southbound						Americold Logistics Access Dwy Eastbound						Americold Logistics Access Dwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	7	149	0	1	0	157	0	417	3	0	0	420	0	0	2	0	0	2	0	0	0	0	0	0	579
7:15 AM	9	203	0	0	0	212	0	562	2	0	0	564	0	0	1	0	0	1	0	0	0	0	0	0	777
7:30 AM	17	232	0	0	0	249	0	606	11	1	0	618	1	0	4	0	0	5	0	0	0	0	0	0	872
7:45 AM	20	183	0	0	0	203	0	473	9	0	0	482	1	0	8	0	0	9	0	0	0	0	0	0	694
Total	53	767	0	1	0	821	0	2058	25	1	0	2084	2	0	15	0	0	17	0	0	0	0	0	0	2922
8:00 AM	8	205	0	0	0	213	0	423	9	0	0	432	4	0	4	0	0	8	0	0	0	0	0	0	653
8:15 AM	5	228	0	0	0	233	0	378	0	0	0	378	4	0	0	0	0	4	0	0	0	0	0	0	615
8:30 AM	3	168	0	0	0	171	0	342	0	0	0	342	1	0	2	0	0	3	0	0	0	0	0	0	516
8:45 AM	7	220	0	1	0	228	0	305	3	0	0	308	1	0	3	0	0	4	0	0	0	0	0	0	540
Total	23	821	0	1	0	845	0	1448	12	0	0	1460	10	0	9	0	0	19	0	0	0	0	0	0	2324
9:00 AM	4	196	0	0	0	200	0	295	0	0	0	295	0	0	2	0	0	2	0	0	0	0	0	0	497
9:15 AM	1	193	0	2	0	196	0	273	0	0	0	273	1	0	1	0	0	2	0	0	0	0	0	0	471
9:30 AM	0	206	0	0	0	206	0	251	0	1	0	252	0	0	3	0	0	3	0	0	0	0	0	0	461
9:45 AM	4	173	0	0	0	177	0	274	2	0	0	276	1	0	0	0	0	1	0	0	0	0	0	0	454
Total	9	768	0	2	0	779	0	1093	2	1	0	1096	2	0	6	0	0	8	0	0	0	0	0	0	1883
BREAK																									
10:00 AM	0	182	0	0	0	182	0	269	1	0	0	270	1	0	3	0	0	4	0	0	0	0	0	0	456
10:15 AM	5	218	0	0	0	223	0	269	1	0	0	270	0	0	4	0	0	4	0	0	0	0	0	0	497
10:30 AM	1	226	0	0	0	227	0	290	0	0	0	290	0	0	3	0	0	3	0	0	0	0	0	0	520
10:45 AM	2	222	0	0	0	224	0	265	2	0	0	267	0	0	6	0	0	6	0	0	0	0	0	0	497
Total	8	848	0	0	0	856	0	1093	4	0	0	1097	1	0	16	0	0	17	0	0	0	0	0	0	1970
11:00 AM	2	213	0	2	0	217	0	260	0	0	0	260	1	0	0	0	0	1	0	0	0	0	0	0	478
11:15 AM	6	257	0	0	0	263	0	237	3	0	0	240	2	0	7	0	0	9	0	0	0	0	0	0	512
11:30 AM	0	273	0	1	0	274	0	249	0	0	0	249	1	0	1	0	0	2	0	0	0	0	0	0	525
11:45 AM	4	255	0	0	0	259	0	224	0	0	0	224	2	0	1	0	0	3	0	0	0	0	0	0	486
Total	12	998	0	3	0	1013	0	970	3	0	0	973	6	0	9	0	0	15	0	0	0	0	0	0	2001
12:00 PM	3	248	0	2	0	253	0	264	1	0	0	265	2	0	4	0	0	6	0	0	0	0	0	0	524
12:15 PM	2	259	0	1	0	262	0	260	0	0	0	260	0	0	7	0	0	7	0	0	0	0	0	0	529
12:30 PM	1	241	0	1	0	243	0	239	0	0	0	239	1	0	3	0	0	4	0	0	0	0	0	0	486
12:45 PM	3	280	0	3	0	286	0	268	0	1	0	269	1	0	4	0	0	5	0	0	0	0	0	0	560
Total	9	1028	0	7	0	1044	0	1031	1	1	0	1033	4	0	18	0	0	22	0	0	0	0	0	0	2099
1:00 PM	2	307	0	0	0	309	0	256	0	1	0	257	0	0	3	0	0	3	0	0	0	0	0	0	569
1:15 PM	2	285	0	0	0	287	0	279	1	0	0	280	2	0	3	0	0	5	0	0	0	0	0	0	572
1:30 PM	7	297	0	1	0	305	0	257	0	0	0	257	1	0	7	0	0	8	0	0	0	0	0	0	570
1:45 PM	3	314	0	0	0	317	0	252	4	0	0	256	0	0	1	0	0	1	0	0	0	0	0	0	574
Total	14	1203	0	1	0	1218	0	1044	5	1	0	1050	3	0	14	0	0	17	0	0	0	0	0	0	2285
BREAK																									
2:00 PM	2	286	0	1	0	289	0	246	2	0	0	248	1	0	1	0	0	2	0	0	0	0	0	0	539
2:15 PM	4	346	0	0	0	350	0	264	4	0	0	268	0	0	2	0	0	2	0	0	0	0	0	0	620
2:30 PM	0	369	0	0	0	369	0	281	1	0	0	282	0	0	3	0	0	3	0	0	0	0	0	0	654
2:45 PM	3	370	0	0	0	373	0	239	0	0	0	239	0	0	3	0	0	3	0	0	0	0	0	0	615
Total	9	1371	0	1	0	1381	0	1030	7	0	0	1037	1	0	9	0	0	10	0	0	0	0	0	0	2428
3:00 PM	2	405	0	0	0	407	0	243	0	0	0	243	0	0	2	0	0	2	0	0	0	0	0	0	652
3:15 PM	2	426	0	1	0	429	0	261	3	0	0	264	4	0	5	0	0	9	0	0	0	0	0	0	702
3:30 PM	6	475	0	0	0	481	0	216	2	0	0	218	3	0	5	0	0	8	0	0	0	0	0	0	707
3:45 PM	11	514	0	0	0	525	0	253	6	0	0	259	1	0	2	0	0	3	0	0	0	0	0	0	787
Total	21	1820	0	1	0	1842	0	973	11	0	0	984	8	0	14	0	0	22	0	0	0	0	0	0	2848
4:00 PM	7	451	0	0	0	458	0	231	3	0	0	234	6	0	7	0	0	13	0	0	0	0	0	0	705
4:15 PM	6	569	0	0	0	575	0	261	1	0	0	262	0	0	3	0	0	3	0	0	0	0	0	0	840
4:30 PM	2	486	0	0	0	488	0	249	2	0	0	251	4	0	11	0	0	15	0	0	0	0	0	0	754
4:45 PM	3	571	0	0	0	574	0	252	3	0	0	255	3	0	5	0	0	8	0	0	0	0	0	0	837
Total	18	2077	0	0	0	2095	0	993	9	0	0	1002	13	0	26	0	0	39	0	0	0	0	0	0	3136
5:00 PM	1	559	0	0	0	560	0	219	3	0	0	222	6	0	10	0	0	16	0	0	0	0	0	0	798
5:15 PM	1	605	0	0	0	606	0	278	1	1	0	280	6	0	5	0	0	11	0	0	0	0	0	0	897
5:30 PM	1	622	0	0	0	623	0	237	1	1	0	239	3	0	4	0	0	7	0	0	0	0	0	0	869
5:45 PM	4	517	0	0	0	521	0	231	0	0	0	231	3	0	6	0	0	9	0	0	0	0	0	0	761
Total	7	2303	0	0	0	2310	0	965	5	2	0	972	18	0	25	0	0	43	0	0	0	0	0	0	3325
6:00 PM	0	405	0	0	0	405	0	221	1	0	0	222	4	0	6	0	0	10	0	0	0	0	0	0	637
6:15 PM	1	333	0	1	0	335	0	213	0	0	0	213	0	0	11	0	0	11	0	0	0	0	0	0	559
6:30 PM	2	320	0	0	0	322	0	215	1	0	0	216	2	0	10	0	0	12	0	0	0	0	0	0	550
6:45 PM	5	273	0	1	0	279	0	160	0	0	0	160	0	0	2	0	0	2	0	0	0	0	0	0	441
Total	8	1331	0	2	0	1341	0	809	2	0	0	811	6	0	29	0	0	35	0	0	0	0	0	0	2187
Grand Total	191	15335	0	19	0	15545	0	13507	86	6	0	13599	74	0	190	0	0	264	0	0	0	0	0	0	29408
Apprch %	1.2	98.6	0.0	0.1	0.0		0.0	99.3	0.6	0.0	0.0		28.0	0.0	72.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.6	52.1	0.0	0.1	0.0	52.9	0.0	45.9	0.3	0.0	0.0	46.2	0.3	0.0	0.6	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	127	14206	0	19		14352	0	12395	65	6		12466	60	0	119	0		179	0	0	0	0		0	26997
% Cars, PU, Vans	66.5	92.6	0.0	100.0		92.3	0.0	91.8	75.6	100.0		91.7	81.1	0.0	62.6	0.0		67.8	0.0	0.0	0.0	0.0		0.0	91.8
Heavy trucks	64	1129	0	0		1193	0	1112	21	0		1133	14	0	71	0		85	0	0	0	0		0	2411


%Heavy trucks
33.5 7.4 0.0 0.0 7.7 0.0 8.2 24.4 0.0 8.3 18.9 0.0 37.4 0.0 32.2 0.0 0.0 0.0 0.0 0.0 8.2

Project ID: 22-180056-001
Location: US 23/SR 365/Cornelia Hwy & Americold Logistics /
City: Lula

PEAK HOURS

Day: Wednesday
Date: 3/30/2022

AM

	US 23/SR 365/Cornelia Hwy Northbound					US 23/SR 365/Cornelia Hwy Southbound					Americold Logistics Access Dwy Eastbound					Americold Logistics Access Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	9	203	0	0	212	0	562	2	0	564	0	0	1	0	1	0	0	0	0	0	777
7:30 AM	17	232	0	0	249	0	606	11	1	618	1	0	4	0	5	0	0	0	0	0	872
7:45 AM	20	183	0	0	203	0	473	9	0	482	1	0	8	0	9	0	0	0	0	0	694
8:00 AM	8	205	0	0	213	0	423	9	0	432	4	0	4	0	8	0	0	0	0	0	653
Total Volume	54	823	0	0	877	0	2064	31	1	2096	6	0	17	0	23	0	0	0	0	0	2996
% App. Total	6.2	93.8	0.0	0.0	100	0.0	98.5	1.5	0.0	100	26.1	0.0	73.9	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.881					0.848					0.639						0.859
Cars, PU, Vans	48	735	0	0	783	0	1974	30	1	2005	6	0	13	0	19	0	0	0	0	0	2807
% Cars, PU, Vans	88.9	89.3	0.0	0.0	89.3	0.0	95.6	96.8	100.0	95.7	100.0	0.0	76.5	0.0	82.6	0.0	0.0	0.0	0.0	0.0	93.7
Heavy trucks	6	88	0	0	94	0	90	1	0	91	0	0	4	0	4	0	0	0	0	0	189
%Heavy trucks	11.1	10.7	0.0	0.0	10.7	0.0	4.4	3.2	0.0	4.3	0.0	0.0	23.5	0.0	17.4	0.0	0.0	0.0	0.0	0.0	6.3

NOON

	US 23/SR 365/Cornelia Hwy Northbound					US 23/SR 365/Cornelia Hwy Southbound					Americold Logistics Access Dwy Eastbound					Americold Logistics Access Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
1:00 PM	2	307	0	0	309	0	256	0	1	257	0	0	3	0	3	0	0	0	0	0	569
1:15 PM	2	285	0	0	287	0	279	1	0	280	2	0	3	0	5	0	0	0	0	0	572
1:30 PM	7	297	0	1	305	0	257	0	0	257	1	0	7	0	8	0	0	0	0	0	570
1:45 PM	3	314	0	0	317	0	252	4	0	256	0	0	1	0	1	0	0	0	0	0	574
Total Volume	14	1203	0	1	1218	0	1044	5	1	1050	3	0	14	0	17	0	0	0	0	0	2285
% App. Total	1.1	98.8	0.0	0.1	100	0.0	99.4	0.5	0.1	100	17.6	0.0	82.4	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.961					0.938					0.531						0.995
Cars, PU, Vans	7	1099	0	1	1107	0	947	3	1	951	3	0	5	0	8	0	0	0	0	0	2066
% Cars, PU, Vans	50.0	91.4	0.0	100.0	90.9	0.0	90.7	60.0	100.0	90.6	100.0	0.0	35.7	0.0	47.1	0.0	0.0	0.0	0.0	0.0	90.4
Heavy trucks	7	104	0	0	111	0	97	2	0	99	0	0	9	0	9	0	0	0	0	0	219
%Heavy trucks	50.0	8.6	0.0	0.0	9.1	0.0	9.3	40.0	0.0	9.4	0.0	0.0	64.3	0.0	52.9	0.0	0.0	0.0	0.0	0.0	9.6

PM

	US 23/SR 365/Cornelia Hwy Northbound					US 23/SR 365/Cornelia Hwy Southbound					Americold Logistics Access Dwy Eastbound					Americold Logistics Access Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	3	571	0	0	574	0	252	3	0	255	3	0	5	0	8	0	0	0	0	0	837
5:00 PM	1	559	0	0	560	0	219	3	0	222	6	0	10	0	16	0	0	0	0	0	798
5:15 PM	1	605	0	0	606	0	278	1	1	280	6	0	5	0	11	0	0	0	0	0	897
5:30 PM	1	622	0	0	623	0	237	1	1	239	3	0	4	0	7	0	0	0	0	0	869
Total Volume	6	2357	0	0	2363	0	986	8	2	996	18	0	24	0	42	0	0	0	0	0	3401
% App. Total	0.3	99.7	0.0	0.0	100	0.0	99.0	0.8	0.2	100	42.9	0.0	57.1	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.948					0.889					0.656						0.948
Cars, PU, Vans	5	2259	0	0	2264	0	909	7	2	918	16	0	18	0	34	0	0	0	0	0	3216
% Cars, PU, Vans	83.3	95.8	0.0	0.0	95.8	0.0	92.2	87.5	100.0	92.2	88.9	0.0	75.0	0.0	81.0	0.0	0.0	0.0	0.0	0.0	94.6
Heavy trucks	1	98	0	0	99	0	77	1	0	78	2	0	6	0	8	0	0	0	0	0	185
%Heavy trucks	16.7	4.2	0.0	0.0	4.2	0.0	7.8	12.5	0.0	7.8	11.1	0.0	25.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	5.4

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula
Control: 1-Way Stop (NB)

Project ID: 22-180056-002
Date: 3/30/2022

Data - Total

AM

NS/EW Streets:	Cagle Mill Rd				Cagle Mill Rd				Cagle Rd				Cagle Rd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
7:15 AM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	5	0	1	0	0	0	0	0	0	1	1	0	0	2	0	0	10
7:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	6
8:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6
8:15 AM	3	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	7
8:30 AM	4	0	1	0	0	0	0	0	0	2	3	0	0	3	0	0	13
8:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	4
9:15 AM	0	0	1	0	0	0	0	0	0	1	1	0	0	4	0	0	7
9:30 AM	3	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	8
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	0	4	0	0	0	0	0	0	7	15	0	3	14	0	0	77
APPROACH %'s :	89.47%	0.00%	10.53%	0.00%					0.00%	31.82%	68.18%	0.00%	17.65%	82.35%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	13	0	1	0	0	0	0	0	0	3	6	0	2	7	0	0	32
PEAK HR FACTOR :	0.813	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.250	0.583	0.000	0.000	0.615
	0.700								0.450				0.750				

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4
10:15 AM	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	5
10:30 AM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
10:45 AM	3	0	2	1	0	0	0	0	0	1	1	0	1	1	0	0	10
11:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	5
11:15 AM	9	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	14
11:30 AM	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
11:45 AM	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	7
12:00 PM	2	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	8
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
12:30 PM	2	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	9
12:45 PM	4	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	7
1:00 PM	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	8
1:15 PM	2	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
1:45 PM	4	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	0	2	1	0	0	0	0	0	10	33	0	6	9	0	0	105
APPROACH %'s :	93.62%	0.00%	4.26%	2.13%					0.00%	23.26%	76.74%	0.00%	40.00%	60.00%	0.00%	0.00%	
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	19	0	0	0	0	0	0	0	0	3	9	0	0	2	0	0	33
PEAK HR FACTOR :	0.528	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.563	0.000	0.000	0.500	0.000	0.000	0.589
	0.528								0.600				0.500				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	9
2:15 PM	5	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	8
2:30 PM	0	0	2	0	0	0	0	0	0	2	1	0	1	0	0	0	6
2:45 PM	2	0	1	0	0	0	0	0	0	2	3	0	3	1	0	0	12
3:00 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
3:15 PM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
3:30 PM	3	0	1	0	0	0	0	0	0	1	3	0	2	1	0	0	11
3:45 PM	2	0	0	0	0	0	0	0	0	2	5	0	1	1	0	0	11
4:00 PM	1	0	0	0	0	0	0	0	0	1	4	0	2	0	0	0	8
4:15 PM	5	0	0	0	0	0	0	0	0	3	2	0	1	3	0	0	14
4:30 PM	2	0	3	0	0	0	0	0	0	8	1	0	0	0	0	0	14
4:45 PM	0	0	1	0	0	0	0	0	0	4	4	0	1	3	0	0	13
5:00 PM	4	0	0	0	0	0	0	0	0	1	3	0	0	2	0	0	10
5:15 PM	4	0	1	0	0	0	0	0	0	2	6	0	1	1	0	0	15
5:30 PM	2	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	7
5:45 PM	1	0	1	0	0	0	0	0	0	1	8	0	1	2	0	0	14
6:00 PM	3	0	0	0	0	0	0	0	0	1	3	0	2	0	0	0	9
6:15 PM	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	6
6:30 PM	0	0	1	0	0	0	0	0	0	1	5	0	0	1	0	0	8
6:45 PM	1	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	42	0	12	0	0	0	0	0	0	34	70	0	16	18	0	0	192
APPROACH %'s :	77.78%	0.00%	22.22%	0.00%					0.00%	32.69%	67.31%	0.00%	47.06%	52.94%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	10	0	5	0	0	0	0	0	0	15	14	0	2	6	0	0	52
PEAK HR FACTOR :	0.625	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.583	0.000	0.500	0.500	0.000	0.000	0.867
	0.750								0.806				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula
Control: 1-Way Stop (NB)

Project ID: 22-180056-002
Date: 3/30/2022

Data - Cars

AM

NS/EW Streets:	Cagle Mill Rd				Cagle Mill Rd				Cagle Rd				Cagle Rd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
7:15 AM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	5	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	8
7:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	6
8:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6
8:15 AM	3	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	7
8:30 AM	4	0	1	0	0	0	0	0	0	2	3	0	0	3	0	0	13
8:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	4
9:15 AM	0	0	1	0	0	0	0	0	0	1	1	0	0	4	0	0	7
9:30 AM	3	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	8
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	33	0	4	0	0	0	0	0	0	6	14	0	3	14	0	0	74
APPROACH %'s :	89.19%	0.00%	10.81%	0.00%					0.00%	30.00%	70.00%	0.00%	17.65%	82.35%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	13	0	1	0	0	0	0	0	0	3	6	0	2	7	0	0	32
PEAK HR FACTOR :	0.813	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.250	0.583	0.000	0.000	0.615
	0.700								0.450				0.750				

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
10:15 AM	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	5
10:30 AM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
10:45 AM	3	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	7
11:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4
11:15 AM	9	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	14
11:30 AM	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
11:45 AM	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	7
12:00 PM	2	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	8
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
12:30 PM	2	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	8
12:45 PM	4	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	7
1:00 PM	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	8
1:15 PM	2	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
1:45 PM	4	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	0	0	1	0	0	0	0	0	10	32	0	4	8	0	0	99
APPROACH %'s :	97.78%	0.00%	0.00%	2.22%					0.00%	23.81%	76.19%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	19	0	0	0	0	0	0	0	0	3	9	0	0	2	0	0	33
PEAK HR FACTOR :	0.528	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.563	0.000	0.000	0.500	0.000	0.000	0.589
	0.528								0.600				0.500				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	8
2:15 PM	5	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	8
2:30 PM	0	0	2	0	0	0	0	0	0	2	1	0	1	0	0	0	6
2:45 PM	2	0	1	0	0	0	0	0	0	2	3	0	1	1	0	0	10
3:00 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
3:15 PM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4
3:30 PM	3	0	1	0	0	0	0	0	0	1	3	0	2	1	0	0	11
3:45 PM	2	0	0	0	0	0	0	0	0	2	5	0	1	1	0	0	11
4:00 PM	1	0	0	0	0	0	0	0	0	1	4	0	2	0	0	0	8
4:15 PM	4	0	0	0	0	0	0	0	0	3	2	0	1	3	0	0	13
4:30 PM	2	0	3	0	0	0	0	0	0	8	1	0	0	0	0	0	14
4:45 PM	0	0	1	0	0	0	0	0	0	4	4	0	1	3	0	0	13
5:00 PM	4	0	0	0	0	0	0	0	0	1	3	0	0	2	0	0	10
5:15 PM	4	0	1	0	0	0	0	0	0	2	6	0	1	1	0	0	15
5:30 PM	2	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	7
5:45 PM	1	0	1	0	0	0	0	0	0	1	8	0	1	2	0	0	14
6:00 PM	3	0	0	0	0	0	0	0	0	1	3	0	2	0	0	0	9
6:15 PM	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	6
6:30 PM	0	0	1	0	0	0	0	0	0	0	5	0	0	1	0	0	7
6:45 PM	1	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	0	12	0	0	0	0	0	0	33	69	0	14	17	0	0	186
APPROACH %'s :	77.36%	0.00%	22.64%	0.00%					0.00%	32.35%	67.65%	0.00%	45.16%	54.84%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	10	0	5	0	0	0	0	0	0	15	14	0	2	6	0	0	52
PEAK HR FACTOR :	0.625	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.583	0.000	0.500	0.500	0.000	0.000	0.867
	0.750								0.806				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula
Control: 1-Way Stop (NB)

Project ID: 22-180056-002
Date: 3/30/2022

Data - HT

NS/EW Streets: Cagle Mill Rd | Cagle Mill Rd | Cagle Rd | Cagle Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	0	0	0	1	0	2	1	0	0	6
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	0.00%	100.00%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	6
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula
Control: 1-Way Stop (NB)

Project ID: 22-180056-002
Date: 3/30/2022

Data - Bikes

NS/EW Streets: Cagle Mill Rd | Cagle Mill Rd | Cagle Rd | Cagle Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd & Cagle Rd
City: Lula

Project ID: 22-180056-002
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Cagle Mill Rd		Cagle Mill Rd		Cagle Rd		Cagle Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	11:15 AM - 12:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Cagle Mill Rd & Cagle Rd

Peak Hour Turning Movement Count

ID: 22-180056-002
City: Lula

Day: Wednesday
Date: 3/30/2022

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 10:00 AM
11:15 AM - 12:15 PM	10:00 AM - 02:00 PM
04:30 PM - 05:30 PM	2:00 PM - 07:00 PM

SOUTHBOUND (Cagle Mill Rd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

0 0 0 0

EASTBOUND (Cagle Rd)

AM	NOON	PM	
20	21	16	
0	0	0	0
0	0	0	0
3	3	15	1
6	9	14	0

WESTBOUND (Cagle Rd)

	PM	NOON	AM
0	0	0	0
1	6	2	7
0	2	0	2
0	0	0	0
	20	3	4

CONTROL

1-Way Stop (NB)

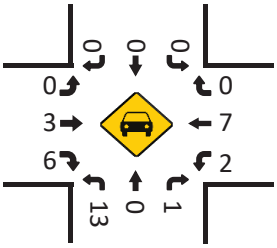
TEV	32	33	52
	AM	NOON	PM
PHF	0.62	0.59	0.87

0 0 1 0

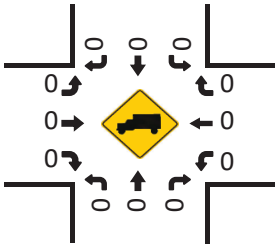
NORTHBOUND (Cagle Mill Rd)

PM	16	0	10	0	5	PM
NOON	9	0	19	0	0	NOON
AM	8	0	13	0	1	AM

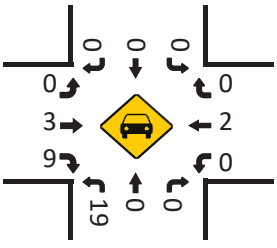
Cars (AM)



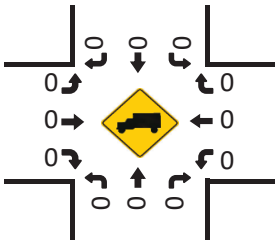
HT (AM)



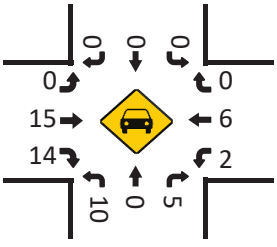
Cars (NOON)



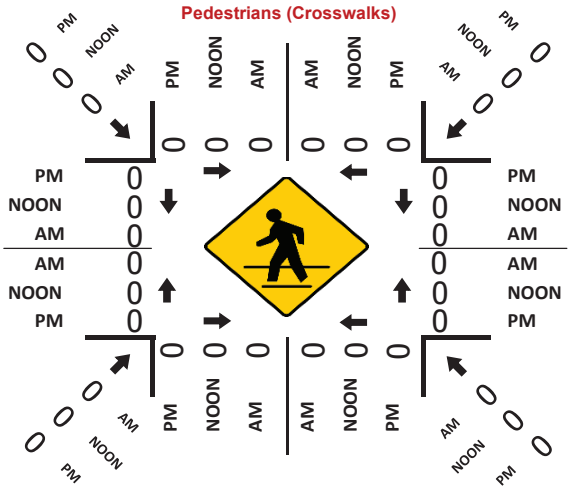
HT (NOON)



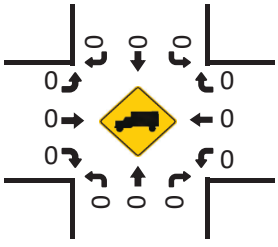
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Project ID: 22-180056-002
Location: Cagle Mill Rd & Cagle Rd
City: Lula

Day: Wednesday
Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Cagle Mill Rd Northbound						Cagle Mill Rd Southbound						Cagle Rd Eastbound						Cagle Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
7:15 AM	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	5	0	1	0	0	6	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	0	2	10
7:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	6
Total	16	0	1	0	0	17	0	0	0	0	0	0	0	2	2	0	0	4	2	3	0	0	0	5	26
8:00 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6
8:15 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7
8:30 AM	4	0	1	0	0	5	0	0	0	0	0	0	0	2	3	0	0	5	0	3	0	0	0	3	13
8:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	13	0	1	0	0	14	0	0	0	0	0	0	0	3	6	0	0	9	0	6	0	0	0	6	29
9:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
9:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	4	0	0	0	4	7
9:30 AM	3	0	1	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
9:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3
Total	5	0	2	0	0	7	0	0	0	0	0	0	0	2	7	0	0	9	1	5	0	0	0	6	22
BREAK																									
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	2	4
10:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	5
10:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
10:45 AM	3	0	2	1	0	6	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	2	10
Total	6	0	2	1	0	9	0	0	0	0	0	0	0	2	8	0	0	10	1	3	0	0	0	4	23
11:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	2	5
11:15 AM	9	0	0	0	0	9	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	14
11:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
11:45 AM	5	0	0	0	0	5	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	7
Total	19	0	0	0	0	19	0	0	0	0	0	0	0	1	7	0	0	8	1	2	0	0	0	3	30
12:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	2	3	0	0	5	0	1	0	0	0	1	8
12:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3
12:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	9
12:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	2	7
Total	9	0	0	0	0	9	0	0	0	0	0	0	0	3	10	0	0	13	2	3	0	0	0	5	27
1:00 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	8
1:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	0	0	3	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
1:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	8
Total	10	0	0	0	0	10	0	0	0	0	0	0	0	4	8	0	0	12	2	1	0	0	0	3	25
BREAK																									
2:00 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9
2:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	8
2:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3	1	0	0	0	0	1	6
2:45 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	2	3	0	0	5	3	1	0	0	0	4	12
Total	9	0	4	0	0	13	0	0	0	0	0	0	0	4	11	0	0	15	4	3	0	0	0	7	35
3:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	4
3:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
3:30 PM	3	0	1	0	0	4	0	0	0	0	0	0	0	1	3	0	0	4	2	1	0	0	0	3	11
3:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	2	5	0	0	7	1	1	0	0	0	2	11
Total	8	0	1	0	0	9	0	0	0	0	0	0	0	5	11	0	0	16	3	2	0	0	0	5	30
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	5	2	0	0	0	0	2	8
4:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	0	3	2	0	0	5	1	3	0	0	0	4	14
4:30 PM	2	0	3	0	0	5	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	14
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	4	4	0	0	8	1	3	0	0	0	4	13
Total	8	0	4	0	0	12	0	0	0	0	0	0	0	16	11	0	0	27	4	6	0	0	0	10	49
5:00 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	1	3	0	0	4	0	2	0	0	0	2	10
5:15 PM	4	0	1	0	0	5	0	0	0	0	0	0	0	2	6	0	0	8	1	1	0	0	0	2	15
5:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	7
5:45 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	1	8	0	0	9	1	2	0	0	0	3	14
Total	11	0	2	0	0	13	0	0	0	0	0	0	0	7	19	0	0	26	2	5	0	0	0	7	46
6:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	1	3	0	0	4	2	0	0	0	0	2	9
6:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
6:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	5	0	0	6	0	1	0	0	0	1	8
6:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	1	1	0	0	0	2	9
Total	6	0	1	0	0	7	0	0	0	0	0	0	0	2	18	0	0	20	3	2	0	0	0	5	32
Grand Total	120	0	18	1	0	139	0	0	0	0	0	0	0	51	118	0	0	169	25	41	0	0	0	66	374
Apprch %	86.3	0.0	12.9	0.7	0.0		0.0	0.0	0.0	0.0	0.0		0.0	30.2	69.8	0.0	0.0		37.9	62.1	0.0	0.0	0.0		
Total %	32.1	0.0	4.8	0.3	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6	31.6	0.0	0.0	45.2	6.7	11.0	0.0	0.0	0.0	17.6	
Cars, PU, Vans	118	0	16	1		135	0	0	0	0		0	0	49	115	0		164	21	39	0	0		60	359
% Cars, PU, Vans	98.3	0.0	88.9	100.0		97.1	0.0	0.0	0.0	0.0		0.0	0.0	96.1	97.5	0.0		97.0	84.0	95.1	0.0	0.0		90.9	96.0
Heavy trucks	2	0	2	0		4	0	0	0	0		0	0	2	3	0		5	4	2	0	0		6	15

%Heavy trucks	1.7	0.0	11.1	0.0		2.9	0.0	0.0	0.0	0.0		0.0	0.0	3.9	2.5	0.0		3.0	16.0	4.9	0.0	0.0		9.1	4.0

Project ID: 22-180056-002
Location: Cagle Mill Rd & Cagle Rd
City: Lula

PEAK HOURS

Day: Wednesday
Date: 3/30/2022

AM

	Cagle Mill Rd Northbound					Cagle Mill Rd Southbound					Cagle Rd Eastbound					Cagle Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
7:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	6
8:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
8:15 AM	3	0	0	0	3	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	7
8:30 AM	4	0	1	0	5	0	0	0	0	0	0	2	3	0	5	0	3	0	0	3	13
Total Volume	13	0	1	0	14	0	0	0	0	0	0	3	6	0	9	2	7	0	0	9	32
% App. Total	92.9	0.0	7.1	0.0	100	0.0	0.0	0.0	0.0	0	0.0	33.3	66.7	0.0	100	22.2	77.8	0.0	0.0	100	
PHF					0.700										0.450					0.750	0.615
Cars, PU, Vans	13	0	1	0	14	0	0	0	0	0	0	3	6	0	9	2	7	0	0	9	32
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOON

	Cagle Mill Rd Northbound					Cagle Mill Rd Southbound					Cagle Rd Eastbound					Cagle Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	9	0	0	0	9	0	0	0	0	0	0	0	4	0	4	0	1	0	0	1	14
11:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
11:45 AM	5	0	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	7
12:00 PM	2	0	0	0	2	0	0	0	0	0	0	2	3	0	5	0	1	0	0	1	8
Total Volume	19	0	0	0	19	0	0	0	0	0	0	3	9	0	12	0	2	0	0	2	33
% App. Total	100.0	0.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	25.0	75.0	0.0	100	0.0	100.0	0.0	0.0	100	
PHF					0.528										0.600					0.500	0.589
Cars, PU, Vans	19	0	0	0	19	0	0	0	0	0	0	3	9	0	12	0	2	0	0	2	33
% Cars, PU, Vans	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Cagle Mill Rd Northbound					Cagle Mill Rd Southbound					Cagle Rd Eastbound					Cagle Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	2	0	3	0	5	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	14
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	4	4	0	8	1	3	0	0	4	13
5:00 PM	4	0	0	0	4	0	0	0	0	0	0	1	3	0	4	0	2	0	0	2	10
5:15 PM	4	0	1	0	5	0	0	0	0	0	0	2	6	0	8	1	1	0	0	2	15
Total Volume	10	0	5	0	15	0	0	0	0	0	0	15	14	0	29	2	6	0	0	8	52
% App. Total	66.7	0.0	33.3	0.0	100	0.0	0.0	0.0	0.0	0	0.0	51.7	48.3	0.0	100	25.0	75.0	0.0	0.0	100	
PHF					0.750										0.806					0.500	0.867
Cars, PU, Vans	10	0	5	0	15	0	0	0	0	0	0	15	14	0	29	2	6	0	0	8	52
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

National Data & Surveying Services Intersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-003
Date: 3/30/2022

Data - Total

NS/EW Streets:	Julian Baugh Rd				Julian Baugh Rd				Cagle Mill Rd				Cagle Mill Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
7:45 AM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5
8:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	6
8:30 AM	0	3	0	0	0	1	2	0	2	0	0	0	0	0	0	0	8
8:45 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
9:00 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0	0	8
9:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	30	0	0	0	12	5	0	8	0	1	0	0	0	0	0	57
APPROACH %'s :	3.23%	96.77%	0.00%	0.00%	0.00%	70.59%	29.41%	0.00%	88.89%	0.00%	11.11%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	10	0	0	0	5	3	0	4	0	0	0	0	0	0	0	23
PEAK HR FACTOR :	0.250	0.833	0.000	0.000	0.000	0.625	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.719
		0.688				0.667				0.500							

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
10:15 AM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4
10:30 AM	1	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	5
10:45 AM	0	5	0	0	0	2	0	1	0	0	0	0	0	0	0	0	8
11:00 AM	0	2	0	0	0	1	1	0	0	0	2	0	0	0	0	0	6
11:15 AM	0	7	0	0	0	2	2	0	2	0	0	0	0	0	0	0	13
11:30 AM	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	5
11:45 AM	1	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7
12:00 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	0	7
1:00 PM	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6
1:15 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	2	0	0	0	2	1	0	2	0	0	0	0	0	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	36	0	0	0	29	11	1	10	0	5	0	0	0	0	0	94
APPROACH %'s :	5.26%	94.74%	0.00%	0.00%	0.00%	70.73%	26.83%	2.44%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	16	0	0	0	6	3	1	3	0	3	0	0	0	0	0	32
PEAK HR FACTOR :	0.000	0.571	0.000	0.000	0.000	0.750	0.375	0.250	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.615
		0.571				0.625				0.750							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	2	0	0	0	5	1	0	1	0	0	0	0	0	0	0	9
2:15 PM	0	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6
2:30 PM	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	5
2:45 PM	0	2	0	0	0	4	2	0	1	0	0	0	0	0	0	0	9
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	1	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
3:30 PM	0	2	0	0	0	4	1	0	1	0	1	0	0	0	0	0	9
3:45 PM	0	1	0	0	0	1	5	0	1	0	0	0	0	0	0	0	8
4:00 PM	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	8
4:30 PM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	2	0	0	0	3	0	0	2	0	0	0	0	0	0	0	7
5:15 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
5:30 PM	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	0	8	1	0	0	0	0	0	0	0	0	0	10
6:00 PM	0	1	0	0	0	4	1	0	2	0	0	0	0	0	0	0	8
6:15 PM	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6
6:30 PM	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6
6:45 PM	0	1	0	0	0	6	1	0	0	0	1	0	0	0	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	41	0	0	0	64	22	0	13	0	2	1	0	0	0	0	145
APPROACH %'s :	4.65%	95.35%	0.00%	0.00%	0.00%	74.42%	25.58%	0.00%	81.25%	0.00%	12.50%	6.25%					
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	1	10	0	0	0	21	2	0	2	0	0	0	0	0	0	0	36
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.656	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.550				0.639				0.250							

National Data & Surveying Services Intersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-003
Date: 3/30/2022

Data - Cars

NS/EW Streets: Julian Baugh Rd | Julian Baugh Rd | Cagle Mill Rd | Cagle Mill Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5
7:45 AM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5
8:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	6
8:30 AM	0	3	0	0	0	1	2	0	2	0	0	0	0	0	0	0	8
8:45 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
9:00 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0	0	8
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	29	0	0	0	11	5	0	8	0	0	0	0	0	0	0	54
APPROACH %'s :	3.33%	96.67%	0.00%	0.00%	0.00%	68.75%	31.25%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	10	0	0	0	5	3	0	4	0	0	0	0	0	0	0	23
PEAK HR FACTOR :	0.250	0.833	0.000	0.000	0.000	0.625	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.719
	0.688				0.667				0.500								

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
10:15 AM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4
10:30 AM	1	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	5
10:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
11:00 AM	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	0	5
11:15 AM	0	7	0	0	0	2	2	0	2	0	0	0	0	0	0	0	13
11:30 AM	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	5
11:45 AM	1	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7
12:00 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
1:00 PM	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6
1:15 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	2	0	0	0	2	1	0	2	0	0	0	0	0	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	35	0	0	0	28	10	0	10	0	5	0	0	0	0	0	90
APPROACH %'s :	5.41%	94.59%	0.00%	0.00%	0.00%	73.68%	26.32%	0.00%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	15	0	0	0	6	2	0	3	0	3	0	0	0	0	0	29
PEAK HR FACTOR :	0.000	0.536	0.000	0.000	0.000	0.750	0.250	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.558
	0.536				0.500				0.750								

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	2	0	0	0	4	1	0	1	0	0	0	0	0	0	0	8
2:15 PM	0	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6
2:30 PM	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	5
2:45 PM	0	2	0	0	0	3	1	0	1	0	0	0	0	0	0	0	7
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	1	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
3:30 PM	0	2	0	0	0	4	1	0	1	0	1	0	0	0	0	0	9
3:45 PM	0	1	0	0	0	1	5	0	1	0	0	0	0	0	0	0	8
4:00 PM	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	3	0	0	0	2	1	0	1	0	0	0	0	0	0	0	7
4:30 PM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	2	0	0	0	3	0	0	2	0	0	0	0	0	0	0	7
5:15 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
5:30 PM	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	0	8	1	0	0	0	0	0	0	0	0	0	10
6:00 PM	0	1	0	0	0	4	1	0	2	0	0	0	0	0	0	0	8
6:15 PM	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6
6:30 PM	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6
6:45 PM	0	1	0	0	0	6	1	0	0	0	1	0	0	0	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	40	0	0	0	62	21	0	13	0	2	1	0	0	0	0	141
APPROACH %'s :	4.76%	95.24%	0.00%	0.00%	0.00%	74.70%	25.30%	0.00%	81.25%	0.00%	12.50%	6.25%					
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	1	10	0	0	0	21	2	0	2	0	0	0	0	0	0	0	36
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.656	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.550				0.639				0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-003
Date: 3/30/2022

Data - HT

NS/EW Streets: Julian Baugh Rd | Julian Baugh Rd | Cagle Mill Rd | Cagle Mill Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	33.33%	33.33%	33.33%									
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.250				0.500												

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%									
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Control: 1-Way Stop (EB)

Project ID: 22-180056-003
Date: 3/30/2022

Data - Bikes

NS/EW Streets: Julian Baugh Rd | Julian Baugh Rd | Cagle Mill Rd | Cagle Mill Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula
Project ID: 22-180056-003
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Julian Baugh Rd		Julian Baugh Rd		Cagle Mill Rd		Cagle Mill Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	10:45 AM - 11:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Julian Baugh Rd & Cagle Mill Rd

Peak Hour Turning Movement Count

ID: 22-180056-003
City: Lula

Day: Wednesday
Date: 3/30/2022

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	10:45 AM - 11:45 AM
PM	05:15 PM - 06:15 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	2:00 PM - 07:00 PM

SOUTHBOUND — Julian Baugh Rd

AM	3	5	0	0	14	AM
NOON	3	6	0	1	20	NOON
PM	2	21	0	0	12	PM

EASTBOUND — Cagle Mill Rd

AM	NOON	PM	
4	3	3	
0	0	0	0
4	3	2	0
0	0	0	1
0	3	0	0
AM	NOON	PM	

WESTBOUND — Cagle Mill Rd

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

NORTHBOUND — Julian Baugh Rd

PM	21	0	1	10	0	PM
NOON	9	0	0	16	0	NOON
AM	5	0	1	10	0	AM

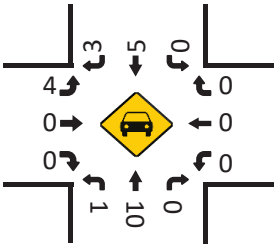
	0	1	0	0
	0	0	1	0

CONTROL

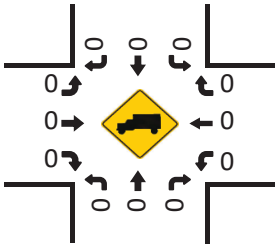
1-Way Stop (EB)

TEV	23 AM	32 NOON	36 PM
PHF	0.72	0.62	0.75

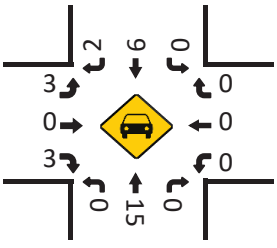
Cars (AM)



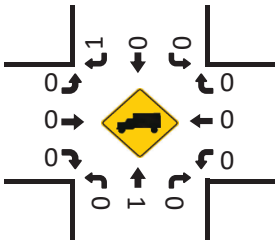
HT (AM)



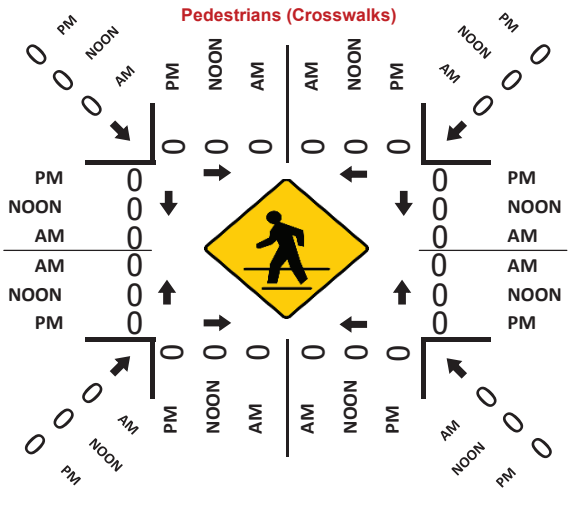
Cars (NOON)



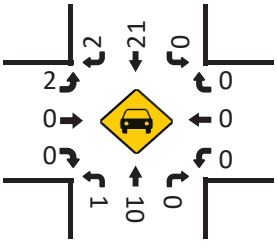
HT (NOON)



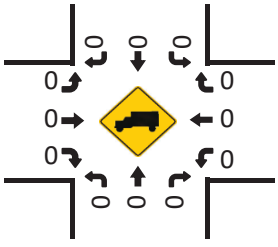
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 22-180056-003
Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula

Day: Wednesday
Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Julian Baugh Rd Northbound						Julian Baugh Rd Southbound						Cagle Mill Rd Eastbound						Cagle Mill Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	4	0	0	0	4	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	6
7:45 AM	0	2	0	0	0	2	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	5
Total	0	15	0	0	0	15	0	4	0	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	21
8:00 AM	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	2	0	0	0	2	0	2	1	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	6
8:30 AM	0	3	0	0	0	3	0	1	2	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	8
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3
Total	1	9	0	0	0	10	0	3	3	0	0	6	5	0	0	0	0	5	0	0	0	0	0	0	21
9:00 AM	0	2	0	0	0	2	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	3	0	0	0	3	0	3	1	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	8
9:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	6	0	0	0	6	0	5	2	0	0	7	1	0	1	0	0	2	0	0	0	0	0	0	15
BREAK																									
10:00 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	4
10:15 AM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30 AM	1	1	0	0	0	2	0	1	1	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	5
10:45 AM	0	5	0	0	0	5	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	1	7	0	0	0	8	0	6	4	1	0	11	1	0	1	0	0	2	0	0	0	0	0	0	21
11:00 AM	0	2	0	0	0	2	0	1	1	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	6
11:15 AM	0	7	0	0	0	7	0	2	2	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	13
11:30 AM	0	2	0	0	0	2	0	1	0	0	0	1	1	0	1	0	0	2	0	0	0	0	0	0	5
11:45 AM	1	4	0	0	0	5	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	7
Total	1	15	0	0	0	16	0	5	3	0	0	8	4	0	3	0	0	7	0	0	0	0	0	0	31
12:00 PM	0	2	0	0	0	2	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	6
12:15 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	2	0	0	0	2	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	3	0	0	0	3	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	7
Total	0	8	0	0	0	8	0	11	1	0	0	12	1	0	1	0	0	2	0	0	0	0	0	0	22
1:00 PM	0	2	0	0	0	2	0	2	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	6
1:15 PM	0	2	0	0	0	2	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	2	0	0	0	2	0	2	1	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	7
Total	0	6	0	0	0	6	0	7	3	0	0	10	4	0	0	0	0	4	0	0	0	0	0	0	20
BREAK																									
2:00 PM	0	2	0	0	0	2	0	5	1	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	9
2:15 PM	0	4	0	0	0	4	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	6
2:30 PM	0	2	0	0	0	2	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	5
2:45 PM	0	2	0	0	0	2	0	4	2	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	9
Total	0	10	0	0	0	10	0	11	4	0	0	15	3	0	0	1	0	4	0	0	0	0	0	0	29
3:00 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	1	2	0	0	0	3	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	6
3:30 PM	0	2	0	0	0	2	0	4	1	0	0	5	1	0	1	0	0	2	0	0	0	0	0	0	9
3:45 PM	0	1	0	0	0	1	0	1	5	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
Total	1	6	0	0	0	7	0	8	6	0	0	14	3	0	1	0	0	4	0	0	0	0	0	0	25
4:00 PM	0	1	0	0	0	1	0	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	4	0	0	0	4	0	2	1	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	8
4:30 PM	0	4	0	0	0	4	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	1	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	10	0	0	0	10	0	10	5	0	0	15	2	0	0	0	0	2	0	0	0	0	0	0	27
5:00 PM	0	2	0	0	0	2	0	3	0	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	7
5:15 PM	0	5	0	0	0	5	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	12
5:30 PM	1	3	0	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	0	1	0	8	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	1	11	0	0	0	12	0	20	1	0	0	21	2	0	0	0	0	2	0	0	0	0	0	0	35
6:00 PM	0	1	0	0	0	1	0	4	1	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	8
6:15 PM	0	2	0	0	0	2	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
6:30 PM	0	0	0	0	0	0	0	3	2	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	6
6:45 PM	0	1	0	0	0	1	0	6	1	0	0	7	0	0	1	0	0	1	0	0	0	0	0	0	9
Total	0	4	0	0	0	4	0	15	6	0	0	21	3	0	1	0	0	4	0	0	0	0	0	0	29
Grand Total	5	107	0	0	0	112	0	105	38	1	0	144	31	0	8	1	0	40	0	0	0	0	0	0	296
Apprch %	4.5	95.5	0.0	0.0	0.0		0.0	72.9	26.4	0.7	0.0		77.5	0.0	20.0	2.5	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	1.7	36.1	0.0	0.0	0.0	37.8	0.0	35.5	12.8	0.3	0.0	48.6	10.5	0.0	2.7	0.3	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	5	104	0	0		109	0	101	36	0		137	31	0	7	1		39	0	0	0	0		0	285
% Cars, PU, Vans	100.0	97.2	0.0	0.0		97.3	0.0	96.2	94.7	0.0		95.1	100.0	0.0	87.5	100.0		97.5	0.0	0.0	0.0	0.0		0.0	96.3
Heavy trucks	0	3	0	0		3	0	4	2	1		7	0	0	1	0		1	0	0	0	0		0	11

| | | |

Project ID: 22-180056-003
Location: Julian Baugh Rd & Cagle Mill Rd
City: Lula

PEAK HOURS

Day: Wednesday
Date: 3/30/2022

AM

	Julian Baugh Rd Northbound					Julian Baugh Rd Southbound					Cagle Mill Rd Eastbound					Cagle Mill Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
7:45 AM	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	5
8:00 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	6
8:30 AM	0	3	0	0	3	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	8
Total Volume	1	10	0	0	11	0	5	3	0	8	4	0	0	0	4	0	0	0	0	0	23
% App. Total	9.1	90.9	0.0	0.0	100	0.0	62.5	37.5	0.0	100	100.0	0.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.688					0.667					0.500						0.719
Cars, PU, Vans	1	10	0	0	11	0	5	3	0	8	4	0	0	0	4	0	0	0	0	0	23
% Cars, PU, Vans	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOON

	Julian Baugh Rd Northbound					Julian Baugh Rd Southbound					Cagle Mill Rd Eastbound					Cagle Mill Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	0	5	0	0	5	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	8
11:00 AM	0	2	0	0	2	0	1	1	0	2	0	0	2	0	2	0	0	0	0	0	6
11:15 AM	0	7	0	0	7	0	2	2	0	4	2	0	0	0	2	0	0	0	0	0	13
11:30 AM	0	2	0	0	2	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	5
Total Volume	0	16	0	0	16	0	6	3	1	10	3	0	3	0	6	0	0	0	0	0	32
% App. Total	0.0	100.0	0.0	0.0	100	0.0	60.0	30.0	10.0	100	50.0	0.0	50.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.571					0.625					0.750						0.615
Cars, PU, Vans	0	15	0	0	15	0	6	2	0	8	3	0	3	0	6	0	0	0	0	0	29
% Cars, PU, Vans	0.0	93.8	0.0	0.0	93.8	0.0	100.0	66.7	0.0	80.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90.6
Heavy trucks	0	1	0	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	3
%Heavy trucks	0.0	6.3	0.0	0.0	6.3	0.0	0.0	33.3	100.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4

PM

	Julian Baugh Rd Northbound					Julian Baugh Rd Southbound					Cagle Mill Rd Eastbound					Cagle Mill Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
5:15 PM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
5:30 PM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	1	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	10
6:00 PM	0	1	0	0	1	0	4	1	0	5	2	0	0	0	2	0	0	0	0	0	8
Total Volume	1	10	0	0	11	0	21	2	0	23	2	0	0	0	2	0	0	0	0	0	36
% App. Total	9.1	90.9	0.0	0.0	100	0.0	91.3	8.7	0.0	100	100.0	0.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.550					0.639					0.250						0.750
Cars, PU, Vans	1	10	0	0	11	0	21	2	0	23	2	0	0	0	2	0	0	0	0	0	36
% Cars, PU, Vans	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula
Control: 2-Way Stop (NB/SB)

Project ID: 22-180056-004
Date: 3/30/2022

Data - Total

NS/EW Streets:	Cagle Mill Rd/Noah Martin Rd				Cagle Mill Rd/Noah Martin Rd				Whitehall Rd				Whitehall Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4
7:15 AM	0	0	1	0	0	2	1	0	0	3	0	0	0	1	0	0	8
7:30 AM	1	0	0	0	0	1	1	0	0	0	1	0	0	6	2	0	12
7:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	4	0	0	7
8:00 AM	0	1	0	0	0	2	0	0	1	1	1	0	0	4	1	0	11
8:15 AM	1	0	0	0	1	1	1	0	0	0	1	0	0	2	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	5
9:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
9:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
9:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	1	1	1	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	3	2	0	2	13	5	0	2	10	3	0	1	24	4	0	72
APPROACH %'s :	37.50%	37.50%	25.00%	0.00%	10.00%	65.00%	25.00%	0.00%	13.33%	66.67%	20.00%	0.00%	3.45%	82.76%	13.79%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	1	1	0	1	7	2	0	1	4	2	0	0	15	3	0	38
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.250	0.875	0.500	0.000	0.250	0.333	0.500	0.000	0.000	0.625	0.375	0.000	0.792
	0.750				0.833				0.583				0.563				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
10:15 AM	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4
10:30 AM	1	1	0	0	0	0	0	0	0	2	1	0	1	1	0	0	7
10:45 AM	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	5
11:00 AM	1	0	0	0	0	0	0	1	0	1	0	0	2	1	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30 AM	1	0	1	0	0	1	0	0	1	4	1	0	0	1	1	0	11
11:45 AM	2	0	0	0	0	0	1	0	0	0	4	0	0	1	0	0	8
12:00 PM	0	1	1	0	0	1	0	0	0	1	1	0	1	2	0	0	8
12:15 PM	0	0	2	0	0	0	1	0	0	1	0	0	0	2	0	0	6
12:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	5
12:45 PM	0	0	1	0	0	3	0	0	0	0	2	0	0	2	0	0	8
1:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1:15 PM	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6
1:30 PM	1	0	1	0	1	0	0	0	0	1	1	0	1	2	0	0	8
1:45 PM	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	3	6	0	1	10	3	1	4	18	12	0	7	16	2	0	93
APPROACH %'s :	52.63%	15.79%	31.58%	0.00%	6.67%	66.67%	20.00%	6.67%	11.76%	52.94%	35.29%	0.00%	28.00%	64.00%	8.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	3	1	4	0	0	2	2	0	1	6	6	0	1	6	1	0	33
PEAK HR FACTOR :	0.375	0.250	0.500	0.000	0.000	0.500	0.500	0.000	0.250	0.375	0.375	0.000	0.250	0.750	0.250	0.000	0.750
	1.000				1.000				0.542				0.667				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	1	1	0	0	5
2:15 PM	0	1	3	0	1	0	0	0	0	1	1	0	0	1	0	0	8
2:30 PM	0	1	3	0	0	0	0	0	0	1	0	0	1	3	1	0	10
2:45 PM	0	0	0	0	1	2	0	0	1	1	1	0	0	3	1	0	10
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	1	2	2	0	0	0	0	0	0	3	0	0	0	0	0	0	8
3:30 PM	0	0	1	0	0	1	0	0	0	4	0	0	0	3	0	0	9
3:45 PM	1	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	4
4:00 PM	2	0	1	0	1	1	1	0	1	2	2	0	0	4	1	0	16
4:15 PM	0	0	3	0	1	0	1	0	0	2	1	0	0	2	0	0	10
4:30 PM	1	1	0	0	0	0	0	0	1	5	2	0	0	0	4	0	14
4:45 PM	2	1	0	0	0	0	0	0	1	3	0	0	2	0	0	0	9
5:00 PM	2	0	1	1	1	2	0	0	2	3	0	0	1	2	0	0	15
5:15 PM	0	1	2	0	0	0	0	0	0	3	1	0	1	1	0	0	9
5:30 PM	5	1	2	0	0	0	1	0	0	4	1	1	1	3	0	0	19
5:45 PM	0	0	2	0	0	0	0	0	1	4	3	0	4	2	0	0	16
6:00 PM	1	1	1	0	1	0	0	0	1	1	1	0	0	1	0	0	8
6:15 PM	2	1	0	0	0	0	1	0	0	3	2	0	0	2	0	0	11
6:30 PM	2	1	1	0	0	1	0	0	0	3	2	0	4	0	0	1	15
6:45 PM	0	0	3	0	0	1	0	0	1	4	2	0	0	1	1	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	12	27	1	6	8	5	0	9	49	20	1	15	29	8	1	210
APPROACH %'s :	32.20%	20.34%	45.76%	1.69%	31.58%	42.11%	26.32%	0.00%	11.39%	62.03%	25.32%	1.27%	28.30%	54.72%	15.09%	1.89%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	7	2	7	1	1	2	1	0	3	14	5	1	7	8	0	0	59
PEAK HR FACTOR :	0.350	0.500	0.875	0.250	0.250	0.250	0.250	0.000	0.375	0.875	0.417	0.250	0.438	0.667	0.000	0.000	0.776
	0.531				0.333				0.719				0.625				

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula
Control: 2-Way Stop (NB/SB)

Project ID: 22-180056-004
Date: 3/30/2022

Data - Cars

AM

NS/EW Streets:	Cagle Mill Rd/Noah Martin Rd				Cagle Mill Rd/Noah Martin Rd				Whitehall Rd				Whitehall Rd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4
7:15 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	1	0	0	7
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	6	1	0	9
7:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	4	0	0	7
8:00 AM	0	1	0	0	0	2	0	0	1	1	1	0	0	4	1	0	11
8:15 AM	1	0	0	0	1	1	1	0	0	0	1	0	0	2	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	5
9:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
9:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
9:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	1	1	1	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	3	1	0	2	13	4	0	2	10	2	0	1	24	3	0	68
APPROACH %'s :	42.86%	42.86%	14.29%	0.00%	10.53%	68.42%	21.05%	0.00%	14.29%	71.43%	14.29%	0.00%	3.57%	85.71%	10.71%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	1	0	0	1	7	1	0	1	4	1	0	0	15	2	0	34
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.250	0.875	0.250	0.000	0.250	0.333	0.250	0.000	0.000	0.625	0.500	0.000	0.773
	0.500				0.750				0.500				0.607				

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
10:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	1	1	0	0	0	0	0	0	0	2	1	0	0	1	0	0	6
10:45 AM	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	5
11:00 AM	1	0	0	0	0	0	0	1	0	1	0	0	2	1	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30 AM	1	0	1	0	0	1	0	0	1	4	0	0	0	1	1	0	10
11:45 AM	2	0	0	0	0	0	1	0	0	0	4	0	0	1	0	0	8
12:00 PM	0	1	1	0	0	1	0	0	0	1	1	0	1	2	0	0	8
12:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	4
12:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	5
12:45 PM	0	0	1	0	0	3	0	0	0	0	2	0	0	2	0	0	8
1:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1:15 PM	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6
1:30 PM	1	0	1	0	1	0	0	0	0	1	1	0	1	2	0	0	8
1:45 PM	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	3	6	0	1	10	1	1	4	16	11	0	6	16	2	0	87
APPROACH %'s :	52.63%	15.79%	31.58%	0.00%	7.69%	76.92%	7.69%	7.69%	12.90%	51.61%	35.48%	0.00%	25.00%	66.67%	8.33%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	3	1	4	0	0	2	1	0	1	5	5	0	1	6	1	0	30
PEAK HR FACTOR :	0.375	0.250	0.500	0.000	0.000	0.500	0.250	0.000	0.250	0.313	0.313	0.000	0.250	0.750	0.250	0.000	0.750
	1.000				0.750				0.550				0.667				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	1	1	0	0	5
2:15 PM	0	1	3	0	1	0	0	0	0	1	1	0	0	1	0	0	8
2:30 PM	0	1	2	0	0	0	0	0	0	1	0	0	1	3	1	0	9
2:45 PM	0	0	0	0	1	2	0	0	1	1	1	0	0	2	1	0	9
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	1	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	7
3:30 PM	0	0	1	0	0	1	0	0	0	4	0	0	0	3	0	0	9
3:45 PM	1	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	4
4:00 PM	2	0	1	0	1	1	0	0	1	1	2	0	0	4	0	0	13
4:15 PM	0	0	3	0	1	0	1	0	0	2	1	0	0	2	0	0	10
4:30 PM	1	1	0	0	0	0	0	0	1	5	2	0	0	0	4	0	14
4:45 PM	2	1	0	0	0	0	0	0	1	3	0	0	2	0	0	0	9
5:00 PM	2	0	1	1	1	2	0	0	2	3	0	0	1	2	0	0	15
5:15 PM	0	1	2	0	0	0	0	0	0	3	1	0	1	1	0	0	9
5:30 PM	5	1	2	0	0	0	1	0	0	4	1	1	1	3	0	0	19
5:45 PM	0	0	1	0	0	0	0	0	1	4	3	0	3	2	0	0	14
6:00 PM	1	1	1	0	1	0	0	0	1	1	1	0	0	1	0	0	8
6:15 PM	2	1	0	0	0	0	1	0	0	3	2	0	0	2	0	0	11
6:30 PM	2	1	1	0	0	1	0	0	0	3	1	0	4	0	0	1	14
6:45 PM	0	0	3	0	0	1	0	0	1	4	0	0	0	1	1	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	12	24	1	6	8	4	0	9	48	17	1	14	28	7	1	199
APPROACH %'s :	33.93%	21.43%	42.86%	1.79%	33.33%	44.44%	22.22%	0.00%	12.00%	64.00%	22.67%	1.33%	28.00%	56.00%	14.00%	2.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	7	2	6	1	1	2	1	0	3	14	5	1	6	8	0	0	57
PEAK HR FACTOR :	0.350	0.500	0.750	0.250	0.250	0.250	0.250	0.000	0.375	0.875	0.417	0.250	0.500	0.667	0.000	0.000	0.750
	0.500				0.333				0.719				0.700				

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula
Control: 2-Way Stop (NB/SB)

Project ID: 22-180056-004
Date: 3/30/2022

Data - HT

NS/EW Streets: Cagle Mill Rd/Noah Martin Rd | Cagle Mill Rd/Noah Martin Rd | Whitehall Rd | Whitehall Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	4
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	4
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.333
	0.250				0.250				0.250				0.250				

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	0	2	1	0	1	0	0	0	6
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.375
					0.250				0.500								

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	0	1	0	0	1	3	0	1	1	1	0	11
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	33.33%	33.33%	33.33%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250
			0.250												0.250		

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula
Control: 2-Way Stop (NB/SB)

Project ID: 22-180056-004
Date: 3/30/2022

Data - Bikes

NS/EW Streets: Cagle Mill Rd/Noah Martin Rd | Cagle Mill Rd/Noah Martin Rd | Whitehall Rd | Whitehall Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula
Project ID: 22-180056-004
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Cagle Mill Rd/Noah Martin Rd		Cagle Mill Rd/Noah Martin Rd		Whitehall Rd		Whitehall Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	11:30 AM - 12:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Cagle Mill Rd/Noah Martin Rd & Whitehall Rd

Peak Hour Turning Movement Count

ID: 22-180056-004
City: Lula

Day: Wednesday
Date: 3/30/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 10:00 AM
11:30 AM - 12:30 PM	10:00 AM - 02:00 PM
05:00 PM - 06:00 PM	2:00 PM - 07:00 PM

SOUTHBOUND (Cagle Mill Rd/Noah Martin Rd)

AM	2	7	1	0	5	AM
NOON	2	2	0	0	3	NOON
PM	1	2	1	0	5	PM

EASTBOUND (Whitehall Rd)

AM	NOON	PM	
18	11	17	
0	0	1	0
1	1	3	0
4	6	14	1
2	6	5	0

WESTBOUND (Whitehall Rd)

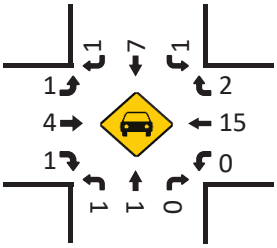
	PM	NOON	AM
0	0	1	3
1	8	6	15
0	7	1	0
0	0	0	0
	22	10	6

NORTHBOUND (Cagle Mill Rd/Noah Martin Rd)

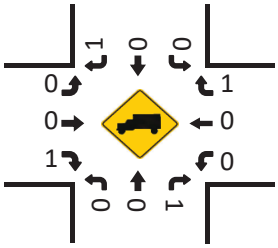
PM	15	1	7	2	7	PM
NOON	9	0	3	1	4	NOON
AM	9	0	1	1	1	AM

CONTROL			
2-Way Stop (NB/SB)			
TEV	38 AM	33 NOON	59 PM
PHF	0.79	0.75	0.78

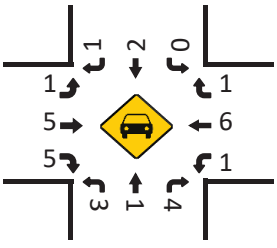
Cars (AM)



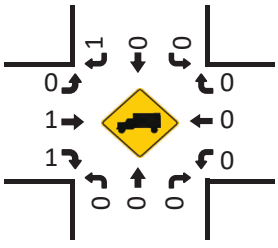
HT (AM)



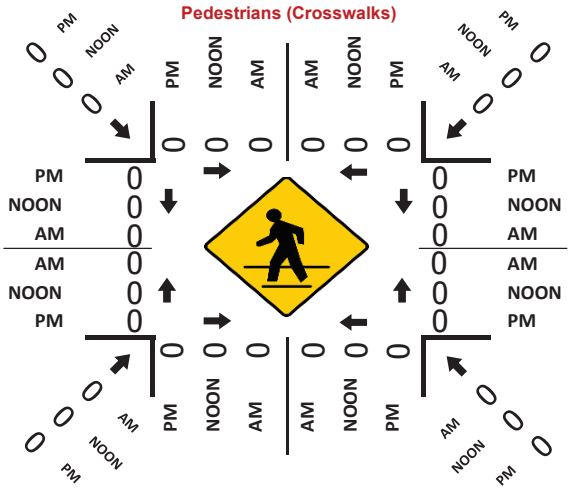
Cars (NOON)



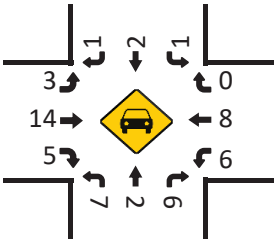
HT (NOON)



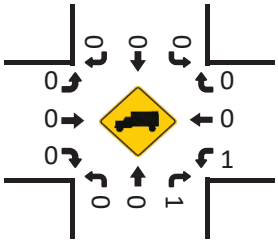
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 22-180056-004
Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula

Day: Wednesday
Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Cagle Mill Rd/Noah Martin Rd Northbound						Cagle Mill Rd/Noah Martin Rd Southbound						Whitehall Rd Eastbound						Whitehall Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	4
7:15 AM	0	0	1	0	0	1	0	2	1	0	0	3	0	3	0	0	0	3	0	1	0	0	0	1	8
7:30 AM	1	0	0	0	0	1	0	1	1	0	0	2	0	0	1	0	0	1	0	6	2	0	0	8	12
7:45 AM	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
Total	1	0	1	0	0	2	1	5	3	0	0	9	0	4	1	0	0	5	0	13	2	0	0	15	31
8:00 AM	0	1	0	0	0	1	0	2	0	0	0	2	1	1	1	0	0	3	0	4	1	0	0	5	11
8:15 AM	1	0	0	0	0	1	1	1	1	0	0	3	0	0	1	0	0	1	0	2	0	0	0	2	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3	0	1	0	0	0	1	5
Total	1	1	0	0	0	2	1	4	1	0	0	6	1	5	2	0	0	8	0	9	1	0	0	10	26
9:00 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	1	1	0	0	0	2	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	4
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	3
9:45 AM	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	1	1	1	0	0	3	6
Total	1	2	1	0	0	4	0	4	1	0	0	5	1	1	0	0	0	2	1	2	1	0	0	4	15
BREAK																									
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	2	3
10:15 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	4
10:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3	1	1	0	0	0	2	7
10:45 AM	1	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	2	5
Total	2	1	0	0	0	3	0	3	1	0	0	4	1	4	1	0	0	6	2	3	1	0	0	6	19
11:00 AM	1	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	1	2	1	0	0	0	3	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
11:30 AM	1	0	1	0	0	2	0	1	0	0	0	1	1	4	1	0	0	6	0	1	1	0	0	2	11
11:45 AM	2	0	0	0	0	2	0	0	1	0	0	1	0	0	4	0	0	4	0	1	0	0	0	1	8
Total	4	0	1	0	0	5	0	1	1	1	0	3	1	5	6	0	0	12	2	3	1	0	0	6	26
12:00 PM	0	1	1	0	0	2	0	1	0	0	0	1	0	1	1	0	0	2	1	2	0	0	0	3	8
12:15 PM	0	0	2	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	6
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0	2	0	0	0	2	5
12:45 PM	0	0	1	0	0	1	0	3	0	0	0	3	0	0	2	0	0	2	0	2	0	0	0	2	8
Total	0	1	4	0	0	5	0	5	1	0	0	6	0	4	3	0	0	7	1	8	0	0	0	9	27
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
1:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	6
1:30 PM	1	0	1	0	0	2	1	0	0	0	0	1	0	1	1	0	0	2	1	2	0	0	0	3	8
1:45 PM	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	5
Total	4	1	1	0	0	6	1	1	0	0	0	2	2	5	2	0	0	9	2	2	0	0	0	4	21
BREAK																									
2:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	1	1	0	0	0	2	5
2:15 PM	0	1	3	0	0	4	1	0	0	0	0	1	0	1	1	0	0	2	0	1	0	0	0	1	8
2:30 PM	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	1	3	1	0	0	5	10
2:45 PM	0	0	0	0	0	0	1	2	0	0	0	3	1	1	1	0	0	3	0	3	1	0	0	4	10
Total	0	2	7	0	0	9	2	2	0	0	0	4	1	5	2	0	0	8	2	8	2	0	0	12	33
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	1	2	2	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	8
3:30 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	4	0	0	0	4	0	3	0	0	0	3	9
3:45 PM	1	0	1	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
Total	2	3	4	0	0	9	0	1	1	0	0	2	0	7	1	0	0	8	0	3	0	0	0	3	22
4:00 PM	2	0	1	0	0	3	1	1	1	0	0	3	1	2	2	0	0	5	0	4	1	0	0	5	16
4:15 PM	0	0	3	0	0	3	1	0	1	0	0	2	0	2	1	0	0	3	0	2	0	0	0	2	10
4:30 PM	1	1	0	0	0	2	0	0	0	0	0	0	1	5	2	0	0	8	0	0	4	0	0	4	14
4:45 PM	2	1	0	0	0	3	0	0	0	0	0	0	1	3	0	0	0	4	2	0	0	0	0	2	9
Total	5	2	4	0	0	11	2	1	2	0	0	5	3	12	5	0	0	20	2	6	5	0	0	13	49
5:00 PM	2	0	1	1	0	4	1	2	0	0	0	3	2	3	0	0	0	5	1	2	0	0	0	3	15
5:15 PM	0	1	2	0	0	3	0	0	0	0	0	0	0	3	1	0	0	4	1	1	0	0	0	2	9
5:30 PM	5	1	2	0	0	8	0	0	1	0	0	1	0	4	1	1	0	6	1	3	0	0	0	4	19
5:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	1	4	3	0	0	8	4	2	0	0	0	6	16
Total	7	2	7	1	0	17	1	2	1	0	0	4	3	14	5	1	0	23	7	8	0	0	0	15	59
6:00 PM	1	1	1	0	0	3	1	0	0	0	0	1	1	1	1	0	0	3	0	1	0	0	0	1	8
6:15 PM	2	1	0	0	0	3	0	0	1	0	0	1	0	3	2	0	0	5	0	2	0	0	0	2	11
6:30 PM	2	1	1	0	0	4	0	1	0	0	0	1	0	3	2	0	0	5	4	0	0	1	0	5	15
6:45 PM	0	0	3	0	0	3	0	1	0	0	0	1	1	4	2	0	0	7	0	1	1	0	0	2	13
Total	5	3	5	0	0	13	1	2	1	0	0	4	2	11	7	0	0	20	4	4	1	1	0	10	47
Grand Total	32	18	35	1	0	86	9	31	13	1	0	54	15	77	35	1	0	128	23	69	14	1	0	107	375
Apprch %	37.2	20.9	40.7	1.2	0.0		16.7	57.4	24.1	1.9	0.0		11.7	60.2	27.3	0.8	0.0		21.5	64.5	13.1	0.9	0.0		
Total %	8.5	4.8	9.3	0.3	0.0	22.9	2.4	8.3	3.5	0.3	0.0	14.4	4.0	20.5	9.3	0.3	0.0	34.1	6.1	18.4	3.7	0.3	0.0	28.5	
Cars, PU, Vans	32	18	31	1		82	9	31	9	1		50	15	74	30	1		120	21	68	12	1		102	354
% Cars, PU, Vans	100.0	100.0	88.6	100.0		95.3	100.0	100.0	69.2	100.0		92.6	100.0	96.1	85.7	100.0		93.8	91.3	98.6	85.7	100.0		95.3	94.4
Heavy trucks	0	0	4	0		4	0	0	4	0		4	0	3	5	0		8	2	1	2	0		5	21

%Heavy trucks	0.0	0.0	11.4	0.0		4.7	0.0	0.0	30.8	0.0		7.4	0.0	3.9	14.3	0.0		6.3	8.7	1.4	14.3	0.0		4.7	5.6

Project ID: 22-180056-004
Location: Cagle Mill Rd/Noah Martin Rd & Whitehall Rd
City: Lula

PEAK HOURS

Day: Wednesday
Date: 3/30/2022

AM

	Cagle Mill Rd/Noah Martin Rd Northbound					Cagle Mill Rd/Noah Martin Rd Southbound					Whitehall Rd Eastbound					Whitehall Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	0	1	0	1	0	2	1	0	3	0	3	0	0	3	0	1	0	0	1	8
7:30 AM	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	0	6	2	0	8	12
7:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
8:00 AM	0	1	0	0	1	0	2	0	0	2	1	1	1	0	3	0	4	1	0	5	11
Total Volume	1	1	1	0	3	1	7	2	0	10	1	4	2	0	7	0	15	3	0	18	38
% App. Total	33.3	33.3	33.3	0.0	100	10.0	70.0	20.0	0.0	100	14.3	57.1	28.6	0.0	100	0.0	83.3	16.7	0.0	100	
PHF					0.750					0.833					0.583					0.563	0.792
Cars, PU, Vans	1	1	0	0	2	1	7	1	0	9	1	4	1	0	6	0	15	2	0	17	34
% Cars, PU, Vans	100.0	100.0	0.0	0.0	66.7	100.0	100.0	50.0	0.0	90.0	100.0	100.0	50.0	0.0	85.7	0.0	100.0	66.7	0.0	94.4	89.5
Heavy trucks	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	4
%Heavy trucks	0.0	0.0	100.0	0.0	33.3	0.0	0.0	50.0	0.0	10.0	0.0	0.0	50.0	0.0	14.3	0.0	0.0	33.3	0.0	5.6	10.5

NOON

	Cagle Mill Rd/Noah Martin Rd Northbound					Cagle Mill Rd/Noah Martin Rd Southbound					Whitehall Rd Eastbound					Whitehall Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	1	0	1	0	2	0	1	0	0	1	1	4	1	0	6	0	1	1	0	2	11
11:45 AM	2	0	0	0	2	0	0	1	0	1	0	0	4	0	4	0	1	0	0	1	8
12:00 PM	0	1	1	0	2	0	1	0	0	1	0	1	1	0	2	1	2	0	0	3	8
12:15 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	6
Total Volume	3	1	4	0	8	0	2	2	0	4	1	6	6	0	13	1	6	1	0	8	33
% App. Total	37.5	12.5	50.0	0.0	100	0.0	50.0	50.0	0.0	100	7.7	46.2	46.2	0.0	100	12.5	75.0	12.5	0.0	100	
PHF					1.000					1.000					0.542					0.667	0.750
Cars, PU, Vans	3	1	4	0	8	0	2	1	0	3	1	5	5	0	11	1	6	1	0	8	30
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	0.0	100.0	50.0	0.0	75.0	100.0	83.3	83.3	0.0	84.6	100.0	100.0	100.0	0.0	100.0	90.9
Heavy trucks	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	16.7	16.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	9.1

PM

	Cagle Mill Rd/Noah Martin Rd Northbound					Cagle Mill Rd/Noah Martin Rd Southbound					Whitehall Rd Eastbound					Whitehall Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	2	0	1	1	4	1	2	0	0	3	2	3	0	0	5	1	2	0	0	3	15
5:15 PM	0	1	2	0	3	0	0	0	0	0	0	3	1	0	4	1	1	0	0	2	9
5:30 PM	5	1	2	0	8	0	0	1	0	1	0	4	1	1	6	1	3	0	0	4	19
5:45 PM	0	0	2	0	2	0	0	0	0	0	1	4	3	0	8	4	2	0	0	6	16
Total Volume	7	2	7	1	17	1	2	1	0	4	3	14	5	1	23	7	8	0	0	15	59
% App. Total	41.2	11.8	41.2	5.9	100	25.0	50.0	25.0	0.0	100	13.0	60.9	21.7	4.3	100	46.7	53.3	0.0	0.0	100	
PHF					0.531					0.333					0.719					0.625	0.776
Cars, PU, Vans	7	2	6	1	16	1	2	1	0	4	3	14	5	1	23	6	8	0	0	14	57
% Cars, PU, Vans	100.0	100.0	85.7	100.0	94.1	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	85.7	100.0	0.0	0.0	93.3	96.6
Heavy trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
%Heavy trucks	0.0	0.0	14.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	6.7	3.4

National Data & Surveying Services Intersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula
Control: 1-Way Stop (SB)

Project ID: 22-180056-005
Date: 3/30/2022

Data - Total

NS/EW Streets: Noah Martin Rd | Noah Martin Rd | Old Cornelia Hwy | Old Cornelia Hwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	0	10	0	0	0	58	0	0	70
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	71	1	0	84
7:30 AM	0	0	0	0	0	0	4	0	0	19	0	0	0	101	0	0	124
7:45 AM	0	0	0	0	1	0	2	0	0	15	0	0	0	93	1	0	112
8:00 AM	0	0	0	0	0	0	1	0	0	32	0	0	0	90	0	0	123
8:15 AM	0	0	0	0	1	0	2	0	0	34	0	0	0	45	1	0	83
8:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	38	0	0	49
8:45 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	32	1	0	45
9:00 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	28	0	0	43
9:15 AM	0	0	0	0	0	0	1	0	1	16	0	0	0	32	0	0	50
9:30 AM	0	0	0	0	1	0	1	0	0	16	0	0	0	26	1	0	45
9:45 AM	0	0	0	0	0	0	1	0	0	13	0	0	0	38	0	0	52
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	15	0	1	204	0	0	0	652	5	0	880
APPROACH %'s :					16.67%	0.00%	83.33%	0.00%	0.49%	99.51%	0.00%	0.00%	0.00%	99.24%	0.76%	0.00%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	7	0	0	78	0	0	0	355	2	0	443
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.438	0.000	0.000	0.609	0.000	0.000	0.000	0.879	0.500	0.000	0.893
							0.500				0.609				0.884		

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	1	0	0	12	0	0	0	24	0	0	37
10:15 AM	0	0	0	0	0	0	1	0	0	20	0	0	0	21	1	0	43
10:30 AM	0	0	0	0	1	0	2	0	0	22	0	0	0	20	0	0	45
10:45 AM	0	0	0	0	1	0	2	0	1	17	0	0	0	25	2	0	48
11:00 AM	0	0	0	0	1	0	1	0	0	19	0	0	0	16	0	0	37
11:15 AM	0	0	0	0	0	0	0	0	0	28	0	0	0	23	1	0	52
11:30 AM	0	0	0	0	1	0	0	0	1	29	0	0	0	23	0	0	54
11:45 AM	0	0	0	0	1	0	2	0	0	17	0	0	0	24	1	0	45
12:00 PM	0	0	0	0	1	0	1	0	2	29	0	0	0	20	0	0	53
12:15 PM	0	0	0	0	0	0	2	0	2	24	0	0	0	26	0	0	54
12:30 PM	0	0	0	0	0	0	1	0	0	28	0	0	0	26	0	0	55
12:45 PM	0	0	0	0	0	0	4	0	1	38	0	0	0	25	0	0	68
1:00 PM	0	0	0	0	1	0	1	0	1	29	0	0	0	23	1	0	56
1:15 PM	0	0	0	0	1	0	0	0	0	22	0	0	0	26	0	0	49
1:30 PM	0	0	0	0	1	0	1	0	2	25	0	0	0	22	1	0	52
1:45 PM	0	0	0	0	1	0	2	0	1	47	0	0	0	18	1	0	70
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	21	0	11	406	0	0	0	362	8	0	818
APPROACH %'s :					32.26%	0.00%	67.74%	0.00%	2.64%	97.36%	0.00%	0.00%	0.00%	97.84%	2.16%	0.00%	
PEAK HR :	**12:15 PM - 01:15 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	8	0	4	119	0	0	0	100	1	0	233
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.783	0.000	0.000	0.000	0.962	0.250	0.000	0.857
							0.563				0.788				0.971		

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	27	0	0	50
2:15 PM	0	0	0	0	1	0	0	0	2	38	0	0	0	25	0	0	66
2:30 PM	0	0	0	0	1	0	1	0	3	29	0	0	0	39	0	0	73
2:45 PM	0	0	0	0	2	0	0	0	0	32	0	0	0	40	0	0	74
3:00 PM	0	0	0	0	0	0	1	0	1	37	0	0	0	34	1	0	74
3:15 PM	0	0	0	0	0	0	1	0	3	54	0	0	0	26	1	0	85
3:30 PM	0	0	0	0	0	0	0	0	1	60	0	0	0	25	0	0	86
3:45 PM	0	0	0	0	1	0	1	0	4	76	0	0	0	23	0	1	106
4:00 PM	0	0	0	0	1	0	1	0	3	61	0	0	0	22	0	0	88
4:15 PM	0	0	0	0	0	0	2	0	1	54	0	0	0	35	1	0	93
4:30 PM	0	0	0	0	1	0	1	0	2	62	0	0	0	30	1	0	97
4:45 PM	0	0	0	0	1	0	0	0	1	79	0	0	0	27	1	0	109
5:00 PM	0	0	0	0	1	0	2	0	3	74	0	0	0	33	2	0	115
5:15 PM	0	0	0	0	3	0	0	0	4	86	0	0	0	34	3	0	130
5:30 PM	0	0	0	0	1	0	0	0	2	67	0	0	0	22	0	0	92
5:45 PM	0	0	0	0	0	0	3	0	1	58	0	0	0	16	1	0	79
6:00 PM	0	0	0	0	2	0	1	0	4	61	0	0	0	32	1	0	101
6:15 PM	0	0	0	0	0	0	0	0	4	58	0	0	0	18	1	0	81
6:30 PM	0	0	0	0	1	0	4	0	2	43	0	0	0	29	0	0	79
6:45 PM	0	0	0	0	1	0	2	0	1	30	0	0	0	25	0	0	59
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	17	0	20	0	42	1082	0	0	0	562	13	1	1737
APPROACH %'s :					45.95%	0.00%	54.05%	0.00%	3.74%	96.26%	0.00%	0.00%	0.00%	97.57%	2.26%	0.17%	
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	3	0	10	301	0	0	0	124	7	0	451
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.625	0.875	0.000	0.000	0.000	0.912	0.583	0.000	0.867
							0.750				0.864				0.885		

National Data & Surveying Services Intersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula
Control: 1-Way Stop (SB)

Project ID: 22-180056-005
Date: 3/30/2022

Data - Cars

NS/EW Streets: Noah Martin Rd | Noah Martin Rd | Old Cornelia Hwy | Old Cornelia Hwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	0	10	0	0	0	58	0	0	70
7:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	69	1	0	81
7:30 AM	0	0	0	0	0	0	3	0	0	18	0	0	0	101	0	0	122
7:45 AM	0	0	0	0	1	0	2	0	0	15	0	0	0	90	1	0	109
8:00 AM	0	0	0	0	0	0	1	0	0	27	0	0	0	85	0	0	113
8:15 AM	0	0	0	0	1	0	2	0	0	28	0	0	0	45	1	0	77
8:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	38	0	0	49
8:45 AM	0	0	0	0	0	0	1	0	0	10	0	0	0	30	1	0	42
9:00 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	27	0	0	39
9:15 AM	0	0	0	0	0	0	1	0	1	15	0	0	0	30	0	0	47
9:30 AM	0	0	0	0	1	0	1	0	0	13	0	0	0	26	1	0	42
9:45 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	36	0	0	48
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	14	0	1	181	0	0	0	635	5	0	839
APPROACH %'s :					17.65%	0.00%	82.35%	0.00%	0.55%	99.45%	0.00%	0.00%	0.00%	99.22%	0.78%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	6	0	0	71	0	0	0	345	2	0	425
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.657	0.000	0.000	0.000	0.854	0.500	0.000	0.871
					0.583				0.657				0.859				

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	1	0	0	12	0	0	0	23	0	0	36
10:15 AM	0	0	0	0	0	0	1	0	0	19	0	0	0	20	1	0	41
10:30 AM	0	0	0	0	1	0	1	0	0	19	0	0	0	18	0	0	39
10:45 AM	0	0	0	0	1	0	2	0	1	17	0	0	0	23	2	0	46
11:00 AM	0	0	0	0	1	0	1	0	0	18	0	0	0	15	0	0	35
11:15 AM	0	0	0	0	0	0	0	0	0	26	0	0	0	20	1	0	47
11:30 AM	0	0	0	0	1	0	0	0	1	29	0	0	0	20	0	0	51
11:45 AM	0	0	0	0	1	0	1	0	0	17	0	0	0	22	1	0	42
12:00 PM	0	0	0	0	1	0	1	0	2	27	0	0	0	15	0	0	46
12:15 PM	0	0	0	0	0	0	2	0	2	24	0	0	0	25	0	0	53
12:30 PM	0	0	0	0	0	0	1	0	0	26	0	0	0	24	0	0	51
12:45 PM	0	0	0	0	0	0	4	0	1	36	0	0	0	23	0	0	64
1:00 PM	0	0	0	0	1	0	1	0	0	28	0	0	0	21	1	0	52
1:15 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	25	0	0	45
1:30 PM	0	0	0	0	1	0	1	0	2	25	0	0	0	17	1	0	47
1:45 PM	0	0	0	0	1	0	2	0	1	45	0	0	0	16	1	0	66
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	9	0	19	0	10	388	0	0	0	327	8	0	761
APPROACH %'s :					32.14%	0.00%	67.86%	0.00%	2.51%	97.49%	0.00%	0.00%	0.00%	97.61%	2.39%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	8	0	3	114	0	0	0	93	1	0	220
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.375	0.792	0.000	0.000	0.000	0.930	0.250	0.000	0.859
					0.563				0.791				0.940				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	25	0	0	45
2:15 PM	0	0	0	0	1	0	0	0	1	38	0	0	0	22	0	0	62
2:30 PM	0	0	0	0	1	0	1	0	2	29	0	0	0	37	0	0	70
2:45 PM	0	0	0	0	2	0	0	0	0	29	0	0	0	36	0	0	67
3:00 PM	0	0	0	0	0	0	1	0	1	36	0	0	0	28	1	0	67
3:15 PM	0	0	0	0	0	0	1	0	2	53	0	0	0	26	1	0	83
3:30 PM	0	0	0	0	0	0	0	0	1	55	0	0	0	25	0	0	81
3:45 PM	0	0	0	0	1	0	0	0	4	71	0	0	0	22	0	1	99
4:00 PM	0	0	0	0	1	0	1	0	3	58	0	0	0	20	0	0	83
4:15 PM	0	0	0	0	0	0	2	0	1	53	0	0	0	35	1	0	92
4:30 PM	0	0	0	0	1	0	1	0	2	59	0	0	0	26	1	0	90
4:45 PM	0	0	0	0	1	0	0	0	1	76	0	0	0	26	1	0	105
5:00 PM	0	0	0	0	1	0	2	0	3	73	0	0	0	33	2	0	114
5:15 PM	0	0	0	0	3	0	0	0	4	86	0	0	0	33	3	0	129
5:30 PM	0	0	0	0	1	0	0	0	1	63	0	0	0	21	0	0	86
5:45 PM	0	0	0	0	0	0	3	0	1	57	0	0	0	16	1	0	78
6:00 PM	0	0	0	0	2	0	0	0	4	60	0	0	0	31	1	0	98
6:15 PM	0	0	0	0	0	0	0	0	4	58	0	0	0	18	1	0	81
6:30 PM	0	0	0	0	1	0	3	0	2	42	0	0	0	29	0	0	77
6:45 PM	0	0	0	0	0	0	2	0	1	29	0	0	0	25	0	0	57
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	16	0	17	0	38	1045	0	0	0	534	13	1	1664
APPROACH %'s :					48.48%	0.00%	51.52%	0.00%	3.51%	96.49%	0.00%	0.00%	0.00%	97.45%	2.37%	0.18%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	3	0	10	294	0	0	0	118	7	0	438
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.625	0.855	0.000	0.000	0.000	0.894	0.583	0.000	0.849
					0.750				0.844				0.868				

National Data & Surveying Services Intersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula
Control: 1-Way Stop (SB)

Project ID: 22-180056-005
Date: 3/30/2022

Data - HT

NS/EW Streets: Noah Martin Rd | Noah Martin Rd | Old Cornelia Hwy | Old Cornelia Hwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	23	0	0	0	17	0	0	41
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	7	0	0	0	10	0	0	18
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.350	0.000	0.000	0.000	0.500	0.000	0.000	0.450
							0.250				0.350				0.500		

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
10:30 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	2	0	0	6
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
11:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	4
1:15 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
1:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	2	0	1	18	0	0	0	35	0	0	57
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	5.26%	94.74%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	5	0	0	0	7	0	0	13
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.000	0.000	0.000	0.875	0.000	0.000	0.813
											0.750				0.875		

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
3:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
3:45 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	1	0	0	7
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	3	0	4	37	0	0	0	28	0	0	73
APPROACH %'s :					25.00%	0.00%	75.00%	0.00%	9.76%	90.24%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	13
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.375	0.000	0.000	0.464
											0.583				0.375		

National Data & Surveying Services Intersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula
Control: 1-Way Stop (SB)

Project ID: 22-180056-005
Date: 3/30/2022

Data - Bikes

NS/EW Streets: Noah Martin Rd | Noah Martin Rd | Old Cornelia Hwy | Old Cornelia Hwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula
Project ID: 22-180056-005
Date: 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Noah Martin Rd		Noah Martin Rd		Old Cornelia Hwy		Old Cornelia Hwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	12:15 PM - 01:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Noah Martin Rd & Old Cornelia Hwy

Peak Hour Turning Movement Count

ID: 22-180056-005
City: Lula

Day: Wednesday
Date: 3/30/2022

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	12:15 PM - 01:15 PM
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	2:00 PM - 07:00 PM

SOUTHBOUND — Noah Martin Rd

AM	7	0	1	0	2	AM
NOON	8	0	1	0	5	NOON
PM	3	0	6	0	17	PM

EASTBOUND — Old Cornelia Hwy

AM	NOON	PM		
362	108	127	⇦	
0	0	0	↶	0
0	4	10	↱	0
78	119	301	→	1
0	0	0	↴	0
AM	NOON	PM		

WESTBOUND — Old Cornelia Hwy

PM	NOON	AM		
7	1	2	↰	0
124	100	355	←	1
0	0	0	↰	0
0	0	0	↰	0
307	120	79	⇨	
PM	NOON	AM		

NORTHBOUND — Noah Martin Rd

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

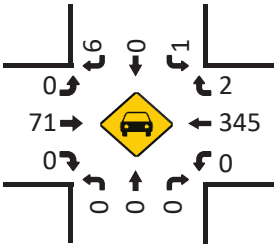
	0	1	0	0
	0	0	0	0

CONTROL

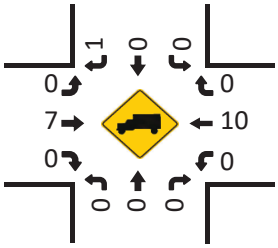
1-Way Stop (SB)

	AM	NOON	PM
TEV	443	233	451
PHF	0.89	0.86	0.87

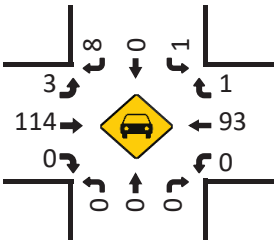
Cars (AM)



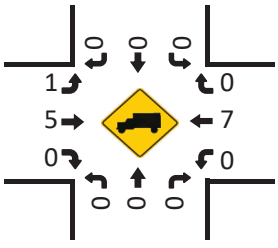
HT (AM)



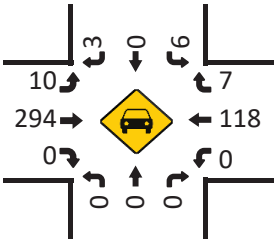
Cars (NOON)



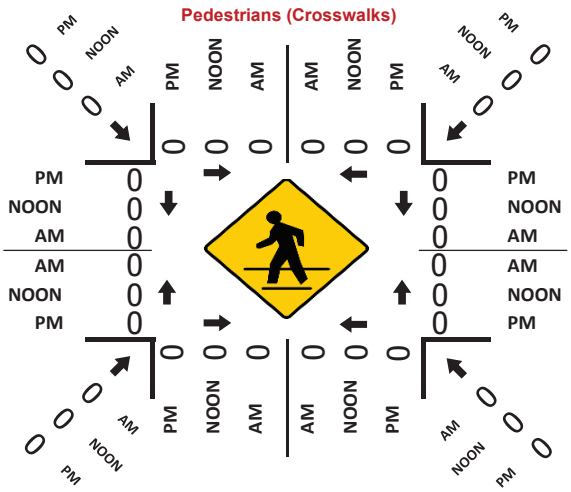
HT (NOON)



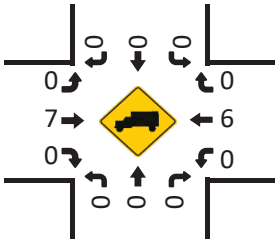
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)

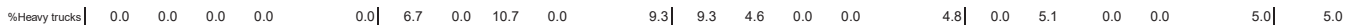


Project ID: 22-180056-005
Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula

Day: Wednesday
Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Noah Martin Rd Northbound						Noah Martin Rd Southbound						Old Cornelia Hwy Eastbound						Old Cornelia Hwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	10	0	0	0	10	0	58	0	0	0	58	70
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	71	1	0	0	72	84
7:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	19	0	0	0	19	0	101	0	0	0	101	124
7:45 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	15	0	0	0	15	0	93	1	0	0	94	112
Total	0	0	0	0	0	0	1	0	8	0	0	9	0	56	0	0	0	56	0	323	2	0	0	325	390
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	32	0	0	0	32	0	90	0	0	0	90	123
8:15 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	34	0	0	0	34	0	45	1	0	0	46	83
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	38	0	0	0	38	49
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	11	0	0	0	11	0	32	1	0	0	33	45
Total	0	0	0	0	0	0	1	0	4	0	0	5	0	88	0	0	0	88	0	205	2	0	0	207	300
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	28	0	0	0	28	43
9:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	16	0	0	0	17	0	32	0	0	0	32	50
9:30 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	16	0	0	0	16	0	26	1	0	0	27	45
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	13	0	0	0	13	0	38	0	0	0	38	52
Total	0	0	0	0	0	0	1	0	3	0	0	4	1	60	0	0	0	61	0	124	1	0	0	125	190
BREAK																									
10:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	12	0	0	0	12	0	24	0	0	0	24	37
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	20	0	0	0	20	0	21	1	0	0	22	43
10:30 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	22	0	0	0	22	0	20	0	0	0	20	45
10:45 AM	0	0	0	0	0	0	1	0	2	0	0	3	1	17	0	0	0	18	0	25	2	0	0	27	48
Total	0	0	0	0	0	0	2	0	6	0	0	8	1	71	0	0	0	72	0	90	3	0	0	93	173
11:00 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	19	0	0	0	19	0	16	0	0	0	16	37
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	0	23	1	0	0	24	52
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	29	0	0	0	30	0	23	0	0	0	23	54
11:45 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	17	0	0	0	17	0	24	1	0	0	25	45
Total	0	0	0	0	0	0	3	0	3	0	0	6	1	93	0	0	0	94	0	86	2	0	0	88	188
12:00 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	29	0	0	0	31	0	20	0	0	0	20	53
12:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	24	0	0	0	26	0	26	0	0	0	26	54
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	28	0	0	0	28	0	26	0	0	0	26	55
12:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	1	38	0	0	0	39	0	25	0	0	0	25	68
Total	0	0	0	0	0	0	1	0	8	0	0	9	5	119	0	0	0	124	0	97	0	0	0	97	230
1:00 PM	0	0	0	0	0	0	1	0	1	0	0	2	1	29	0	0	0	30	0	23	1	0	0	24	56
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	22	0	0	0	22	0	26	0	0	0	26	49
1:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	25	0	0	0	27	0	22	1	0	0	23	52
1:45 PM	0	0	0	0	0	0	1	0	2	0	0	3	1	47	0	0	0	48	0	18	1	0	0	19	70
Total	0	0	0	0	0	0	4	0	4	0	0	8	4	123	0	0	0	127	0	89	3	0	0	92	227
BREAK																									
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	0	27	0	0	0	27	50
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	38	0	0	0	40	0	25	0	0	0	25	66
2:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	3	29	0	0	0	32	0	39	0	0	0	39	73
2:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	32	0	0	0	32	0	40	0	0	0	40	74
Total	0	0	0	0	0	0	4	0	1	0	0	5	5	122	0	0	0	127	0	131	0	0	0	131	263
3:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	37	0	0	0	38	0	34	1	0	0	35	74
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	3	54	0	0	0	57	0	26	1	0	0	27	85
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	60	0	0	0	61	0	25	0	0	0	25	86
3:45 PM	0	0	0	0	0	0	1	0	1	0	0	2	4	76	0	0	0	80	0	23	0	1	0	24	106
Total	0	0	0	0	0	0	1	0	3	0	0	4	9	227	0	0	0	236	0	108	2	1	0	111	351
4:00 PM	0	0	0	0	0	0	1	0	1	0	0	2	3	61	0	0	0	64	0	22	0	0	0	22	88
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	1	54	0	0	0	55	0	35	1	0	0	36	93
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	62	0	0	0	64	0	30	1	0	0	31	97
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	79	0	0	0	80	0	27	1	0	0	28	109
Total	0	0	0	0	0	0	3	0	4	0	0	7	7	256	0	0	0	263	0	114	3	0	0	117	387
5:00 PM	0	0	0	0	0	0	1	0	2	0	0	3	3	74	0	0	0	77	0	33	2	0	0	35	115
5:15 PM	0	0	0	0	0	0	3	0	0	0	0	3	4	86	0	0	0	90	0	34	3	0	0	37	130
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	67	0	0	0	69	0	22	0	0	0	22	92
5:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	1	58	0	0	0	59	0	16	1	0	0	17	79
Total	0	0	0	0	0	0	5	0	5	0	0	10	10	285	0	0	0	295	0	105	6	0	0	111	416
6:00 PM	0	0	0	0	0	0	2	0	1	0	0	3	4	61	0	0	0	65	0	32	1	0	0	33	101
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	58	0	0	0	62	0	18	1	0	0	19	81
6:30 PM	0	0	0	0	0	0	1	0	4	0	0	5	2	43	0	0	0	45	0	29	0	0	0	29	79
6:45 PM	0	0	0	0	0	0	1	0	2	0	0	3	1	30	0	0	0	31	0	25	0	0	0	25	59
Total	0	0	0	0	0	0	4	0	7	0	0	11	11	192	0	0	0	203	0	104	2	0	0	106	320
Grand Total	0	0	0	0	0	0	30	0	56	0	0	86	54	1692	0	0	0	1746	0	1576	26	1	0	1603	3435
Apprch %	0.0	0.0	0.0	0.0	0.0		34.9	0.0	65.1	0.0	0.0		3.1	96.9	0.0	0.0	0.0		0.0	98.3	1.6	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	1.6	0.0	0.0	2.5	1.6	49.3	0.0	0.0	0.0	50.8	0.0	45.9	0.8	0.0	0.0	46.7	
Cars, PU, Vans	0	0	0	0		0	28	0	50	0		78	49	1614	0	0		1663	0	1496	26	1		1523	3264
% Cars, PU, Vans	0.0	0.0	0.0	0.0		0.0	93.3	0.0	89.3	0.0		90.7	90.7	95.4	0.0	0.0		95.2	0.0	94.9	100.0	100.0		95.0	95.0
Heavy trucks	0	0	0	0		0	2	0	6	0		8	5	78	0	0		83	0	80	0	0		80	171


%Heavy trucks
0.0 0.0 0.0 0.0 0.0 6.7 0.0 10.7 0.0 9.3 9.3 4.6 0.0 0.0 4.8 0.0 5.1 0.0 0.0 5.0 5.0

Project ID: 22-180056-005
Location: Noah Martin Rd & Old Cornelia Hwy
City: Lula

PEAK HOURS

Day: Wednesday
Date: 3/30/2022

AM

	Noah Martin Rd Northbound					Noah Martin Rd Southbound					Old Cornelia Hwy Eastbound					Old Cornelia Hwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	71	1	0	72	84
7:30 AM	0	0	0	0	0	0	0	4	0	4	0	19	0	0	19	0	101	0	0	101	124
7:45 AM	0	0	0	0	0	1	0	2	0	3	0	15	0	0	15	0	93	1	0	94	112
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	32	0	0	32	0	90	0	0	90	123
Total Volume	0	0	0	0	0	1	0	7	0	8	0	78	0	0	78	0	355	2	0	357	443
% App. Total	0.0	0.0	0.0	0.0	0	12.5	0.0	87.5	0.0	100	0.0	100.0	0.0	0.0	100	0.0	99.4	0.6	0.0	100	
PHF										0.500					0.609					0.884	0.893
Cars, PU, Vans	0	0	0	0	0	1	0	6	0	7	0	71	0	0	71	0	345	2	0	347	425
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	85.7	0.0	87.5	0.0	91.0	0.0	0.0	91.0	0.0	97.2	100.0	0.0	97.2	95.9
Heavy trucks	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	10	0	0	10	18
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	12.5	0.0	9.0	0.0	0.0	9.0	0.0	2.8	0.0	0.0	2.8	4.1

NOON

	Noah Martin Rd Northbound					Noah Martin Rd Southbound					Old Cornelia Hwy Eastbound					Old Cornelia Hwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	0	0	0	0	2	0	2	2	24	0	0	26	0	26	0	0	26	54
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	28	0	0	28	0	26	0	0	26	55
12:45 PM	0	0	0	0	0	0	0	4	0	4	1	38	0	0	39	0	25	0	0	25	68
1:00 PM	0	0	0	0	0	1	0	1	0	2	1	29	0	0	30	0	23	1	0	24	56
Total Volume	0	0	0	0	0	1	0	8	0	9	4	119	0	0	123	0	100	1	0	101	233
% App. Total	0.0	0.0	0.0	0.0	0	11.1	0.0	88.9	0.0	100	3.3	96.7	0.0	0.0	100	0.0	99.0	1.0	0.0	100	
PHF										0.563					0.788					0.971	0.857
Cars, PU, Vans	0	0	0	0	0	1	0	8	0	9	3	114	0	0	117	0	93	1	0	94	220
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	75.0	95.8	0.0	0.0	95.1	0.0	93.0	100.0	0.0	93.1	94.4
Heavy trucks	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	7	0	0	7	13
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	4.2	0.0	0.0	4.9	0.0	7.0	0.0	0.0	6.9	5.6

PM

	Noah Martin Rd Northbound					Noah Martin Rd Southbound					Old Cornelia Hwy Eastbound					Old Cornelia Hwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	1	0	1	0	2	2	62	0	0	64	0	30	1	0	31	97
4:45 PM	0	0	0	0	0	1	0	0	0	1	1	79	0	0	80	0	27	1	0	28	109
5:00 PM	0	0	0	0	0	1	0	2	0	3	3	74	0	0	77	0	33	2	0	35	115
5:15 PM	0	0	0	0	0	3	0	0	0	3	4	86	0	0	90	0	34	3	0	37	130
Total Volume	0	0	0	0	0	6	0	3	0	9	10	301	0	0	311	0	124	7	0	131	451
% App. Total	0.0	0.0	0.0	0.0	0	66.7	0.0	33.3	0.0	100	3.2	96.8	0.0	0.0	100	0.0	94.7	5.3	0.0	100	
PHF										0.750					0.864					0.885	0.867
Cars, PU, Vans	0	0	0	0	0	6	0	3	0	9	10	294	0	0	304	0	118	7	0	125	438
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	97.7	0.0	0.0	97.7	0.0	95.2	100.0	0.0	95.4	97.1
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	4.8	0.0	0.0	4.6	2.9

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula
Control: 2-Way Stop (EB/WB)

Project ID: 22-180056-006
Date: 3/30/2022

Data - Total

NS/EW Streets: US 23/SR 365/Cornelia Hwy | US 23/SR 365/Cornelia Hwy | Cagle Rd | Cagle Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	149	0	1	0	418	2	0	1	0	0	0	0	0	1	0	573
7:15 AM	0	191	0	0	0	564	0	0	1	0	1	0	2	0	0	0	759
7:30 AM	0	246	0	0	0	605	1	0	1	2	0	0	8	0	0	0	863
7:45 AM	0	170	0	0	0	476	0	0	0	0	0	0	8	0	0	0	654
8:00 AM	0	221	0	0	0	429	1	0	1	0	0	0	3	2	1	0	658
8:15 AM	3	211	6	0	0	378	2	0	0	1	1	0	1	1	0	0	604
8:30 AM	0	182	2	0	0	336	0	0	2	0	0	0	5	0	0	0	527
8:45 AM	0	221	0	0	1	303	1	0	0	0	0	0	4	0	0	0	530
9:00 AM	1	187	1	0	1	296	1	0	0	0	0	0	2	0	0	0	489
9:15 AM	2	193	2	0	1	264	1	0	1	1	3	0	2	1	1	0	472
9:30 AM	0	207	1	0	1	248	0	0	1	0	1	0	1	1	0	0	461
9:45 AM	1	168	0	0	0	282	0	0	0	0	0	0	3	0	0	0	454
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	2346	12	1	4	4599	9	0	8	4	6	0	39	5	3	0	7044
APPROACH %'s :	0.34%	99.11%	0.51%	0.04%	0.09%	99.72%	0.20%	0.00%	44.44%	22.22%	33.33%	0.00%	82.98%	10.64%	6.38%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	828	0	0	0	2074	2	0	3	2	1	0	21	2	1	0	2934
PEAK HR FACTOR :	0.000	0.841	0.000	0.000	0.000	0.857	0.500	0.000	0.750	0.250	0.250	0.000	0.656	0.250	0.250	0.000	0.850
		0.841				0.856				0.500				0.750			

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	456	4	0	0	235	2	0	0	0	0	0	4	0	0	0	701
4:15 PM	0	556	5	0	0	264	1	0	1	0	0	0	3	2	0	0	832
4:30 PM	0	487	10	0	2	239	0	0	2	0	1	0	4	0	1	0	746
4:45 PM	0	560	7	0	0	250	3	0	2	0	0	0	3	0	0	0	825
5:00 PM	1	567	1	0	1	228	1	0	1	1	0	1	3	0	3	0	808
5:15 PM	1	596	8	0	0	267	0	0	0	0	2	0	4	0	0	0	878
5:30 PM	0	623	8	0	0	242	0	0	2	0	2	0	2	0	1	0	880
5:45 PM	1	505	6	0	0	216	1	0	0	0	0	0	3	0	0	0	732
6:00 PM	0	417	3	0	1	220	3	0	1	0	0	0	2	0	0	0	647
6:15 PM	0	323	3	0	1	221	1	0	0	1	0	0	2	0	1	0	553
6:30 PM	0	323	5	1	1	208	1	0	0	0	0	0	1	0	0	0	540
6:45 PM	0	265	4	0	1	159	0	0	0	0	0	0	0	1	0	0	430
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	5678	64	1	7	2749	13	0	9	2	5	1	31	3	6	0	8572
APPROACH %'s :	0.05%	98.82%	1.11%	0.02%	0.25%	99.28%	0.47%	0.00%	52.94%	11.76%	29.41%	5.88%	77.50%	7.50%	15.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	2	2346	24	0	1	987	4	0	5	1	4	1	12	0	4	0	3391
PEAK HR FACTOR :	0.500	0.941	0.750	0.000	0.250	0.924	0.333	0.000	0.625	0.250	0.500	0.250	0.750	0.000	0.333	0.000	0.963
		0.940				0.929				0.688				0.667			

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula
Control: 2-Way Stop (EB/WB)

Project ID: 22-180056-006
Date: 3/30/2022

Data - Cars

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	130	0	0	0	401	2	0	1	0	0	0	0	0	0	0	535
7:15 AM	0	167	0	0	0	545	0	0	0	0	1	0	2	0	0	0	715
7:30 AM	0	230	0	0	0	581	1	0	1	0	0	0	8	0	0	0	821
7:45 AM	0	155	0	0	0	450	0	0	0	0	0	0	8	0	0	0	613
8:00 AM	0	189	0	0	0	406	1	0	1	0	0	0	3	2	1	0	603
8:15 AM	3	182	6	0	0	347	2	0	0	1	1	0	1	1	0	0	544
8:30 AM	0	154	2	0	0	314	0	0	2	0	0	0	5	0	0	0	477
8:45 AM	0	190	0	0	1	273	1	0	0	0	0	0	4	0	0	0	469
9:00 AM	1	165	1	0	1	273	1	0	0	0	0	0	2	0	0	0	444
9:15 AM	2	164	2	0	1	246	1	0	1	1	3	0	2	1	1	0	425
9:30 AM	0	176	1	0	1	230	0	0	1	0	1	0	1	1	0	0	412
9:45 AM	1	143	0	0	0	247	0	0	0	0	0	0	3	0	0	0	394
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	2045	12	0	4	4313	9	0	7	2	6	0	39	5	2	0	6452
APPROACH %'s :	0.39%	99.03%	0.58%	0.00%	0.09%	99.70%	0.21%	0.00%	46.67%	13.33%	40.00%	0.00%	84.78%	10.87%	4.35%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	741	0	0	0	1982	2	0	2	0	1	0	21	2	1	0	2752
PEAK HR FACTOR :	0.000	0.805	0.000	0.000	0.000	0.853	0.500	0.000	0.500	0.000	0.250	0.000	0.656	0.250	0.250	0.000	0.838
		0.805				0.852				0.750				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	430	4	0	0	216	2	0	0	0	0	0	4	0	0	0	656
4:15 PM	0	534	5	0	0	237	1	0	1	0	0	0	3	1	0	0	782
4:30 PM	0	473	10	0	2	215	0	0	2	0	1	0	4	0	1	0	708
4:45 PM	0	529	7	0	0	228	3	0	2	0	0	0	3	0	0	0	772
5:00 PM	1	541	1	0	1	204	1	0	1	1	0	1	3	0	3	0	758
5:15 PM	1	573	8	0	0	252	0	0	0	0	2	0	4	0	0	0	840
5:30 PM	0	603	8	0	0	224	0	0	2	0	2	0	2	0	1	0	842
5:45 PM	1	494	6	0	0	201	1	0	0	0	0	0	3	0	0	0	706
6:00 PM	0	403	3	0	1	198	3	0	1	0	0	0	2	0	0	0	611
6:15 PM	0	317	3	0	1	202	1	0	0	1	0	0	2	0	1	0	528
6:30 PM	0	315	5	0	0	194	1	0	0	0	0	0	1	0	0	0	516
6:45 PM	0	256	4	0	1	142	0	0	0	0	0	0	0	1	0	0	404
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	5468	64	0	6	2513	13	0	9	2	5	1	31	2	6	0	8123
APPROACH %'s :	0.05%	98.79%	1.16%	0.00%	0.24%	99.25%	0.51%	0.00%	52.94%	11.76%	29.41%	5.88%	79.49%	5.13%	15.38%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	2	2246	24	0	1	908	4	0	5	1	4	1	12	0	4	0	3212
PEAK HR FACTOR :	0.500	0.931	0.750	0.000	0.250	0.901	0.333	0.000	0.625	0.250	0.500	0.250	0.750	0.000	0.333	0.000	0.954
		0.930				0.906				0.688				0.667			

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula
Control: 2-Way Stop (EB/WB)

Project ID: 22-180056-006
Date: 3/30/2022

Data - HT

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	19	0	1	0	17	0	0	0	0	0	0	0	0	1	0	38
7:15 AM	0	24	0	0	0	19	0	0	1	0	0	0	0	0	0	0	44
7:30 AM	0	16	0	0	0	24	0	0	0	2	0	0	0	0	0	0	42
7:45 AM	0	15	0	0	0	26	0	0	0	0	0	0	0	0	0	0	41
8:00 AM	0	32	0	0	0	23	0	0	0	0	0	0	0	0	0	0	55
8:15 AM	0	29	0	0	0	31	0	0	0	0	0	0	0	0	0	0	60
8:30 AM	0	28	0	0	0	22	0	0	0	0	0	0	0	0	0	0	50
8:45 AM	0	31	0	0	0	30	0	0	0	0	0	0	0	0	0	0	61
9:00 AM	0	22	0	0	0	23	0	0	0	0	0	0	0	0	0	0	45
9:15 AM	0	29	0	0	0	18	0	0	0	0	0	0	0	0	0	0	47
9:30 AM	0	31	0	0	0	18	0	0	0	0	0	0	0	0	0	0	49
9:45 AM	0	25	0	0	0	35	0	0	0	0	0	0	0	0	0	0	60
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	301	0	1	0	286	0	0	1	2	0	0	0	0	1	0	592
APPROACH %'s :	0.00%	99.67%	0.00%	0.33%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	87	0	0	0	92	0	0	1	2	0	0	0	0	0	0	182
PEAK HR FACTOR :	0.000	0.680	0.000	0.000	0.000	0.885	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.827
		0.680				0.885				0.375							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	26	0	0	0	19	0	0	0	0	0	0	0	0	0	0	45
4:15 PM	0	22	0	0	0	27	0	0	0	0	0	0	0	1	0	0	50
4:30 PM	0	14	0	0	0	24	0	0	0	0	0	0	0	0	0	0	38
4:45 PM	0	31	0	0	0	22	0	0	0	0	0	0	0	0	0	0	53
5:00 PM	0	26	0	0	0	24	0	0	0	0	0	0	0	0	0	0	50
5:15 PM	0	23	0	0	0	15	0	0	0	0	0	0	0	0	0	0	38
5:30 PM	0	20	0	0	0	18	0	0	0	0	0	0	0	0	0	0	38
5:45 PM	0	11	0	0	0	15	0	0	0	0	0	0	0	0	0	0	26
6:00 PM	0	14	0	0	0	22	0	0	0	0	0	0	0	0	0	0	36
6:15 PM	0	6	0	0	0	19	0	0	0	0	0	0	0	0	0	0	25
6:30 PM	0	8	0	1	1	14	0	0	0	0	0	0	0	0	0	0	24
6:45 PM	0	9	0	0	0	17	0	0	0	0	0	0	0	0	0	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	210	0	1	1	236	0	0	0	0	0	0	0	1	0	0	449
APPROACH %'s :	0.00%	99.53%	0.00%	0.47%	0.42%	99.58%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	100	0	0	0	79	0	0	0	0	0	0	0	0	0	0	179
PEAK HR FACTOR :	0.000	0.806	0.000	0.000	0.000	0.823	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.844
		0.806				0.823											

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula
Control: 2-Way Stop (EB/WB)

Project ID: 22-180056-006
Date: 3/30/2022

Data - Bikes

NS/EW Streets:	US 23/SR 365/Cornelia Hwy				US 23/SR 365/Cornelia Hwy				Cagle Rd				Cagle Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0	1	1	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: US 23/SR 365/Cornelia Hwy & Cagle Rd **Project ID:** 22-180056-006
City: Lula **Date:** 3/30/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	US 23/SR 365/Cornelia Hwy		US 23/SR 365/Cornelia Hwy		Cagle Rd		Cagle Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

US 23/SR 365/Cornelia Hwy & Cagle Rd

Peak Hour Turning Movement Count

ID: 22-180056-006
City: Lula

Day: Wednesday
Date: 3/30/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 10:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 07:00 PM

SOUTHBOUND — US 23/SR 365/Cornelia Hwy

AM	2	2074	0	0	832	AM
NOON	0	0	0	0	0	NOON
PM	4	987	1	0	2355	PM

EASTBOUND — Cagle Rd

AM	NOON	PM		
4	0	7		
0	0	1	0	
3	0	5	0	
2	0	1	1	
1	0	4	1	
AM	NOON	PM		

WESTBOUND — Cagle Rd

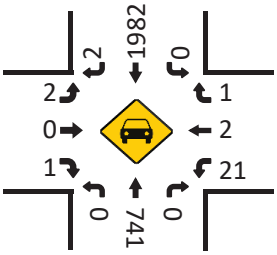
PM	NOON	AM		
4	0	1	1	
0	0	2	1	
12	0	21	0	
0	0	0	0	
26	0	2		
PM	NOON	AM		

NORTHBOUND — US 23/SR 365/Cornelia Hwy

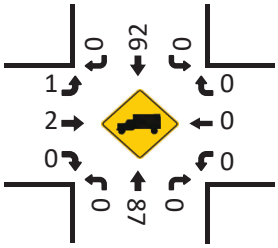
PM	1003	0	2	2346	24	PM
NOON	0	0	0	0	0	NOON
AM	2096	0	0	828	0	AM

CONTROL			
2-Way Stop (EB/WB)			
TEV	2934 AM	0 NOON	3391 PM
PHF	0.85		0.96

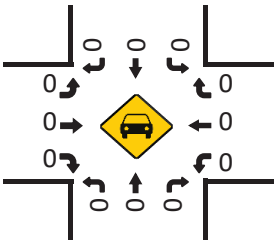
Cars (AM)



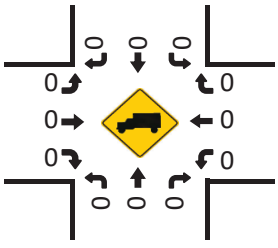
HT (AM)



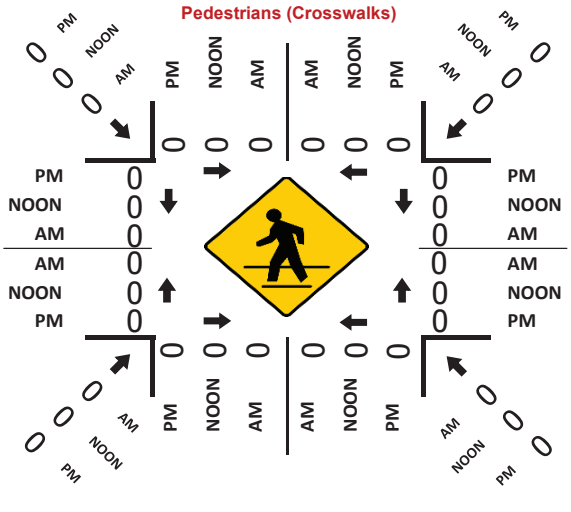
Cars (NOON)



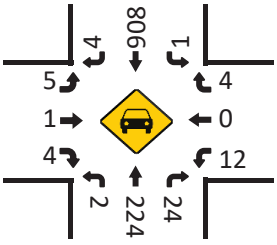
HT (NOON)



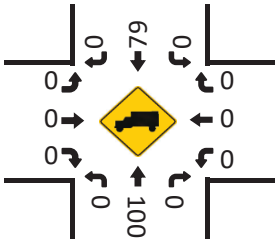
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 22-180056-006
Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula

Day: Wednesday
Date: 3/30/2022

Groups Printed - Cars, PU, Vans - Heavy Trucks

	US 23/SR 365/Cornelia Hwy Northbound						US 23/SR 365/Cornelia Hwy Southbound						Cagle Rd Eastbound						Cagle Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	149	0	1	0	151	0	418	2	0	0	420	1	0	0	0	0	1	0	0	1	0	0	1	573
7:15 AM	0	191	0	0	0	191	0	564	0	0	0	564	1	0	1	0	0	2	2	0	0	0	0	2	759
7:30 AM	0	246	0	0	0	246	0	605	1	0	0	606	1	2	0	0	0	3	8	0	0	0	0	8	863
7:45 AM	0	170	0	0	0	170	0	476	0	0	0	476	0	0	0	0	0	0	8	0	0	0	0	8	654
Total	1	756	0	1	0	758	0	2063	3	0	0	2066	3	2	1	0	0	6	18	0	1	0	0	19	2849
8:00 AM	0	221	0	0	0	221	0	429	1	0	0	430	1	0	0	0	0	1	3	2	1	0	0	6	658
8:15 AM	3	211	6	0	0	220	0	378	2	0	0	380	0	1	1	0	0	2	1	1	0	0	0	2	604
8:30 AM	0	182	2	0	0	184	0	336	0	0	0	336	2	0	0	0	0	2	5	0	0	0	0	5	527
8:45 AM	0	221	0	0	0	221	1	303	1	0	0	305	0	0	0	0	0	0	4	0	0	0	0	4	530
Total	3	835	8	0	0	846	1	1446	4	0	0	1451	3	1	1	0	0	5	13	3	1	0	0	17	2319
9:00 AM	1	187	1	0	0	189	1	296	1	0	0	298	0	0	0	0	0	0	2	0	0	0	0	2	489
9:15 AM	2	193	2	0	0	197	1	264	1	0	0	266	1	1	3	0	0	5	2	1	1	0	0	4	472
9:30 AM	0	207	1	0	0	208	1	248	0	0	0	249	1	0	1	0	0	2	1	1	0	0	0	2	461
9:45 AM	1	168	0	0	0	169	0	282	0	0	0	282	0	0	0	0	0	0	3	0	0	0	0	3	454
Total	4	755	4	0	0	763	3	1090	2	0	0	1095	2	1	4	0	0	7	8	2	1	0	0	11	1876
BREAK																									
4:00 PM	0	456	4	0	0	460	0	235	2	0	0	237	0	0	0	0	0	0	4	0	0	0	0	4	701
4:15 PM	0	556	5	0	0	561	0	264	1	0	0	265	1	0	0	0	0	1	3	2	0	0	0	5	832
4:30 PM	0	487	10	0	0	497	2	239	0	0	0	241	2	0	1	0	0	3	4	0	1	0	0	5	746
4:45 PM	0	560	7	0	0	567	0	250	3	0	0	253	2	0	0	0	0	2	3	0	0	0	0	3	825
Total	0	2059	26	0	0	2085	2	988	6	0	0	996	5	0	1	0	0	6	14	2	1	0	0	17	3104
5:00 PM	1	567	1	0	0	569	1	228	1	0	0	230	1	1	0	1	0	3	3	0	3	0	0	6	808
5:15 PM	1	596	8	0	0	605	0	267	0	0	0	267	0	0	2	0	0	2	4	0	0	0	0	4	878
5:30 PM	0	623	8	0	0	631	0	242	0	0	0	242	2	0	2	0	0	4	2	0	1	0	0	3	880
5:45 PM	1	505	6	0	0	512	0	216	1	0	0	217	0	0	0	0	0	0	3	0	0	0	0	3	732
Total	3	2291	23	0	0	2317	1	953	2	0	0	956	3	1	4	1	0	9	12	0	4	0	0	16	3298
6:00 PM	0	417	3	0	0	420	1	220	3	0	0	224	1	0	0	0	0	1	2	0	0	0	0	2	647
6:15 PM	0	323	3	0	0	326	1	221	1	0	0	223	0	1	0	0	0	1	2	0	1	0	0	3	553
6:30 PM	0	323	5	1	0	329	1	208	1	0	0	210	0	0	0	0	0	0	1	0	0	0	0	1	540
6:45 PM	0	265	4	0	0	269	1	159	0	0	0	160	0	0	0	0	0	0	0	1	0	0	0	1	430
Total	0	1328	15	1	0	1344	4	808	5	0	0	817	1	1	0	0	0	2	5	1	1	0	0	7	2170
Grand Total	11	8024	76	2	0	8113	11	7348	22	0	0	7381	17	6	11	1	0	35	70	8	9	0	0	87	15616
Apprch %	0.1	98.9	0.9	0.0	0.0		0.1	99.6	0.3	0.0	0.0		48.6	17.1	31.4	2.9	0.0		80.5	9.2	10.3	0.0	0.0		
Total %	0.1	51.4	0.5	0.0	0.0	52.0	0.1	47.1	0.1	0.0	0.0	47.3	0.1	0.0	0.1	0.0	0.0	0.2	0.4	0.1	0.1	0.0	0.0	0.6	
Cars, PU, Vans	11	7513	76	0		7600	10	6826	22	0		6858	16	4	11	1		32	70	7	8	0		85	14575
% Cars, PU, Vans	100.0	93.6	100.0	0.0		93.7	90.9	92.9	100.0	0.0		92.9	94.1	66.7	100.0	100.0		91.4	100.0	87.5	88.9	0.0		97.7	93.3
Heavy trucks	0	511	0	2		513	1	522	0	0		523	1	2	0	0		3	0	1	1	0		2	1041
%Heavy trucks	0.0	6.4	0.0	100.0		6.3	9.1	7.1	0.0	0.0		7.1	5.9	33.3	0.0	0.0		8.6	0.0	12.5	11.1	0.0		2.3	6.7

Project ID: 22-180056-006
Location: US 23/SR 365/Cornelia Hwy & Cagle Rd
City: Lula

PEAK HOURS

Day: Wednesday
Date: 3/30/2022

AM

	US 23/SR 365/Cornelia Hwy Northbound					US 23/SR 365/Cornelia Hwy Southbound					Cagle Rd Eastbound					Cagle Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	191	0	0	191	0	564	0	0	564	1	0	1	0	2	2	0	0	0	2	759
7:30 AM	0	246	0	0	246	0	605	1	0	606	1	2	0	0	3	8	0	0	0	8	863
7:45 AM	0	170	0	0	170	0	476	0	0	476	0	0	0	0	0	8	0	0	0	8	654
8:00 AM	0	221	0	0	221	0	429	1	0	430	1	0	0	0	1	3	2	1	0	6	658
Total Volume	0	828	0	0	828	0	2074	2	0	2076	3	2	1	0	6	21	2	1	0	24	2934
% App. Total	0.0	100.0	0.0	0.0	100	0.0	99.9	0.1	0.0	100	50.0	33.3	16.7	0.0	100	87.5	8.3	4.2	0.0	100	
PHF					0.841					0.856					0.500					0.750	0.850
Cars, PU, Vans	0	741	0	0	741	0	1982	2	0	1984	2	0	1	0	3	21	2	1	0	24	2752
% Cars, PU, Vans	0.0	89.5	0.0	0.0	89.5	0.0	95.6	100.0	0.0	95.6	66.7	0.0	100.0	0.0	50.0	100.0	100.0	100.0	0.0	100.0	93.8
Heavy trucks	0	87	0	0	87	0	92	0	0	92	1	2	0	0	3	0	0	0	0	0	182
%Heavy trucks	0.0	10.5	0.0	0.0	10.5	0.0	4.4	0.0	0.0	4.4	33.3	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	6.2

PM

	US 23/SR 365/Cornelia Hwy Northbound					US 23/SR 365/Cornelia Hwy Southbound					Cagle Rd Eastbound					Cagle Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	560	7	0	567	0	250	3	0	253	2	0	0	0	2	3	0	0	0	3	825
5:00 PM	1	567	1	0	569	1	228	1	0	230	1	1	0	1	3	3	0	3	0	6	808
5:15 PM	1	596	8	0	605	0	267	0	0	267	0	0	2	0	2	4	0	0	0	4	878
5:30 PM	0	623	8	0	631	0	242	0	0	242	2	0	2	0	4	2	0	1	0	3	880
Total Volume	2	2346	24	0	2372	1	987	4	0	992	5	1	4	1	11	12	0	4	0	16	3391
% App. Total	0.1	98.9	1.0	0.0	100	0.1	99.5	0.4	0.0	100	45.5	9.1	36.4	9.1	100	75.0	0.0	25.0	0.0	100	
PHF					0.940					0.929					0.688					0.667	0.963
Cars, PU, Vans	2	2246	24	0	2272	1	908	4	0	913	5	1	4	1	11	12	0	4	0	16	3212
% Cars, PU, Vans	100.0	95.7	100.0	0.0	95.8	100.0	92.0	100.0	0.0	92.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	100.0	94.7
Heavy trucks	0	100	0	0	100	0	79	0	0	79	0	0	0	0	0	0	0	0	0	0	179
%Heavy trucks	0.0	4.3	0.0	0.0	4.2	0.0	8.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3

Prepared by National Data & Surveying Services

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	36	4	0	1	0	0	1	1	0	0	0	0	43
00:15	0	26	2	0	0	0	0	0	0	0	0	0	0	28
00:30	0	33	2	0	1	0	0	3	4	0	0	0	0	43
00:45	1	27	4	0	1	1	0	1	3	0	0	0	0	38
01:00	0	18	2	0	0	1	0	0	5	0	0	0	0	26
01:15	0	20	3	0	1	0	0	0	4	0	0	0	0	28
01:30	0	19	3	0	0	1	0	0	4	0	2	0	0	29
01:45	0	25	2	0	0	0	0	1	4	0	0	0	0	32
02:00	0	16	0	0	0	0	0	0	4	0	2	0	0	22
02:15	0	18	2	0	1	0	0	1	4	0	1	0	0	27
02:30	0	14	0	0	1	2	0	0	4	0	0	0	0	21
02:45	0	25	4	0	0	0	0	0	1	0	0	0	0	30
03:00	0	11	1	0	1	1	0	0	2	0	0	0	0	16
03:15	0	22	2	0	2	1	0	1	1	0	0	0	0	29
03:30	0	17	0	0	1	1	0	1	2	0	0	0	0	22
03:45	0	11	0	0	2	1	0	1	3	0	0	0	0	18
04:00	0	8	1	0	2	0	0	0	7	0	0	0	0	18
04:15	0	10	1	0	0	0	0	0	6	0	0	0	0	17
04:30	0	22	1	0	4	0	0	2	6	0	0	0	0	35
04:45	0	14	3	0	2	0	0	1	8	0	0	0	0	28
05:00	0	16	4	0	0	0	0	1	4	0	0	0	0	25
05:15	0	23	3	0	1	0	0	3	5	0	0	0	0	35
05:30	0	37	5	0	4	0	0	2	3	0	1	0	0	52
05:45	0	33	4	0	5	0	0	3	7	0	0	0	0	52
06:00	0	51	13	0	1	0	0	0	8	0	0	0	0	73
06:15	0	60	13	0	2	1	0	0	4	0	0	0	0	80
06:30	0	52	12	0	8	0	0	1	10	0	0	0	0	83
06:45	0	72	8	0	6	0	0	2	7	0	0	0	0	95
07:00	0	92	41	0	7	1	0	0	13	0	0	0	0	154
07:15	0	125	55	1	10	1	0	1	11	0	0	0	0	204
07:30	0	157	65	0	8	0	0	2	8	0	0	0	0	240
07:45	0	112	47	1	6	0	0	0	8	0	0	0	0	174
08:00	0	102	81	1	18	0	0	2	15	0	0	0	0	219
08:15	0	107	74	0	13	1	0	1	16	0	0	0	0	212
08:30	0	92	52	2	14	1	0	4	16	0	0	0	0	181
08:45	0	109	66	2	15	2	0	6	13	0	0	0	0	213
09:00	0	95	65	3	13	1	0	4	12	0	0	0	0	193
09:15	1	88	71	0	14	2	0	7	10	0	0	0	0	193
09:30	0	111	56	0	16	3	0	1	13	1	0	0	0	201
09:45	0	89	58	0	14	6	0	2	9	0	0	0	0	178
10:00	0	85	60	1	15	3	0	5	13	0	1	0	0	183
10:15	0	119	57	0	15	0	1	0	13	0	0	0	0	205
10:30	0	120	63	1	18	3	0	4	15	0	0	0	0	224
10:45	0	129	62	0	9	0	0	1	13	0	0	0	0	214
11:00	0	136	64	1	12	3	0	2	4	0	0	0	0	222
11:15	0	135	70	0	16	2	0	2	21	1	0	0	0	247
11:30	0	155	83	1	8	3	0	2	15	1	0	0	0	268
11:45	0	151	70	1	13	2	0	2	17	1	0	0	0	257
12:00 PM	3	157	66	1	7	2	0	1	22	0	0	0	0	259
12:15	0	170	56	0	7	0	0	1	14	0	0	0	0	248
12:30	0	162	54	0	12	0	0	5	14	0	0	0	0	247
12:45	1	187	68	1	7	3	0	1	17	0	0	0	0	285
13:00	0	193	75	0	4	3	0	1	20	0	0	0	0	296
13:15	0	201	72	2	11	2	0	1	10	0	0	0	0	299
13:30	2	207	57	1	10	3	0	2	13	0	0	0	0	295
13:45	0	199	80	1	10	3	0	1	11	0	0	0	0	305
14:00	0	207	62	1	8	2	0	0	8	0	0	0	0	288
14:15	1	227	88	1	5	3	1	3	13	2	0	0	0	344
14:30	0	246	88	0	6	3	0	3	10	0	0	0	0	356
14:45	0	259	88	1	9	5	2	3	17	0	0	0	0	384
15:00	0	240	131	1	8	1	1	2	14	1	0	0	0	399
15:15	0	285	113	0	7	6	0	2	13	0	0	0	0	426
15:30	0	320	125	0	6	0	0	2	15	0	0	0	0	468
15:45	1	338	126	2	7	4	0	2	15	1	2	0	0	498
16:00	1	317	119	1	14	4	0	3	4	1	0	0	0	464
16:15	2	377	149	1	11	1	0	2	10	0	0	0	0	553
16:30	0	337	143	0	3	3	0	0	7	1	0	0	0	494
16:45	0	415	137	1	14	0	0	1	6	0	0	0	0	574
17:00	0	399	148	0	12	0	0	2	15	0	0	0	0	576
17:15	0	432	143	1	8	0	0	7	8	0	0	0	0	599
17:30	0	481	128	1	4	2	0	1	13	0	0	0	0	630
17:45	1	375	143	0	4	1	0	1	5	0	0	0	0	530
18:00	0	285	110	0	7	1	0	1	6	0	0	0	0	410
18:15	0	230	83	0	1	0	0	1	2	1	0	0	0	318
18:30	0	237	93	0	3	0	0	1	5	0	0	0	0	339
18:45	1	186	74	1	3	1	0	0	5	0	0	0	0	271
19:00	1	193	55	0	3	0	0	0	8	0	0	0	0	260
19:15	1	186	60	0	1	2	0	1	7	0	0	0	0	258
19:30	0	178	60	0	5	0	0	1	4	0	0	0	0	248
19:45	0	167	50	0	2	0	0	1	4	0	0	0	0	224
20:00	0	160	39	1	1	1	0	5	7	0	0	0	0	214
20:15	0	157	34	0	1	0	0	1	4	0	0	0	0	197
20:30	0	152	19	1	1	0	0	3	3	0	0	0	0	179
20:45	1	140	7	1	0	0	0	2	1	0	0	0	0	152
21:00	0	154	15	0	0	1	0	1	1	0	0	0	0	172
21:15	0	148	17	0	4	0	0	2	1	0	0	0	0	172
21:30	0	136	14	0	1	0	0	3	3	0	0	0	0	157
21:45	0	114	9	0	0	1	0	1	4	0	1	0	0	130
22:00	0	109	4	0	0	0	0	1	1	0	0	0	0	115
22:15	0	92	5	0	0	0	0	2	4	0	0	0	0	103
22:30	0	91	3	0	1	0	0	2	8	0	1	0	0	106
22:45	0	61	1	0	0	0	0	1	2	0	1	0	0	66
23:00	0	72	2	0	0	0	0	0	4	0	0	0	0	78
23:15	0	77	1	0	1	0	0	0	5	0	1	0	0	85
23:30	0	62	0	0	2	0	0	1	1	0	0	0	0	66
23:45	0	49	0	0	0	0	0	0	4	0	1	0	0	54
Totals	**18**	**13212**	**4573**	**36**	**532**	**102**	**5**	**151**	**764**	**11**	**14**			**19418**
% of Totals	0%	68%	24%	0%	3%	1%	0%	1%	4%	0%	0%			100%

AM Volumes	2	3045	1359	15	301	44	1	73	376	4	7	0	0	5227
% AM	0%	16%	7%	0%	2%	0%	0%	0%	2%	0%	0%			27%
AM Peak Hour	11:15	11:45	11:15	08:15	09:45	09:15	09:30	08:30	11:15	11:00	01:30			11:30
Volume	3	640	289	7	62	14	1	21	75	3	5			1032
PM Volumes	16	10167	3214	21	231	58	4	78	388	7	7	0	0	14191
% PM	0%	52%	17%	0%	1%	0%	0%	0%	2%	0%	0%			73%
PM Peak Hour	12:00	16:45	16:15	13:15	16:00	14:30	14:15	14:15	12:00	14:15	22:30			16:45
Volume	4	1727	577	5	42	15	4	11	67	3	3			2379

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1597		8%	2234		12%	4420		23%	11167		58%

Classification Definitions

1 Motorcycles	**4** Buses	**7** >=4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	13	0	0	0	0	0	1	3	0	0	0	0	17
00:15	0	21	2	0	1	0	0	0	2	0	0	0	0	26
00:30	0	21	0	0	2	0	0	1	2	0	0	0	0	26
00:45	0	5	0	0	0	0	0	0	4	0	0	0	0	9
01:00	0	17	2	0	1	0	0	0	4	0	0	0	0	24
01:15	0	10	0	0	0	0	0	0	3	0	0	0	0	13
01:30	0	9	0	0	0	0	0	0	4	0	1	0	0	14
01:45	0	9	0	0	0	0	0	0	2	0	0	0	0	11
02:00	0	10	1	0	1	0	0	0	3	0	0	0	0	15
02:15	0	15	0	0	0	0	0	1	7	0	0	0	0	23
02:30	0	13	1	0	1	0	0	0	3	0	0	0	0	18
02:45	0	16	1	0	0	0	0	0	4	0	0	0	0	21
03:00	0	21	0	0	1	0	0	0	1	0	0	0	0	23
03:15	0	19	1	0	1	0	0	0	2	0	0	0	0	23
03:30	0	35	1	0	1	0	0	0	5	0	0	0	0	42
03:45	0	36	0	0	1	0	0	1	5	0	0	0	0	43
04:00	0	41	1	0	1	0	0	1	4	0	0	0	0	48
04:15	0	66	1	0	2	0	0	3	2	0	0	0	0	74
04:30	0	116	0	0	1	0	0	0	4	0	0	0	0	121
04:45	0	96	2	0	1	0	0	1	9	0	0	0	0	109
05:00	0	124	4	0	4	0	0	0	1	0	0	0	0	133
05:15	0	196	5	0	3	0	0	2	3	0	0	0	0	209
05:30	0	277	4	0	3	0	0	0	2	0	0	0	0	286
05:45	0	272	5	0	1	0	0	1	5	0	0	0	0	284
06:00	0	346	5	2	1	0	0	1	5	0	1	0	0	361
06:15	0	411	2	1	4	0	0	0	8	0	0	0	0	426
06:30	0	410	4	2	5	0	0	2	9	0	0	0	0	432
06:45	0	364	2	0	4	0	0	0	5	0	0	0	0	375
07:00	0	379	29	1	8	0	0	0	11	0	0	0	0	428
07:15	0	482	126	0	6	0	0	1	3	0	0	0	0	618
07:30	0	472	115	0	10	0	0	0	8	0	0	0	0	605
07:45	0	338	107	0	8	1	0	0	8	0	0	0	0	462
08:00	0	299	76	0	8	2	0	0	8	0	0	0	0	393
08:15	0	290	80	2	9	1	0	1	12	0	0	0	0	395
08:30	0	234	81	2	11	0	0	3	6	0	0	0	0	337
08:45	0	203	62	2	10	1	0	1	17	0	0	1	0	297
09:00	0	207	62	0	9	0	0	1	13	0	0	0	0	292
09:15	1	188	64	0	4	0	0	3	8	0	0	0	0	268
09:30	0	196	44	0	5	0	0	1	11	0	0	0	0	257
09:45	0	187	62	0	10	3	0	0	21	0	0	0	0	283
10:00	0	169	71	1	3	0	0	0	18	0	0	0	0	262
10:15	0	199	57	0	12	1	0	0	14	0	0	0	0	283
10:30	0	199	64	0	5	0	0	2	12	0	0	0	0	282
10:45	1	176	66	0	6	7	0	0	10	0	0	0	0	266
11:00	1	162	58	0	8	3	0	0	13	0	0	0	0	245
11:15	0	155	58	0	6	3	0	3	19	0	0	0	0	244
11:30	1	166	64	0	11	3	0	2	17	0	0	0	0	264
11:45	0	147	52	0	6	2	0	0	12	0	0	0	0	219
12:00 PM	1	175	59	0	4	3	0	1	18	0	0	0	0	261
12:15	0	196	54	0	7	1	0	2	11	0	0	0	0	271
12:30	1	173	45	0	9	0	0	1	11	1	0	0	0	241
12:45	0	199	45	3	7	1	0	0	13	0	0	0	0	268
13:00	0	195	50	0	7	2	0	3	14	0	0	0	0	271
13:15	1	200	43	3	5	2	0	4	16	0	0	0	0	274
13:30	0	206	45	1	8	0	0	0	11	0	0	0	0	271
13:45	1	194	33	1	5	0	0	0	13	0	0	0	0	247
14:00	0	167	57	1	4	1	0	2	16	0	0	0	0	248
14:15	0	204	47	0	8	1	0	0	13	0	0	0	0	273
14:30	3	198	57	0	15	1	0	0	12	0	0	0	0	286
14:45	0	192	41	2	5	1	0	1	7	0	0	0	0	249
15:00	0	158	59	2	9	1	0	0	13	0	0	0	0	242
15:15	1	172	69	1	6	2	0	2	14	0	0	0	0	267
15:30	0	170	52	0	4	0	0	2	19	0	0	0	0	247
15:45	0	191	45	0	7	0	0	0	15	2	0	0	0	260
16:00	2	174	52	0	2	1	0	0	8	0	0	0	0	239
16:15	1	186	53	0	13	0	0	4	11	0	0	0	0	268
16:30	0	178	46	0	8	0	0	0	11	0	0	0	0	243
16:45	0	208	37	1	10	0	0	3	8	0	0	0	0	267
17:00	0	170	51	2	7	0	0	1	8	0	0	0	0	239
17:15	0	222	49	0	5	1	0	3	6	0	0	0	0	286
17:30	0	177	49	0	6	0	0	4	9	0	0	0	0	245
17:45	0	173	32	0	7	0	0	1	8	0	0	0	0	221
18:00	1	149	58	1	11	0	0	1	8	0	0	0	0	229
18:15	0	166	40	0	6	0	0	0	9	0	0	0	0	221
18:30	0	147	48	0	6	0	0	1	8	0	0	0	0	210
18:45	2	105	39	0	8	2	0	1	5	0	0	0	0	162
19:00	3	104	46	0	3	0	0	0	12	0	0	0	0	168
19:15	2	109	37	1	2	1	0	0	8	0	0	0	0	160
19:30	1	98	38	0	4	2	0	1	5	0	0	0	0	149
19:45	0	90	25	0	2	3	0	0	3	0	0	0	0	123
20:00	0	92	15	0	6	1	0	4	2	0	0	0	0	120
20:15	0	96	8	0	7	1	0	2	4	0	0	0	0	118
20:30	0	104	1	0	2	0	0	1	7	0	0	0	0	115
20:45	0	74	3	0	0	0	0	0	3	0	1	0	0	81
21:00	0	80	2	1	2	0	0	0	3	0	0	0	0	88
21:15	0	81	0	0	0	0	0	2	5	0	0	0	0	88
21:30	0	73	1	0	0	0	0	0	4	0	0	0	0	78
21:45	0	63	0	0	3	0	0	2	6	0	0	0	0	74
22:00	0	61	0	0	0	0	0	1	2	0	0	0	0	64
22:15	0	51	1	0	0	0	0	3	2	0	0	0	0	57
22:30	0	43	0	0	0	0	0	1	3	0	0	0	0	47
22:45	0	30	0	0	0	0	0	0	1	0	0	0	0	31
23:00	0	30	0	0	0	0	0	2	1	0	0	0	0	33
23:15	0	29	0	0	0	0	0	0	3	0	0	0	0	32
23:30	0	29	0	0	0	0	0	2	1	0	0	0	0	32
23:45	0	22	0	0	2	0	0	2	0	0	0	0	0	26
Totals	**24**	**14241**	**2974**	**33**	**427**	**55**		**93**	**742**	**3**	**3**	**1**		**18596**
% of Totals	0%	77%	16%	0%	2%	0%		1%	4%	0%	0%	0%		100%

AM Volumes	4	7837	1442	13	195	27	0	33	352	0	2	1	0	9906
% AM	0%	42%	8%	0%	1%	0%		0%	2%		0%	0%		53%
AM Peak Hour	10:45	06:45	07:15	08:00	08:15	10:45		08:30	11:15	11:45	00:45	08:00		07:00
Volume	3	1697	424	6	39	16		8	66	1	1	1		2113
PM Volumes	20	6404	1532	20	232	28	0	60	390	3	1	0	0	8690
% PM	0%	34%	8%	0%	1%	0%		0%	2%	0%	0%			47%
PM Peak Hour	18:45	12:45	14:30	12:45	16:15	19:15		16:45	15:00	15:00	20:00			12:45
Volume	8	800	226	7	38	7		11	61	2	1			1084

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	3535		19%	2104		11%	2008		11%	10949		59%

Classification Definitions

1	Motorcycles	**4**	Buses	**7**	>=4-Axle Single Units	**10**	>=6-Axle Single Trailers	**13**	>=7-Axle Multi-Trailers	
2	Passenger Cars	**5**	2-Axle, 6-Tire Single Units	**8**	<=4-Axle Single Trailers	**11**	<=5-Axle Multi-Trailers			
3	2-Axle, 4-Tire Single Units	**6**	3-Axle Single Units	**9**	5-Axle Single Trailers	**12**	6-Axle Multi-Trailers			

Prepared by National Data & Surveying Services

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	49	4	0	1	0	0	2	4	0	0	0	0	60
00:15	0	47	4	0	1	0	0	0	2	0	0	0	0	54
00:30	0	54	2	0	3	0	0	4	6	0	0	0	0	69
00:45	1	32	4	0	1	1	0	1	7	0	0	0	0	47
01:00	0	35	4	0	1	1	0	0	9	0	0	0	0	50
01:15	0	30	3	0	1	0	0	0	7	0	0	0	0	41
01:30	0	28	3	0	0	1	0	0	8	0	3	0	0	43
01:45	0	34	2	0	0	0	0	1	6	0	0	0	0	43
02:00	0	26	1	0	1	0	0	0	7	0	2	0	0	37
02:15	0	33	2	0	1	0	0	2	11	0	1	0	0	50
02:30	0	27	1	0	2	2	0	0	7	0	0	0	0	39
02:45	0	41	5	0	0	0	0	0	5	0	0	0	0	51
03:00	0	32	1	0	2	1	0	0	3	0	0	0	0	39
03:15	0	41	3	0	3	1	0	1	3	0	0	0	0	52
03:30	0	52	1	0	2	1	0	1	7	0	0	0	0	64
03:45	0	47	0	0	3	1	0	2	8	0	0	0	0	61
04:00	0	49	2	0	3	0	0	1	11	0	0	0	0	66
04:15	0	76	2	0	2	0	0	3	8	0	0	0	0	91
04:30	0	138	1	0	5	0	0	2	10	0	0	0	0	156
04:45	0	110	5	0	3	0	0	2	17	0	0	0	0	137
05:00	0	140	8	0	4	0	0	1	5	0	0	0	0	158
05:15	0	219	8	0	4	0	0	5	8	0	0	0	0	244
05:30	0	314	9	0	7	0	0	2	5	0	1	0	0	338
05:45	0	305	9	0	6	0	0	4	12	0	0	0	0	336
06:00	0	397	18	2	2	0	0	1	13	0	1	0	0	434
06:15	0	471	15	1	6	1	0	0	12	0	0	0	0	506
06:30	0	462	16	2	13	0	0	3	19	0	0	0	0	515
06:45	0	436	10	0	10	0	0	2	12	0	0	0	0	470
07:00	0	471	70	1	15	1	0	0	24	0	0	0	0	582
07:15	0	607	181	1	16	1	0	2	14	0	0	0	0	822
07:30	0	629	180	0	18	0	0	2	16	0	0	0	0	845
07:45	0	450	154	1	14	1	0	0	16	0	0	0	0	636
08:00	0	401	157	1	26	2	0	2	23	0	0	0	0	612
08:15	0	397	154	2	22	2	0	2	28	0	0	0	0	607
08:30	0	326	133	4	25	1	0	7	22	0	0	0	0	518
08:45	0	312	128	4	25	3	0	7	30	0	1	0	0	510
09:00	0	302	127	3	22	1	0	5	25	0	0	0	0	485
09:15	2	276	135	0	18	2	0	10	18	0	0	0	0	461
09:30	0	307	100	0	21	3	0	2	24	1	0	0	0	458
09:45	0	276	120	0	24	9	0	2	30	0	0	0	0	461
10:00	0	254	131	2	18	3	0	5	31	0	1	0	0	445
10:15	0	318	114	0	27	1	1	0	27	0	0	0	0	488
10:30	0	319	127	1	23	3	0	6	27	0	0	0	0	506
10:45	1	305	128	0	15	7	0	1	23	0	0	0	0	480
11:00	1	298	122	1	20	6	0	2	17	0	0	0	0	467
11:15	0	290	128	0	22	5	0	5	40	1	0	0	0	491
11:30	1	321	147	1	19	6	0	4	32	1	0	0	0	532
11:45	0	298	122	1	19	4	0	2	29	1	0	0	0	476
12:00 PM	4	332	125	1	11	5	0	2	40	0	0	0	0	520
12:15	0	366	110	0	14	1	0	3	25	0	0	0	0	519
12:30	1	335	99	0	21	0	0	6	25	1	0	0	0	488
12:45	1	386	113	4	14	4	0	1	30	0	0	0	0	553
13:00	0	388	125	0	11	5	0	4	34	0	0	0	0	567
13:15	1	401	115	5	16	4	0	5	26	0	0	0	0	573
13:30	2	413	102	2	18	3	0	2	24	0	0	0	0	566
13:45	1	393	113	2	15	3	0	1	24	0	0	0	0	552
14:00	0	374	119	2	12	3	0	2	24	0	0	0	0	536
14:15	1	431	135	1	13	4	1	3	26	2	0	0	0	617
14:30	3	444	145	0	21	4	0	3	22	0	0	0	0	642
14:45	0	451	129	3	14	6	2	4	24	0	0	0	0	633
15:00	0	398	190	3	17	2	1	2	27	1	0	0	0	641
15:15	1	457	182	1	13	8	0	4	27	0	0	0	0	693
15:30	0	490	177	0	10	0	0	4	34	0	0	0	0	715
15:45	1	529	171	2	14	4	0	2	30	3	2	0	0	758
16:00	3	491	171	1	16	5	0	3	12	1	0	0	0	703
16:15	3	563	202	1	24	1	0	6	21	0	0	0	0	821
16:30	0	515	189	0	11	3	0	0	18	1	0	0	0	737
16:45	0	623	174	2	24	0	0	4	14	0	0	0	0	841
17:00	0	569	199	2	19	0	0	3	23	0	0	0	0	815
17:15	0	654	192	1	13	1	0	10	14	0	0	0	0	885
17:30	0	658	177	1	10	2	0	5	22	0	0	0	0	875
17:45	1	548	175	0	11	1	0	2	13	0	0	0	0	751
18:00	1	434	168	1	18	1	0	2	14	0	0	0	0	639
18:15	0	396	123	0	7	0	0	1	11	1	0	0	0	539
18:30	0	384	141	0	9	0	0	2	13	0	0	0	0	549
18:45	3	291	113	1	11	3	0	1	10	0	0	0	0	433
19:00	4	297	101	0	6	0	0	0	20	0	0	0	0	428
19:15	3	295	97	1	3	3	0	1	15	0	0	0	0	418
19:30	1	276	98	0	9	2	0	2	9	0	0	0	0	397
19:45	0	257	75	0	4	3	0	1	7	0	0	0	0	347
20:00	0	252	54	1	7	2	0	9	9	0	0	0	0	334
20:15	0	253	42	0	8	1	0	3	8	0	0	0	0	315
20:30	0	256	20	1	3	0	0	4	10	0	0	0	0	294
20:45	1	214	10	1	0	0	0	2	4	0	1	0	0	233
21:00	0	234	17	1	2	1	0	1	4	0	0	0	0	260
21:15	0	229	17	0	4	0	0	4	6	0	0	0	0	260
21:30	0	209	15	0	1	0	0	3	7	0	0	0	0	235
21:45	0	177	9	0	3	1	0	3	10	0	1	0	0	204
22:00	0	170	4	0	0	0	0	2	3	0	0	0	0	179
22:15	0	143	6	0	0	0	0	5	6	0	0	0	0	160
22:30	0	134	3	0	1	0	0	3	11	0	1	0	0	153
22:45	0	91	1	0	0	0	0	1	3	0	1	0	0	97
23:00	0	102	2	0	0	0	0	2	5	0	0	0	0	111
23:15	0	106	1	0	1	0	0	0	8	0	1	0	0	117
23:30	0	91	0	0	2	0	0	3	2	0	0	0	0	98
23:45	0	71	0	0	2	0	0	2	4	0	1	0	0	80
Totals	**42**	**27453**	**7547**	**69**	**959**	**157**	**5**	**244**	**1506**	**14**	**17**	**1**		**38014**
% of Totals	0%	72%	20%	0%	3%	0%	0%	1%	4%	0%	0%	0%		100%

AM Volumes	6	10882	2801	28	496	71	1	106	728	4	9	1	0	15133
% AM	0%	29%	7%	0%	1%	0%	0%	0%	2%	0%	0%	0%		40%
AM Peak Hour	11:15	07:00	07:15	08:15	08:00	10:45	09:30	08:30	11:15	11:00	01:30	08:00		07:15
Volume	5	2157	672	13	98	24	1	29	141	3	6	1		2915
PM Volumes	36	16571	4746	41	463	86	4	138	778	10	8	0	0	22881
% PM	0%	44%	12%	0%	1%	0%	0%	0%	2%	0%	0%			60%
PM Peak Hour	18:45	16:45	16:15	12:45	16:15	14:30	14:15	16:45	12:00	15:45	22:30			16:45
Volume	11	2504	764	11	78	20	4	22	120	5	3			3416

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	5132		14%	4338		11%	6428		17%	22116		58%

Classification Definitions

1 Motorcycles	**4** Buses	**7** >=4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	122	12	0	3	1	0	5	8	0	0	0	0	152
01:00	0	82	10	0	1	2	0	1	17	0	2	0	0	115
02:00	0	73	6	0	2	2	0	1	13	0	3	0	0	100
03:00	0	61	3	0	6	4	0	3	8	0	0	0	0	85
04:00	0	54	6	0	8	0	0	3	27	0	0	0	0	98
05:00	0	109	16	0	10	0	0	9	19	0	1	0	0	164
06:00	0	235	46	0	17	1	0	3	29	0	0	0	0	331
07:00	0	486	208	2	31	2	0	3	40	0	0	0	0	772
08:00	0	410	273	5	60	4	0	13	60	0	0	0	0	825
09:00	1	383	250	3	57	12	0	14	44	1	0	0	0	765
10:00	0	453	242	2	57	6	1	10	54	0	1	0	0	826
11:00	0	577	287	3	49	10	0	8	57	3	0	0	0	994
12:00 PM	4	676	244	2	33	5	0	8	67	0	0	0	0	1039
13:00	2	800	284	4	35	11	0	5	54	0	0	0	0	1195
14:00	1	939	326	3	28	13	3	9	48	2	0	0	0	1372
15:00	1	1183	495	3	28	11	1	8	57	2	2	0	0	1791
16:00	3	1446	548	3	42	8	0	6	27	2	0	0	0	2085
17:00	1	1687	562	2	28	3	0	11	41	0	0	0	0	2335
18:00	1	938	360	1	14	2	0	3	18	1	0	0	0	1338
19:00	2	724	225	0	11	2	0	3	23	0	0	0	0	990
20:00	1	609	99	3	3	1	0	11	15	0	0	0	0	742
21:00	0	552	55	0	5	2	0	7	9	0	1	0	0	631
22:00	0	353	13	0	1	0	0	6	15	0	2	0	0	390
23:00	0	260	3	0	3	0	0	1	14	0	2	0	0	283
Totals	18	13212	4573	36	532	102	5	151	764	11	14			19418
% of Totals	0%	68%	24%	0%	3%	1%	0%	1%	4%	0%	0%			100%

AM Volumes	2	3045	1359	15	301	44	1	73	376	4	7	0	0	5227
% AM	0%	16%	7%	0%	2%	0%	0%	0%	2%	0%	0%			27%
AM Peak Hour		11:00	11:00	08:00	08:00	09:00	10:00	09:00	08:00	11:00	02:00			11:00
Volume	1	577	287	5	60	12	1	14	60	3	3			994
PM Volumes	16	10167	3214	21	231	58	4	78	388	7	7	0	0	14191
% PM	0%	52%	17%	0%	1%	0%	0%	0%	2%	0%	0%			73%
PM Peak Hour	12:00	17:00	17:00	13:00	16:00	14:00	14:00	17:00	12:00	14:00	15:00			17:00
Volume	4	1687	562	4	42	13	3	11	67	2	2			2335

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1597		8%	2234		12%	4420		23%	11167		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	60	2	0	3	0	0	2	11	0	0	0	0	78
01:00	0	45	2	0	1	0	0	0	13	0	1	0	0	62
02:00	0	54	3	0	2	0	0	1	17	0	0	0	0	77
03:00	0	111	2	0	4	0	0	1	13	0	0	0	0	131
04:00	0	319	4	0	5	0	0	5	19	0	0	0	0	352
05:00	0	869	18	0	11	0	0	3	11	0	0	0	0	912
06:00	0	1531	13	5	14	0	0	3	27	0	1	0	0	1594
07:00	0	1671	377	1	32	1	0	1	30	0	0	0	0	2113
08:00	0	1026	299	6	38	4	0	5	43	0	0	1	0	1422
09:00	1	778	232	0	28	3	0	5	53	0	0	0	0	1100
10:00	1	743	258	1	26	8	0	2	54	0	0	0	0	1093
11:00	2	630	232	0	31	11	0	5	61	0	0	0	0	972
12:00 PM	2	743	203	3	27	5	0	4	53	1	0	0	0	1041
13:00	2	795	171	5	25	4	0	7	54	0	0	0	0	1063
14:00	3	761	202	3	32	4	0	3	48	0	0	0	0	1056
15:00	1	691	225	3	26	3	0	4	61	2	0	0	0	1016
16:00	3	746	188	1	33	1	0	7	38	0	0	0	0	1017
17:00	0	742	181	2	25	1	0	9	31	0	0	0	0	991
18:00	3	567	185	1	31	2	0	3	30	0	0	0	0	822
19:00	6	401	146	1	11	6	0	1	28	0	0	0	0	600
20:00	0	366	27	0	15	2	0	7	16	0	1	0	0	434
21:00	0	297	3	1	5	0	0	4	18	0	0	0	0	328
22:00	0	185	1	0	0	0	0	5	8	0	0	0	0	199
23:00	0	110	0	0	2	0	0	6	5	0	0	0	0	123
Totals	**24**	**14241**	**2974**	**33**	**427**	**55**		**93**	**742**	**3**	**3**	**1**		**18596**
% of Totals	0%	77%	16%	0%	2%	0%		1%	4%	0%	0%	0%		100%

AM Volumes	4	7837	1442	13	195	27	0	33	352	0	2	1	0	9906
% AM	0%	42%	8%	0%	1%	0%		0%	2%		0%	0%		53%
AM Peak Hour	11:00	07:00	07:00	08:00	08:00	11:00		04:00	11:00		01:00	08:00		07:00
Volume	2	1671	377	6	38	11		5	61		1	1		2113
PM Volumes	20	6404	1532	20	232	28	0	60	390	3	1	0	0	8690
% PM	0%	34%	8%	0%	1%	0%		0%	2%	0%	0%			47%
PM Peak Hour	19:00	13:00	15:00	13:00	16:00	19:00		17:00	15:00	15:00	20:00			13:00
Volume	6	795	225	5	33	6		9	61	2	1			1063

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	3535		19%	2104		11%	2008		11%	10949		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	182	14	0	6	1	0	7	19	0	0	0	0	230
01:00	0	127	12	0	2	2	0	1	30	0	3	0	0	177
02:00	0	127	9	0	4	2	0	2	30	0	3	0	0	177
03:00	0	172	5	0	10	4	0	4	21	0	0	0	0	216
04:00	0	373	10	0	13	0	0	8	46	0	0	0	0	450
05:00	0	978	34	0	21	0	0	12	30	0	1	0	0	1076
06:00	0	1766	59	5	31	1	0	6	56	0	1	0	0	1925
07:00	0	2157	585	3	63	3	0	4	70	0	0	0	0	2885
08:00	0	1436	572	11	98	8	0	18	103	0	0	1	0	2247
09:00	2	1161	482	3	85	15	0	19	97	1	0	0	0	1865
10:00	1	1196	500	3	83	14	1	12	108	0	1	0	0	1919
11:00	2	1207	519	3	80	21	0	13	118	3	0	0	0	1966
12:00 PM	6	1419	447	5	60	10	0	12	120	1	0	0	0	2080
13:00	4	1595	455	9	60	15	0	12	108	0	0	0	0	2258
14:00	4	1700	528	6	60	17	3	12	96	2	0	0	0	2428
15:00	2	1874	720	6	54	14	1	12	118	4	2	0	0	2807
16:00	6	2192	736	4	75	9	0	13	65	2	0	0	0	3102
17:00	1	2429	743	4	53	4	0	20	72	0	0	0	0	3326
18:00	4	1505	545	2	45	4	0	6	48	1	0	0	0	2160
19:00	8	1125	371	1	22	8	0	4	51	0	0	0	0	1590
20:00	1	975	126	3	18	3	0	18	31	0	1	0	0	1176
21:00	0	849	58	1	10	2	0	11	27	0	1	0	0	959
22:00	0	538	14	0	1	0	0	11	23	0	2	0	0	589
23:00	0	370	3	0	5	0	0	7	19	0	2	0	0	406
Totals	**42**	**27453**	**7547**	**69**	**959**	**157**	**5**	**244**	**1506**	**14**	**17**	**1**		**38014**
% of Totals	0%	72%	20%	0%	3%	0%	0%	1%	4%	0%	0%	0%		100%

AM Volumes	6	10882	2801	28	496	71	1	106	728	4	9	1	0	15133
% AM	0%	29%	7%	0%	1%	0%	0%	0%	2%	0%	0%	0%		40%
AM Peak Hour	09:00	07:00	07:00	08:00	08:00	11:00	10:00	09:00	11:00	11:00	01:00	08:00		07:00
Volume	2	2157	585	11	98	21	1	19	118	3	3	1		2885
PM Volumes	36	16571	4746	41	463	86	4	138	778	10	8	0	0	22881
% PM	0%	44%	12%	0%	1%	0%	0%	0%	2%	0%	0%			60%
PM Peak Hour	19:00	17:00	17:00	13:00	16:00	14:00	14:00	17:00	12:00	15:00	15:00			17:00
Volume	8	2429	743	9	75	17	3	20	120	4	2			3326

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	5132		14%	4338		11%	6428		17%	22116		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

US 23/SR 365/Cornelia Hwy S/O Cagle Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	19,418	18,596	0	0	38,014

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	43		17		0	0	60		12:00	259		261		0	0	520	
00:15	28		26		0	0	54		12:15	248		271		0	0	519	
00:30	43		26		0	0	69		12:30	247		241		0	0	488	
00:45	38	152	9	78	0	0	47	230	12:45	285	1039	268	1041	0	0	553	2080
01:00	26		24		0	0	50		13:00	296		271		0	0	567	
01:15	28		13		0	0	41		13:15	299		274		0	0	573	
01:30	29		14		0	0	43		13:30	295		271		0	0	566	
01:45	32	115	11	62	0	0	43	177	13:45	305	1195	247	1063	0	0	552	2258
02:00	22		15		0	0	37		14:00	288		248		0	0	536	
02:15	27		23		0	0	50		14:15	344		273		0	0	617	
02:30	21		18		0	0	39		14:30	356		286		0	0	642	
02:45	30	100	21	77	0	0	51	177	14:45	384	1372	249	1056	0	0	633	2428
03:00	16		23		0	0	39		15:00	399		242		0	0	641	
03:15	29		23		0	0	52		15:15	426		267		0	0	693	
03:30	22		42		0	0	64		15:30	468		247		0	0	715	
03:45	18	85	43	131	0	0	61	216	15:45	498	1791	260	1016	0	0	758	2807
04:00	18		48		0	0	66		16:00	464		239		0	0	703	
04:15	17		74		0	0	91		16:15	553		268		0	0	821	
04:30	35		121		0	0	156		16:30	494		243		0	0	737	
04:45	28	98	109	352	0	0	137	450	16:45	574	2085	267	1017	0	0	841	3102
05:00	25		133		0	0	158		17:00	576		239		0	0	815	
05:15	35		209		0	0	244		17:15	599		286		0	0	885	
05:30	52		286		0	0	338		17:30	630		245		0	0	875	
05:45	52	164	284	912	0	0	336	1076	17:45	530	2335	221	991	0	0	751	3326
06:00	73		361		0	0	434		18:00	410		229		0	0	639	
06:15	80		426		0	0	506		18:15	318		221		0	0	539	
06:30	83		432		0	0	515		18:30	339		210		0	0	549	
06:45	95	331	375	1594	0	0	470	1925	18:45	271	1338	162	822	0	0	433	2160
07:00	154		428		0	0	582		19:00	260		168		0	0	428	
07:15	204		618		0	0	822		19:15	258		160		0	0	418	
07:30	240		605		0	0	845		19:30	248		149		0	0	397	
07:45	174	772	462	2113	0	0	636	2885	19:45	224	990	123	600	0	0	347	1590
08:00	219		393		0	0	612		20:00	214		120		0	0	334	
08:15	212		395		0	0	607		20:15	197		118		0	0	315	
08:30	181		337		0	0	518		20:30	179		115		0	0	294	
08:45	213	825	297	1422	0	0	510	2247	20:45	152	742	81	434	0	0	233	1176
09:00	193		292		0	0	485		21:00	172		88		0	0	260	
09:15	193		268		0	0	461		21:15	172		88		0	0	260	
09:30	201		257		0	0	458		21:30	157		78		0	0	235	
09:45	178	765	283	1100	0	0	461	1865	21:45	130	631	74	328	0	0	204	959
10:00	183		262		0	0	445		22:00	115		64		0	0	179	
10:15	205		283		0	0	488		22:15	103		57		0	0	160	
10:30	224		282		0	0	506		22:30	106		47		0	0	153	
10:45	214	826	266	1093	0	0	480	1919	22:45	66	390	31	199	0	0	97	589
11:00	222		245		0	0	467		23:00	78		33		0	0	111	
11:15	247		244		0	0	491		23:15	85		32		0	0	117	
11:30	268		264		0	0	532		23:30	66		32		0	0	98	
11:45	257	994	219	972	0	0	476	1966	23:45	54	283	26	123	0	0	80	406
TOTALS		5227		9906				15133	TOTALS		14191		8690				22881
SPLIT %		34.5%		65.5%				39.8%	SPLIT %		62.0%		38.0%				60.2%

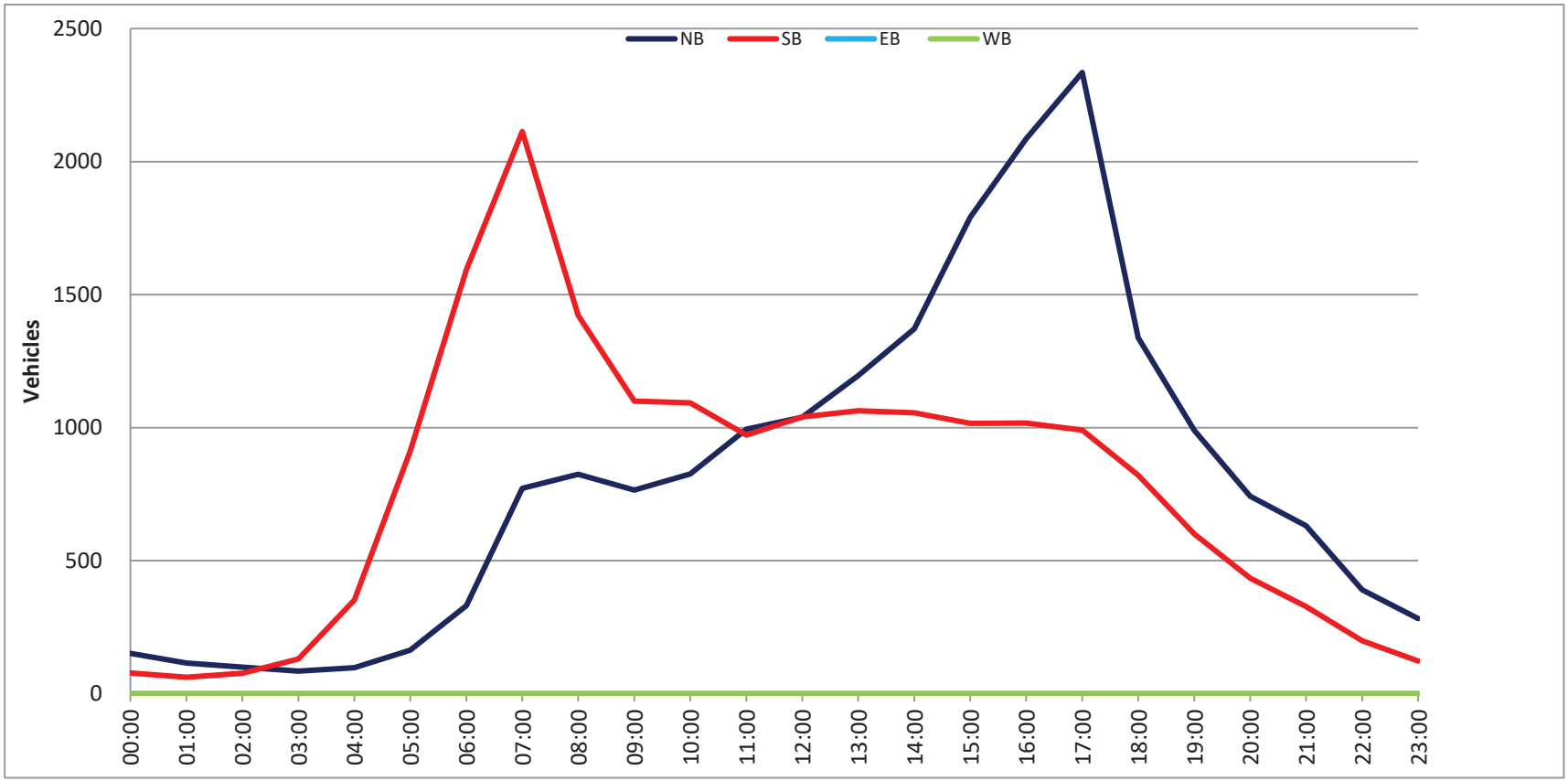
DAILY TOTALS	NB	SB	EB	WB	Total
	19,418	18,596	0	0	38,014

AM Peak Hour	11:30	07:00					07:15		PM Peak Hour	16:45	12:45					16:45		
AM Pk Volume	1032	2113					2915		PM Pk Volume	2379	1084					3416		
Pk Hr Factor	0.963	0.855					0.862		Pk Hr Factor	0.944	0.989					0.965		
7 - 9 Volume	1597	3535	0	0			5132		4 - 6 Volume	4420	2008	0	0			6428		
7 - 9 Peak Hour	07:30	07:00					07:15		4 - 6 Peak Hour	16:45	16:45					16:45		
7 - 9 Pk Volume	845	2113	0	0			2915		4 - 6 Pk Volume	2379	1037	0	0			3416		
Pk Hr Factor	0.880	0.855	0.000	0.000			0.862		Pk Hr Factor	0.944	0.906	0.000	0.000			0.965		

Prepared by NDS/ATD

Project #: GA22_180057_001 **City:** Lula

Location: US 23/SR 365/Cornelia Hwy S/O Cagle Rd **Date:** 3/30/2022



Prepared by National Data & Surveying Services

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:15	0	1	0	0	0	0	0	0	2	0	0	0	0	3
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	1	1	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	5	1	0	2	0	0	0	0	0	0	0	0	8
06:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9
06:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
07:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
07:15	0	12	3	0	0	0	0	0	1	0	0	0	0	16
07:30	0	15	4	0	2	0	0	1	0	0	0	0	0	22
07:45	0	12	3	0	1	0	0	0	0	0	0	0	0	16
08:00	0	29	7	0	2	0	0	0	0	0	0	0	0	38
08:15	0	19	6	0	4	0	0	0	0	0	0	0	0	29
08:30	0	12	3	0	1	0	0	0	0	0	0	0	0	16
08:45	0	12	3	0	0	0	0	0	0	0	0	0	0	15
09:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
09:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17
09:30	0	9	2	0	1	0	0	0	0	0	0	0	0	12
09:45	0	11	4	0	1	0	0	0	0	0	0	0	0	16
10:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
10:15	0	13	6	0	0	0	0	0	0	0	0	0	0	19
10:30	0	12	4	0	3	0	0	0	0	0	0	0	0	19
10:45	0	14	3	0	1	0	0	0	0	0	0	0	0	18
11:00	0	17	6	0	1	0	0	1	0	0	0	0	0	25
11:15	0	19	7	0	2	0	0	0	0	0	0	0	0	28
11:30	0	24	6	0	0	0	0	0	0	0	0	0	0	30
11:45	0	10	6	0	0	0	0	0	0	0	0	0	0	16
12:00 PM	0	27	6	0	0	1	0	0	1	0	0	0	0	35
12:15	0	24	7	0	1	0	0	0	0	0	0	0	0	32
12:30	0	26	4	0	1	0	0	0	1	0	0	0	0	32
12:45	0	23	6	0	0	1	0	0	0	0	0	0	0	30
13:00	1	24	8	0	0	1	0	0	0	0	0	0	0	34
13:15	0	22	3	0	1	0	0	1	0	0	0	0	0	27
13:30	1	25	6	0	0	0	0	0	0	0	0	0	0	32
13:45	0	35	13	0	1	1	0	1	0	0	0	0	0	51
14:00	1	11	8	0	1	0	0	0	0	0	0	0	0	21
14:15	0	24	10	0	2	0	0	0	0	0	0	0	0	36
14:30	0	30	7	0	1	0	0	0	0	0	0	0	0	38
14:45	1	26	4	1	2	0	0	0	0	0	0	0	0	34
15:00	1	26	13	0	1	0	0	0	0	0	0	0	0	41
15:15	0	38	13	0	2	0	0	0	0	0	0	0	0	53
15:30	0	45	18	0	1	0	0	1	0	1	0	0	0	66
15:45	1	57	14	2	2	0	0	0	0	0	0	0	0	76
16:00	0	53	10	1	1	1	0	0	0	0	0	0	0	66
16:15	0	45	14	1	1	0	0	0	0	0	0	0	0	61
16:30	0	47	14	0	1	0	0	0	0	0	0	0	0	62
16:45	0	65	10	0	2	1	0	0	0	0	0	0	0	78
17:00	1	62	14	0	1	0	0	0	1	0	0	0	0	79
17:15	0	71	18	0	1	0	0	1	0	0	0	0	0	91
17:30	1	57	13	0	1	1	0	0	0	0	0	0	0	73
17:45	1	44	5	0	0	0	0	0	1	0	0	0	0	51
18:00	0	48	12	0	0	0	0	0	0	0	0	0	0	60
18:15	1	50	14	0	1	0	0	0	0	0	0	0	0	66
18:30	0	42	5	0	0	1	0	0	0	0	0	0	0	48
18:45	1	22	3	0	0	0	0	0	0	0	0	0	0	26
19:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
19:15	0	20	6	0	1	0	0	0	0	0	0	0	0	27
19:30	0	27	4	0	0	0	0	0	0	0	0	0	0	31
19:45	0	21	3	0	0	0	0	0	0	0	0	0	0	24
20:00	0	32	3	0	0	1	0	0	1	0	0	0	0	37
20:15	0	31	8	0	0	0	0	0	0	0	0	0	0	39
20:30	0	17	9	0	0	0	0	0	0	0	0	0	0	26
20:45	0	23	6	0	0	0	0	0	0	0	0	0	0	29
21:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
21:15	0	14	4	0	1	0	0	0	0	0	0	0	0	19
21:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
22:15	0	13	1	0	1	0	0	0	0	0	0	0	0	15
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	6	0	0	1	0	0	0	0	0	0	0	0	7
Totals	**12**	**1724**	**430**	**5**	**53**	**9**		**6**	**11**	**1**				**2251**
% of Totals	1%	77%	19%	0%	2%	0%		0%	0%	0%				100%

AM Volumes	1	341	98	0	24	0	0	2	6	0	0	0	0	472
% AM	0%	15%	4%		1%			0%	0%					21%
AM Peak Hour	05:00	11:45	11:00		07:30	11:15		06:45	00:30					11:45
Volume	1	87	25		9	1		1	2					115
PM Volumes	11	1383	332	5	29	9	0	4	5	1	0	0	0	1779
% PM	0%	61%	15%	0%	1%	0%		0%	0%	0%				79%
PM Peak Hour	17:00	16:45	15:00	15:30	14:00	12:00		13:00	12:00	14:45				16:45
Volume	3	255	58	4	6	2		2	2	1				321

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	161		7%	273		12%	561		25%	1256		56%

Classification Definitions

1 Motorcycles	**4** Buses	**7** >=4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	1	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:30	0	1	2	0	0	0	0	0	1	0	0	0	0	4
03:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:15	0	3	2	0	0	0	0	1	0	0	0	0	0	6
04:30	0	1	4	0	1	0	0	0	0	0	0	0	0	6
04:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
05:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
05:15	0	13	7	0	1	1	0	0	1	0	0	0	0	23
05:30	1	15	6	0	1	0	0	0	0	0	0	0	0	23
05:45	0	20	7	0	0	0	0	0	0	0	0	0	0	27
06:00	0	23	9	1	3	1	0	0	0	0	0	0	0	37
06:15	0	30	10	0	0	0	0	0	0	0	0	0	0	40
06:30	2	41	12	0	2	0	0	0	0	0	0	0	0	57
06:45	0	40	9	1	2	0	0	0	0	0	0	0	0	52
07:00	0	51	11	0	1	0	0	0	0	0	0	0	0	63
07:15	0	62	11	1	1	0	0	0	0	0	0	0	0	75
07:30	0	82	17	0	1	0	0	0	0	0	0	0	0	100
07:45	0	75	20	2	2	0	0	0	0	0	0	0	0	99
08:00	0	67	22	2	2	0	0	0	1	0	0	0	0	94
08:15	0	42	7	0	1	0	0	0	0	0	0	0	0	50
08:30	0	31	6	0	0	0	0	0	0	0	0	0	0	37
08:45	0	26	7	0	1	0	0	1	0	0	0	0	0	35
09:00	0	22	9	0	0	0	0	0	0	0	0	0	0	31
09:15	0	23	8	0	0	1	0	1	1	0	0	0	0	34
09:30	0	18	4	0	1	0	0	0	0	0	0	0	0	23
09:45	0	33	6	1	1	0	0	0	0	0	0	0	0	41
10:00	0	22	7	0	0	0	0	0	1	0	0	0	0	30
10:15	0	17	5	0	1	0	0	0	0	0	0	0	0	23
10:30	0	13	6	0	2	0	0	0	0	0	0	0	0	21
10:45	0	19	5	0	1	0	0	0	0	0	0	0	0	25
11:00	0	11	3	0	2	0	0	0	0	0	0	0	0	16
11:15	0	11	7	0	3	0	0	0	0	0	0	0	0	21
11:30	0	15	9	2	0	0	0	0	0	0	0	0	0	26
11:45	0	20	7	0	2	0	0	0	0	0	0	0	0	29
12:00 PM	0	12	7	0	2	1	0	0	1	0	0	0	0	23
12:15	0	23	5	0	1	0	0	1	1	0	0	0	0	31
12:30	0	20	8	0	3	0	0	1	0	0	0	0	0	32
12:45	0	23	11	0	0	0	0	0	1	0	0	0	0	35
13:00	1	15	6	0	1	0	0	0	0	0	0	0	0	23
13:15	0	18	8	0	0	0	0	1	0	0	0	0	0	27
13:30	0	16	6	0	2	0	0	0	0	0	0	0	0	24
13:45	0	14	4	1	2	0	0	1	0	0	0	0	0	22
14:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
14:15	0	16	3	0	2	0	0	0	1	0	0	0	0	22
14:30	1	37	7	0	0	0	0	0	0	0	0	0	0	45
14:45	0	36	7	1	2	1	0	0	0	0	0	0	0	47
15:00	0	20	6	2	2	0	0	1	0	0	0	0	0	31
15:15	0	18	7	0	3	0	0	0	0	0	0	0	0	28
15:30	0	22	5	0	1	0	0	0	0	0	0	0	0	28
15:45	1	14	9	0	0	0	0	0	0	1	0	0	0	25
16:00	0	22	3	0	0	0	0	0	1	0	0	0	0	26
16:15	0	25	7	0	1	0	0	0	0	0	0	0	0	33
16:30	0	24	8	1	1	0	0	0	0	0	0	0	0	34
16:45	0	25	5	0	1	0	0	0	0	0	0	0	0	31
17:00	0	32	6	0	0	0	0	0	0	0	0	0	0	38
17:15	0	24	7	0	0	0	0	0	0	0	0	0	0	31
17:30	0	19	7	0	1	0	0	0	0	0	0	0	0	27
17:45	1	13	5	0	0	0	0	0	0	0	0	0	0	19
18:00	0	24	10	0	1	0	0	0	0	0	0	0	0	35
18:15	1	14	7	0	0	0	0	0	0	0	0	0	0	22
18:30	0	23	6	0	0	0	0	0	0	0	0	0	0	29
18:45	0	19	5	0	0	0	0	0	0	0	0	0	0	24
19:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
19:15	1	20	2	0	0	0	0	0	0	0	0	0	0	23
19:30	0	7	4	0	1	0	0	0	0	0	0	0	0	12
19:45	0	14	4	0	1	0	0	0	0	0	0	0	0	19
20:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
20:15	0	14	5	0	0	0	0	0	0	0	0	0	0	19
20:30	0	13	2	0	1	0	0	0	0	0	0	0	0	16
20:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
21:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
21:30	0	13	3	0	0	0	0	0	0	0	0	0	0	16
21:45	0	5	5	0	1	0	0	0	0	0	0	0	0	11
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:15	0	10	0	0	0	0	0	0	1	0	0	0	0	11
22:30	0	5	3	0	1	0	0	0	0	0	0	0	0	9
22:45	0	3	1	0	0	0	0	0	1	0	0	0	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**9**	**1648**	**488**	**15**	**65**	**6**		**9**	**14**	**1**				**2253**
% of Totals	0%	73%	22%	1%	3%	0%		0%	1%	0%				100%

AM Volumes	3	881	255	10	33	4	0	4	7	0	0	0	0	1197
% AM	0%	39%	11%	0%	1%	0%		0%	0%					53%
AM Peak Hour	05:45	07:15	07:15	07:15	10:30	05:15		08:30	01:30					07:15
Volume	2	286	70	5	8	2		2	2					368
PM Volumes	6	767	233	5	32	2	0	5	7	1	0	0	0	1058
% PM	0%	34%	10%	0%	1%	0%		0%	0%	0%				47%
PM Peak Hour	17:30	14:00	12:30	14:15	14:45	12:00		12:00	12:00	15:00				14:30
Volume	2	116	33	3	8	1		2	3	1				151

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	553		25%	217		10%	239		11%	1246		55%

Classification Definitions

1	Motorcycles	**4**	Buses	**7**	>=4-Axle Single Units	**10**	>=6-Axle Single Trailers	**13**	>=7-Axle Multi-Trailers	
2	Passenger Cars	**5**	2-Axle, 6-Tire Single Units	**8**	<=4-Axle Single Trailers	**11**	<=5-Axle Multi-Trailers			
3	2-Axle, 4-Tire Single Units	**6**	3-Axle Single Units	**9**	5-Axle Single Trailers	**12**	6-Axle Multi-Trailers			

Prepared by National Data & Surveying Services

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:15	0	3	0	0	0	0	0	0	2	0	0	0	0	5
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	1	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	4	1	0	0	0	0	0	1	0	0	0	0	6
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	3	1	0	0	0	0	1	0	0	0	0	0	5
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:15	0	5	1	0	0	0	0	0	1	0	0	0	0	7
03:30	0	3	3	0	0	0	0	0	1	0	0	0	0	7
03:45	0	0	0	0	0	1	0	0	1	0	0	0	0	2
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:15	0	3	2	0	0	0	0	1	0	0	0	0	0	6
04:30	0	1	5	0	1	0	0	0	0	0	0	0	0	7
04:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
05:00	0	11	3	0	1	0	0	0	1	0	0	0	0	16
05:15	0	13	7	0	1	1	0	0	1	0	0	0	0	23
05:30	1	17	6	0	1	0	0	0	0	0	0	0	0	25
05:45	1	21	8	0	0	0	0	0	0	0	0	0	0	30
06:00	0	28	10	1	5	1	0	0	0	0	0	0	0	45
06:15	0	38	10	0	1	0	0	0	0	0	0	0	0	49
06:30	2	45	12	0	2	0	0	0	0	0	0	0	0	61
06:45	0	49	11	1	2	0	0	0	0	0	0	0	0	63
07:00	0	57	13	0	2	0	0	0	0	0	0	0	0	72
07:15	0	74	14	1	1	0	0	0	1	0	0	0	0	91
07:30	0	97	21	0	3	0	0	1	0	0	0	0	0	122
07:45	0	87	23	2	3	0	0	0	0	0	0	0	0	115
08:00	0	96	29	2	4	0	0	0	1	0	0	0	0	132
08:15	0	61	13	0	5	0	0	0	0	0	0	0	0	79
08:30	0	43	9	0	1	0	0	0	0	0	0	0	0	53
08:45	0	38	10	0	1	0	0	1	0	0	0	0	0	50
09:00	0	34	12	0	1	0	0	0	0	0	0	0	0	47
09:15	0	35	13	0	0	1	0	1	1	0	0	0	0	51
09:30	0	27	6	0	2	0	0	0	0	0	0	0	0	35
09:45	0	44	10	1	2	0	0	0	0	0	0	0	0	57
10:00	0	31	11	0	0	0	0	0	1	0	0	0	0	43
10:15	0	30	11	0	1	0	0	0	0	0	0	0	0	42
10:30	0	25	10	0	5	0	0	0	0	0	0	0	0	40
10:45	0	33	8	0	2	0	0	0	0	0	0	0	0	43
11:00	0	28	9	0	3	0	0	1	0	0	0	0	0	41
11:15	0	30	14	0	5	0	0	0	0	0	0	0	0	49
11:30	0	39	15	2	0	0	0	0	0	0	0	0	0	56
11:45	0	30	13	0	2	0	0	0	0	0	0	0	0	45
12:00 PM	0	39	13	0	2	2	0	0	2	0	0	0	0	58
12:15	0	47	12	0	2	0	0	1	1	0	0	0	0	63
12:30	0	46	12	0	4	0	0	1	1	0	0	0	0	64
12:45	0	46	17	0	0	1	0	0	1	0	0	0	0	65
13:00	2	39	14	0	1	1	0	0	0	0	0	0	0	57
13:15	0	40	11	0	1	0	0	2	0	0	0	0	0	54
13:30	1	41	12	0	2	0	0	0	0	0	0	0	0	56
13:45	0	49	17	1	3	1	0	2	0	0	0	0	0	73
14:00	1	38	15	0	1	0	0	0	0	0	0	0	0	55
14:15	0	40	13	0	4	0	0	0	1	0	0	0	0	58
14:30	1	67	14	0	1	0	0	0	0	0	0	0	0	83
14:45	1	62	11	2	4	1	0	0	0	0	0	0	0	81
15:00	1	46	19	2	3	0	0	1	0	0	0	0	0	72
15:15	0	56	20	0	5	0	0	0	0	0	0	0	0	81
15:30	0	67	23	0	2	0	0	1	0	1	0	0	0	94
15:45	2	71	23	2	2	0	0	0	1	0	0	0	0	101
16:00	0	75	13	1	1	1	0	0	1	0	0	0	0	92
16:15	0	70	21	1	2	0	0	0	0	0	0	0	0	94
16:30	0	71	22	1	2	0	0	0	0	0	0	0	0	96
16:45	0	90	15	0	3	1	0	0	0	0	0	0	0	109
17:00	1	94	20	0	1	0	0	0	1	0	0	0	0	117
17:15	0	95	25	0	1	0	0	1	0	0	0	0	0	122
17:30	1	76	20	0	2	1	0	0	0	0	0	0	0	100
17:45	2	57	10	0	0	0	0	0	1	0	0	0	0	70
18:00	0	72	22	0	1	0	0	0	0	0	0	0	0	95
18:15	2	64	21	0	1	0	0	0	0	0	0	0	0	88
18:30	0	65	11	0	0	1	0	0	0	0	0	0	0	77
18:45	1	41	8	0	0	0	0	0	0	0	0	0	0	50
19:00	0	42	11	0	0	0	0	0	0	0	0	0	0	53
19:15	1	40	8	0	1	0	0	0	0	0	0	0	0	50
19:30	0	34	8	0	1	0	0	0	0	0	0	0	0	43
19:45	0	35	7	0	1	0	0	0	0	0	0	0	0	43
20:00	0	47	7	0	1	1	0	0	1	0	0	0	0	57
20:15	0	45	13	0	0	0	0	0	0	0	0	0	0	58
20:30	0	30	11	0	1	0	0	0	0	0	0	0	0	42
20:45	0	31	10	0	0	0	0	0	0	0	0	0	0	41
21:00	0	26	8	0	0	0	0	0	0	0	0	0	0	34
21:15	0	20	5	0	1	0	0	0	0	0	0	0	0	26
21:30	0	23	4	0	0	0	0	0	0	0	0	0	0	27
21:45	0	14	5	0	1	0	0	0	0	0	0	0	0	20
22:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
22:15	0	23	1	0	1	0	0	0	1	0	0	0	0	26
22:30	0	9	3	0	1	0	0	0	0	0	0	0	0	13
22:45	0	11	4	0	0	0	0	0	1	0	0	0	0	16
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:45	0	6	0	0	1	0	0	0	0	0	0	0	0	7
Totals	**21**	**3372**	**918**	**20**	**118**	**15**		**15**	**25**	**2**				**4506**
% of Totals	0%	75%	20%	0%	3%	0%		0%	1%	0%				100%

AM Volumes	4	1222	353	10	57	4	0	6	13	0	0	0	0	1669
% AM	0%	27%	8%	0%	1%	0%		0%	0%					37%
AM Peak Hour	05:45	07:15	07:15	07:15	07:30	05:15		08:30	11:45					07:15
Volume	3	354	87	5	15	2		2	4					460
PM Volumes	17	2150	565	10	61	11	0	9	12	2	0	0	0	2837
% PM	0%	48%	13%	0%	1%	0%		0%	0%	0%				63%
PM Peak Hour	17:30	16:45	15:00	15:45	14:45	12:00		13:00	12:00	15:00				16:45
Volume	5	355	85	5	14	3		4	5	2				448

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	714		16%	490		11%	800		18%	2502		56%

Classification Definitions

1	Motorcycles	**4**	Buses	**7**	>=4-Axle Single Units	**10**	>=6-Axle Single Trailers	**13**	>=7-Axle Multi-Trailers	
2	Passenger Cars	**5**	2-Axle, 6-Tire Single Units	**8**	<=4-Axle Single Trailers	**11**	<=5-Axle Multi-Trailers			
3	2-Axle, 4-Tire Single Units	**6**	3-Axle Single Units	**9**	5-Axle Single Trailers	**12**	6-Axle Multi-Trailers			

Prepared by National Data & Surveying Services

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
01:00	0	5	2	0	0	0	0	0	2	0	0	0	0	9
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	2	0	0	0	0	0	2	0	0	0	0	9
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	1	3	2	0	0	0	0	0	1	0	0	0	0	7
06:00	0	26	3	0	3	0	0	0	0	0	0	0	0	32
07:00	0	45	12	0	4	0	0	1	1	0	0	0	0	63
08:00	0	72	19	0	7	0	0	0	0	0	0	0	0	98
09:00	0	44	14	0	3	0	0	0	0	0	0	0	0	61
10:00	0	48	17	0	4	0	0	0	0	0	0	0	0	69
11:00	0	70	25	0	3	0	0	1	0	0	0	0	0	99
12:00 PM	0	100	23	0	2	2	0	0	2	0	0	0	0	129
13:00	2	106	30	0	2	2	0	2	0	0	0	0	0	144
14:00	2	91	29	1	6	0	0	0	0	0	0	0	0	129
15:00	2	166	58	2	6	0	0	1	0	1	0	0	0	236
16:00	0	210	48	2	5	2	0	0	0	0	0	0	0	267
17:00	3	234	50	0	3	1	0	1	2	0	0	0	0	294
18:00	2	162	34	0	1	1	0	0	0	0	0	0	0	200
19:00	0	90	17	0	1	0	0	0	0	0	0	0	0	108
20:00	0	103	26	0	0	1	0	0	1	0	0	0	0	131
21:00	0	52	10	0	1	0	0	0	0	0	0	0	0	63
22:00	0	42	6	0	1	0	0	0	0	0	0	0	0	49
23:00	0	27	1	0	1	0	0	0	0	0	0	0	0	29
Totals	**12**	**1724**	**430**	**5**	**53**	**9**		**6**	**11**	**1**				**2251**
% of Totals	1%	77%	19%	0%	2%	0%		0%	0%	0%				100%

AM Volumes	1	341	98	0	24	0	0	2	6	0	0	0	0	472
% AM	0%	15%	4%		1%			0%	0%					21%
AM Peak Hour	05:00	08:00	11:00		08:00			07:00	01:00					11:00
Volume	1	72	25		7			1	2					99
PM Volumes	11	1383	332	5	29	9	0	4	5	1	0	0	0	1779
% PM	0%	61%	15%	0%	1%	0%		0%	0%	0%				79%
PM Peak Hour	17:00	17:00	15:00	15:00	14:00	12:00		13:00	12:00	15:00				17:00
Volume	3	234	58	2	6	2		2	2	1				294

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	161		7%	273		12%	561		25%	1256		56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
02:00	0	2	1	0	0	0	0	1	1	0	0	0	0	5
03:00	0	4	4	0	0	1	0	0	1	0	0	0	0	10
04:00	0	13	10	0	1	0	0	1	0	0	0	0	0	25
05:00	1	59	22	0	3	1	0	0	1	0	0	0	0	87
06:00	2	134	40	2	7	1	0	0	0	0	0	0	0	186
07:00	0	270	59	3	5	0	0	0	0	0	0	0	0	337
08:00	0	166	42	2	4	0	0	1	1	0	0	0	0	216
09:00	0	96	27	1	2	1	0	1	1	0	0	0	0	129
10:00	0	71	23	0	4	0	0	0	1	0	0	0	0	99
11:00	0	57	26	2	7	0	0	0	0	0	0	0	0	92
12:00 PM	0	78	31	0	6	1	0	2	3	0	0	0	0	121
13:00	1	63	24	1	5	0	0	2	0	0	0	0	0	96
14:00	1	116	24	1	4	1	0	0	1	0	0	0	0	148
15:00	1	74	27	2	6	0	0	1	0	1	0	0	0	112
16:00	0	96	23	1	3	0	0	0	1	0	0	0	0	124
17:00	1	88	25	0	1	0	0	0	0	0	0	0	0	115
18:00	1	80	28	0	1	0	0	0	0	0	0	0	0	110
19:00	1	61	17	0	2	0	0	0	0	0	0	0	0	81
20:00	0	50	15	0	2	0	0	0	0	0	0	0	0	67
21:00	0	31	12	0	1	0	0	0	0	0	0	0	0	44
22:00	0	23	5	0	1	0	0	0	2	0	0	0	0	31
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Totals	**9**	**1648**	**488**	**15**	**65**	**6**		**9**	**14**	**1**				**2255**
% of Totals	0%	73%	22%	1%	3%	0%		0%	1%	0%				100%

AM Volumes	3	881	255	10	33	4	0	4	7	0	0	0	0	1197
% AM	0%	39%	11%	0%	1%	0%		0%	0%					53%
AM Peak Hour	06:00	07:00	07:00	07:00	06:00	03:00		02:00	01:00					07:00
Volume	2	270	59	3	7	1		1	1					337
PM Volumes	6	767	233	5	32	2	0	5	7	1	0	0	0	1058
% PM	0%	34%	10%	0%	1%	0%		0%	0%	0%				47%
PM Peak Hour	13:00	14:00	12:00	15:00	12:00	12:00		12:00	12:00	15:00				14:00
Volume	1	116	31	2	6	1		2	3	1				148

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	553		25%	217		10%	239		11%	1246		55%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
01:00	0	8	3	0	0	0	0	0	3	0	0	0	0	14
02:00	0	8	2	0	0	0	0	1	1	0	0	0	0	12
03:00	0	9	6	0	0	1	0	0	3	0	0	0	0	19
04:00	0	16	11	0	1	0	0	1	0	0	0	0	0	29
05:00	2	62	24	0	3	1	0	0	2	0	0	0	0	94
06:00	2	160	43	2	10	1	0	0	0	0	0	0	0	218
07:00	0	315	71	3	9	0	0	1	1	0	0	0	0	400
08:00	0	238	61	2	11	0	0	1	1	0	0	0	0	314
09:00	0	140	41	1	5	1	0	1	1	0	0	0	0	190
10:00	0	119	40	0	8	0	0	0	1	0	0	0	0	168
11:00	0	127	51	2	10	0	0	1	0	0	0	0	0	191
12:00 PM	0	178	54	0	8	3	0	2	5	0	0	0	0	250
13:00	3	169	54	1	7	2	0	4	0	0	0	0	0	240
14:00	3	207	53	2	10	1	0	0	1	0	0	0	0	277
15:00	3	240	85	4	12	0	0	2	0	2	0	0	0	348
16:00	0	306	71	3	8	2	0	0	1	0	0	0	0	391
17:00	4	322	75	0	4	1	0	1	2	0	0	0	0	409
18:00	3	242	62	0	2	1	0	0	0	0	0	0	0	310
19:00	1	151	34	0	3	0	0	0	0	0	0	0	0	189
20:00	0	153	41	0	2	1	0	0	1	0	0	0	0	198
21:00	0	83	22	0	2	0	0	0	0	0	0	0	0	107
22:00	0	65	11	0	2	0	0	0	2	0	0	0	0	80
23:00	0	34	3	0	1	0	0	0	0	0	0	0	0	38
Totals	21	3372	918	20	118	15		15	25	2				4506
% of Totals	0%	75%	20%	0%	3%	0%		0%	1%	0%				100%

AM Volumes	4	1222	353	10	57	4	0	6	13	0	0	0	0	1669
% AM	0%	27%	8%	0%	1%	0%		0%	0%					37%
AM Peak Hour	05:00	07:00	07:00	07:00	08:00	03:00		02:00	01:00					07:00
Volume	2	315	71	3	11	1		1	3					400
PM Volumes	17	2150	565	10	61	11	0	9	12	2	0	0	0	2837
% PM	0%	48%	13%	0%	1%	0%		0%	0%	0%				63%
PM Peak Hour	17:00	17:00	15:00	15:00	15:00	12:00		13:00	12:00	15:00				17:00
Volume	4	322	85	4	12	3		4	5	2				409

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	714	↔	16%	490	↔	11%	800	↔	18%	2502	↔	56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Old Cornelia Hwy W/O Hyde Mill Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,251	2,255	4,506

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	4		0		4		12:00	0	0	35		23		58	
00:15	0	0	6		3		9		12:15	0	0	32		31		63	
00:30	0	0	2		2		4		12:30	0	0	32		32		64	
00:45	0	0	2	14	1	6	3	20	12:45	0	0	30	129	35	121	65	250
01:00	0	0	3		0		3		13:00	0	0	34		23		57	
01:15	0	0	3		2		5		13:15	0	0	27		27		54	
01:30	0	0	1		2		3		13:30	0	0	32		24		56	
01:45	0	0	2	9	1	5	3	14	13:45	0	0	51	144	22	96	73	240
02:00	0	0	1		0		1		14:00	0	0	21		34		55	
02:15	0	0	3		3		6		14:15	0	0	36		22		58	
02:30	0	0	0		0				14:30	0	0	38		45		83	
02:45	0	0	3	7	2	5	5	12	14:45	0	0	34	129	47	148	81	277
03:00	0	0	2		1		3		15:00	0	0	41		31		72	
03:15	0	0	3		4		7		15:15	0	0	53		28		81	
03:30	0	0	3		4		7		15:30	0	0	66		28		94	
03:45	0	0	1	9	1	10	2	19	15:45	0	0	76	236	25	112	101	348
04:00	0	0	2		3		5		16:00	0	0	66		26		92	
04:15	0	0	0		6		6		16:15	0	0	61		33		94	
04:30	0	0	1		6		7		16:30	0	0	62		34		96	
04:45	0	0	1	4	10	25	11	29	16:45	0	0	78	267	31	124	109	391
05:00	0	0	2		14		16		17:00	0	0	79		38		117	
05:15	0	0	0		23		23		17:15	0	0	91		31		122	
05:30	0	0	2		23		25		17:30	0	0	73		27		100	
05:45	0	0	3	7	27	87	30	94	17:45	0	0	51	294	19	115	70	409
06:00	0	0	8		37		45		18:00	0	0	60		35		95	
06:15	0	0	9		40		49		18:15	0	0	66		22		88	
06:30	0	0	4		57		61		18:30	0	0	48		29		77	
06:45	0	0	11	32	52	186	63	218	18:45	0	0	26	200	24	110	50	310
07:00	0	0	9		63		72		19:00	0	0	26		27		53	
07:15	0	0	16		75		91		19:15	0	0	27		23		50	
07:30	0	0	22		100		122		19:30	0	0	31		12		43	
07:45	0	0	16	63	99	337	115	400	19:45	0	0	24	108	19	81	43	189
08:00	0	0	38		94		132		20:00	0	0	37		20		57	
08:15	0	0	29		50		79		20:15	0	0	39		19		58	
08:30	0	0	16		37		53		20:30	0	0	26		16		42	
08:45	0	0	15	98	35	216	50	314	20:45	0	0	29	131	12	67	41	198
09:00	0	0	16		31		47		21:00	0	0	24		10		34	
09:15	0	0	17		34		51		21:15	0	0	19		7		26	
09:30	0	0	12		23		35		21:30	0	0	11		16		27	
09:45	0	0	16	61	41	129	57	190	21:45	0	0	9	63	11	44	20	107
10:00	0	0	13		30		43		22:00	0	0	19		6		25	
10:15	0	0	19		23		42		22:15	0	0	15		11		26	
10:30	0	0	19		21		40		22:30	0	0	4		9		13	
10:45	0	0	18	69	25	99	43	168	22:45	0	0	11	49	5	31	16	80
11:00	0	0	25		16		41		23:00	0	0	8		3		11	
11:15	0	0	28		21		49		23:15	0	0	8		4		12	
11:30	0	0	30		26		56		23:30	0	0	6		2		8	
11:45	0	0	16	99	29	92	45	191	23:45	0	0	7	29	0	9	7	38
TOTALS				472		1197		1669	TOTALS				1779		1058		2837
SPLIT %				28.3%		71.7%		37.0%	SPLIT %				62.7%		37.3%		63.0%

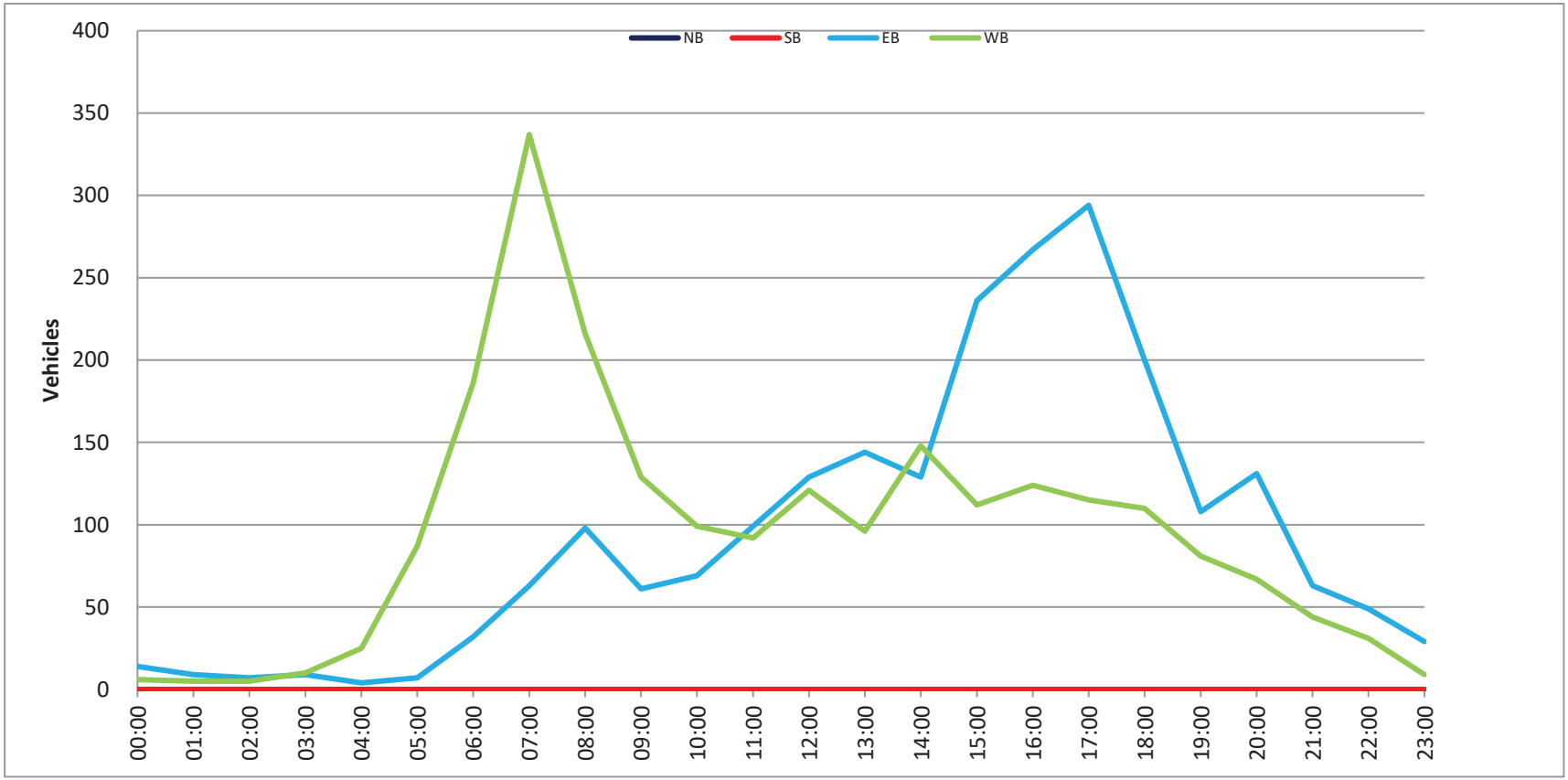
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,251	2,255	4,506

AM Peak Hour				11:45		07:15		07:15	PM Peak Hour				16:45		14:30		16:45
AM Pk Volume				115		368		460	PM Pk Volume				321		151		448
Pk Hr Factor				0.821		0.920		0.871	Pk Hr Factor				0.882		0.803		0.918
7 - 9 Volume	0	0		161		553		714	4 - 6 Volume	0	0		561		239		800
7 - 9 Peak Hour				07:30		07:15		07:15	4 - 6 Peak Hour				16:45		16:15		16:45
7 - 9 Pk Volume	0	0		105		368		460	4 - 6 Pk Volume	0	0		321		136		448
Pk Hr Factor	0.000	0.000		0.691		0.920		0.871	Pk Hr Factor	0.000	0.000		0.882		0.895		0.918

Prepared by NDS/ATD

Project #: GA22_180057_002 **City:** Lula

Location: Old Cornelia Hwy W/O Hyde Mill Rd **Date:** 3/30/2022



Prepared by National Data & Surveying Services

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday
Date: 4/12/2022

City: Lula
Project #: GA22_180057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
15:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**1**	**44**	**18**		**2**									**65**
% of Totals	2%	68%	28%		3%									100%

AM Volumes	1	24	11	0	1	0	0	0	0	0	0	0	0	37
% AM	2%	37%	17%		2%									57%
AM Peak Hour		10:00	04:45		09:00									05:30
Volume	1	7	3		1									9
PM Volumes	0	20	7	0	1	0	0	0	0	0	0	0	0	28
% PM		31%	11%		2%									43%
PM Peak Hour		13:45	12:15		15:00									12:15
Volume		5	2		1									6

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	6		9%	8		12%	4		6%	47		72%

Classification Definitions

1	Motorcycles	**4**	Buses	**7**	>=4-Axle Single Units	**10**	>=6-Axle Single Trailers	**13**	>=7-Axle Multi-Trailers	
2	Passenger Cars	**5**	2-Axle, 6-Tire Single Units	**8**	<=4-Axle Single Trailers	**11**	<=5-Axle Multi-Trailers			
3	2-Axle, 4-Tire Single Units	**6**	3-Axle Single Units	**9**	5-Axle Single Trailers	**12**	6-Axle Multi-Trailers			

Prepared by National Data & Surveying Services

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday
Date: 4/12/2022

City: Lula
Project #: GA22_180057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	1	0	0	0	0	0	0	0	2
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
19:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**1**	**48**	**17**		**1**	**2**								**69**
% of Totals	1%	70%	25%		1%	3%								100%

AM Volumes	1	13	6	0	1	1	0	0	0	0	0	0	0	22
% AM	1%	19%	9%		1%	1%								32%
AM Peak Hour	01:15	10:30	08:00		10:15	07:00								10:30
Volume	1	5	4		1	1								6
PM Volumes	0	35	11	0	0	1	0	0	0	0	0	0	0	47
% PM		51%	16%			1%								68%
PM Peak Hour		18:15	15:15			14:00								18:15
Volume		10	3			1								11

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	8		12%	6		9%	7		10%	48		70%

Classification Definitions

1 Motorcycles	**4** Buses	**7** >=4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	1	0	0	1	0	0	0	0	0	0	0	3
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
08:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	2	1	0	0	1	0	0	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
15:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
15:45	0	4	2	0	1	0	0	0	0	0	0	0	0	7
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
19:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**2**	**92**	**35**		**3**	**2**								**134**
% of Totals	1%	69%	26%		2%	1%								100%

AM Volumes	2	37	17	0	2	1	0	0	0	0	0	0	0	59
% AM	1%	28%	13%		1%	1%								44%
AM Peak Hour		10:30	07:45		09:00	07:00								10:15
Volume	1	11	5		1	1								13
PM Volumes	0	55	18	0	1	1	0	0	0	0	0	0	0	75
% PM		41%	13%		1%	1%								56%
PM Peak Hour		18:15	15:15		15:00	14:00								15:15
Volume		12	5		1	1								14

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	14		10%	14		10%	11		8%	95		71%

Classification Definitions

1 Motorcycles	**4** Buses	**7** >=4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
06:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
09:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
10:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**1**	**44**	**18**		**2**									**65**
% of Totals	2%	68%	28%		3%									100%

AM Volumes	1	24	11	0	1	0	0	0	0	0	0	0	0	37
% AM	2%	37%	17%		2%									57%
AM Peak Hour		10:00	05:00		09:00									10:00
Volume	1	7	2		1									9
PM Volumes	0	20	7	0	1	0	0	0	0	0	0	0	0	28
% PM		31%	11%		2%									43%
PM Peak Hour		12:00	15:00		15:00									15:00
Volume		3	2		1									5

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	6		9%	8		12%	4		6%	47		72%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	1	0	0	1	0	0	0	0	0	0	0	3
08:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
15:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
16:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
19:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**1**	**48**	**17**		**1**	**2**								**69**
% of Totals	1%	70%	25%		1%	3%								100%

AM Volumes	1	13	6	0	1	1	0	0	0	0	0	0	0	22
% AM	1%	19%	9%		1%	1%								32%
AM Peak Hour	02:00	09:00	08:00		11:00	07:00								08:00
Volume	1	3	4		1	1								5
PM Volumes	0	35	11	0	0	1	0	0	0	0	0	0	0	47
% PM		51%	16%			1%								68%
PM Peak Hour		19:00	15:00			14:00								19:00
Volume		7	2			1								9

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	8		12%	6		9%	7		10%	48		70%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
07:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
08:00	0	3	5	0	0	0	0	0	0	0	0	0	0	8
09:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
10:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
12:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
13:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
14:00	0	7	1	0	0	1	0	0	0	0	0	0	0	9
15:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
16:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
17:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
19:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	92	35		3	2								134
% of Totals	1%	69%	26%		2%	1%								100%

AM Volumes	2	37	17	0	2	1	0	0	0	0	0	0	0	59
% AM	1%	28%	13%		1%	1%								44%
AM Peak Hour		10:00	08:00		09:00	07:00								10:00
Volume	1	10	5		1	1								12
PM Volumes	0	55	18	0	1	1	0	0	0	0	0	0	0	75
% PM		41%	13%		1%	1%								56%
PM Peak Hour		19:00	15:00		15:00	14:00								15:00
Volume		9	4		1	1								12

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	14		10%	14		10%	11		8%	95		71%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Cagle Mill Rd S/O Julian Baugh Rd

Day: Wednesday
Date: 3/30/2022

City: Lula
Project #: GA22_180057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	65	69	0	0	134

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0		0	0			12:00	0		0		0	0		
00:15	1		0		0	0	1		12:15	1		1		0	0	2	
00:30	0		0		0	0			12:30	3		1		0	0	4	
00:45	0	1	0		0	0		1	12:45	0	4	0	2	0	0		6
01:00	0		0		0	0			13:00	2		1		0	0	3	
01:15	0		0		0	0			13:15	0		1		0	0	1	
01:30	0		0		0	0			13:30	0		1		0	0	1	
01:45	0		0		0	0			13:45	2	4	1	4	0	0	3	8
02:00	0		1		0	0	1		14:00	1		1		0	0	2	
02:15	0		0		0	0			14:15	1		1		0	0	2	
02:30	0		0		0	0			14:30	1		0		0	0	1	
02:45	0		0	1	0	0		1	14:45	1	4	3	5	0	0	4	9
03:00	0		0		0	0			15:00	0		0		0	0		
03:15	0		0		0	0			15:15	1		1		0	0	2	
03:30	0		0		0	0			15:30	2		1		0	0	3	
03:45	0		0		0	0			15:45	2	5	5	7	0	0	7	12
04:00	0		0		0	0			16:00	0		2		0	0	2	
04:15	0		0		0	0			16:15	1		1		0	0	2	
04:30	0		0		0	0			16:30	1		0		0	0	1	
04:45	1	1	0		0	0	1	1	16:45	0	2	2	5	0	0	2	7
05:00	1		1		0	0	2		17:00	2		0		0	0	2	
05:15	0		0		0	0			17:15	0		0		0	0		
05:30	2		0		0	0	2		17:30	0		1		0	0	1	
05:45	2	5	1	2	0	0	3	7	17:45	0	2	1	2	0	0	1	4
06:00	1		0		0	0	1		18:00	2		0		0	0	2	
06:15	4		0		0	0	4		18:15	0		2		0	0	2	
06:30	1		0		0	0	1		18:30	0		2		0	0	2	
06:45	0	6	1	1	0	0	1	7	18:45	1	3	1	5	0	0	2	8
07:00	1		0		0	0	1		19:00	1		6		0	0	7	
07:15	1		1		0	0	2		19:15	0		1		0	0	1	
07:30	0		0		0	0			19:30	0		1		0	0	1	
07:45	1	3	2	3	0	0	3	6	19:45	1	2	1	9	0	0	2	11
08:00	0		1		0	0	1		20:00	0		1		0	0	1	
08:15	1		1		0	0	2		20:15	0		0		0	0		
08:30	2		1		0	0	3		20:30	0		0		0	0		
08:45	0	3	2	5	0	0	2	8	20:45	0		0	1	0	0		1
09:00	0		1		0	0	1		21:00	1		2		0	0	3	
09:15	2		0		0	0	2		21:15	0		1		0	0	1	
09:30	2		2		0	0	4		21:30	1		1		0	0	2	
09:45	2	6	0	3	0	0	2	9	21:45	0	2	2	6	0	0	2	8
10:00	0		0		0	0			22:00	0		0		0	0		
10:15	3		1		0	0	4		22:15	0		1		0	0	1	
10:30	2		2		0	0	4		22:30	0		0		0	0		
10:45	4	9	0	3	0	0	4	12	22:45	0		0	1	0	0		1
11:00	0		1		0	0	1		23:00	0		0		0	0		
11:15	1		3		0	0	4		23:15	0		0		0	0		
11:30	0		0		0	0			23:30	0		0		0	0		
11:45	2	3	0	4	0	0	2	7	23:45	0		0		0	0		
TOTALS		37		22				59	TOTALS		28		47				75
SPLIT %		62.7%		37.3%				44.0%	SPLIT %		37.3%		62.7%				56.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	65	69	0	0	134

AM Peak Hour	05:30	10:30			10:15	PM Peak Hour	12:15	18:15			15:15
AM Pk Volume	9	6			13	PM Pk Volume	6	11			14
Pk Hr Factor	0.563	0.500			0.813	Pk Hr Factor	0.500	0.458			0.500
7 - 9 Volume	6	8	0	0	14	4 - 6 Volume	4	7	0	0	11
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	4	5	0	0	9	4 - 6 Pk Volume	4	5	0	0	7
Pk Hr Factor	0.500	0.625	0.000	0.000	0.750	Pk Hr Factor	0.500	0.625	0.000	0.000	0.875

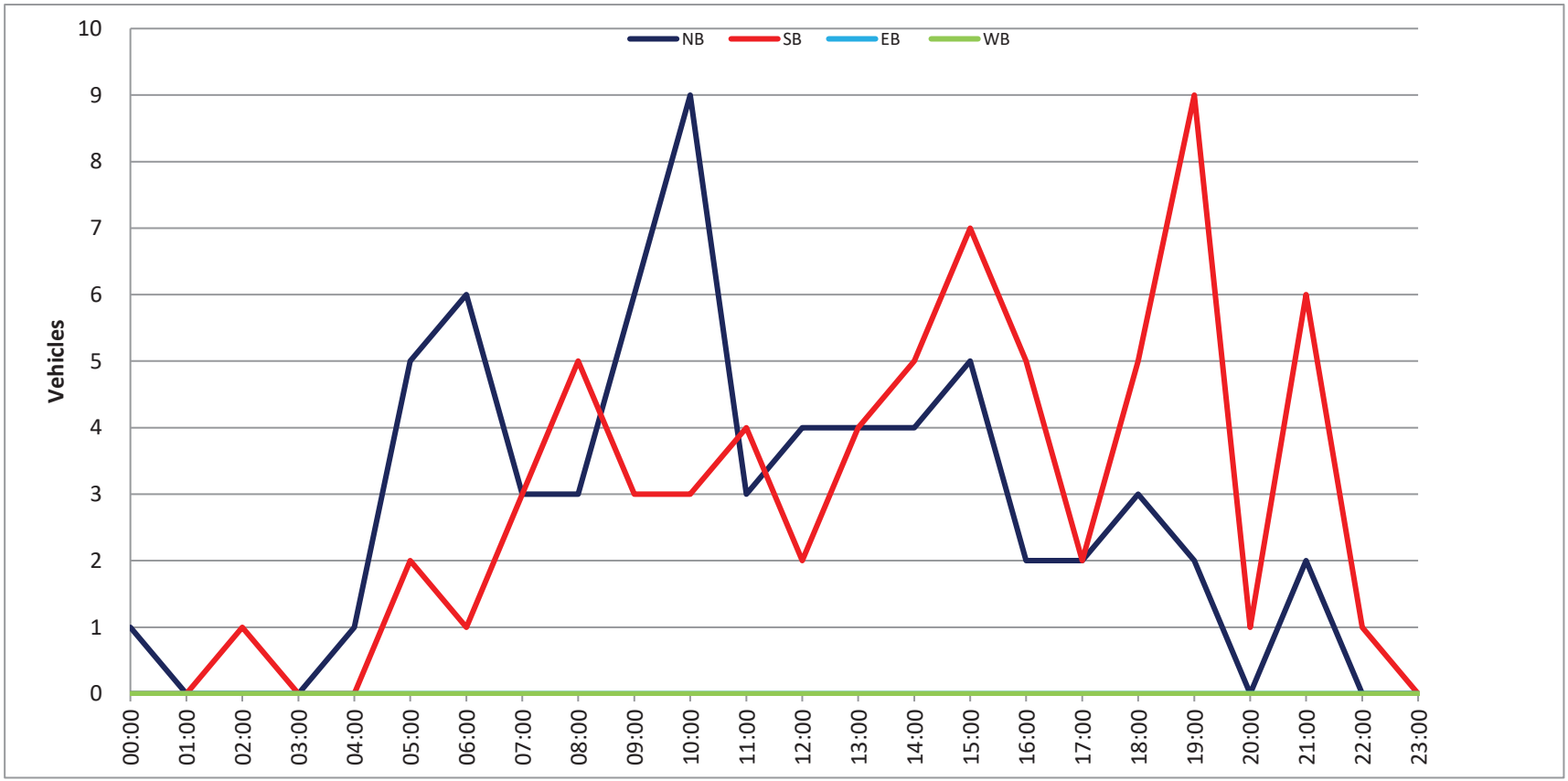
Appendix E:
Historic Traffic Counts

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

Prepared by NDS/ATD

Project #: GA22_180057_003 **City:** Lula

Location: Cagle Mill Rd S/O Julian Baugh Rd **Date:** 3/30/2022

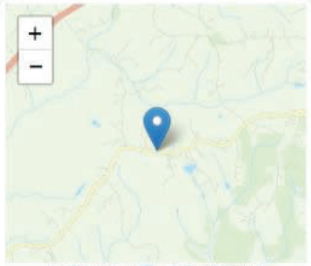


Site 0000139_0225

Node Site

0000139_0225 - 139-0225
Description: CRT 084900 R
County: Hall
Route number: 00145700
LRS section: 1392145700
Functional class: 5R - Major Collector (Rural)
Coordinates: 34.3478044, -83.72471714

Site Data



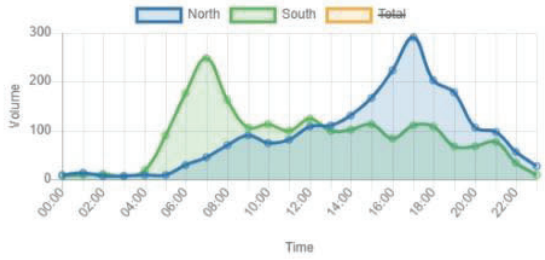
Count History

Year	Month	Count type	Duration	Count
2018	July	Class	48 hours	4183
2014	April	Volume	48 hours	3951
2010	January	Volume	48 hours	3916

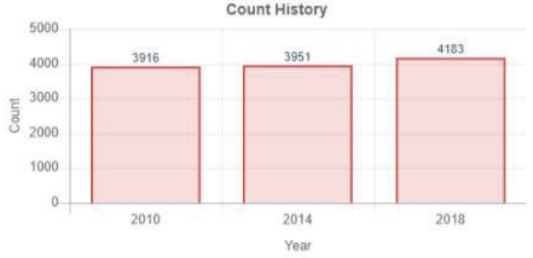
Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated	**Estimated**
AADT	3940	3880	3860	3850	4040	4250	4380	3930	3930	**3770**
K-Factor	-	-	-	0.104	0.104	0.104	-	0.104	0.104	**0.104**
D-Factor	-	-	-	0.500	0.500	0.500	-	0.720	0.720	**0.720**
Future AADT	-	-	-	-	-	4790	5520	4960	4950	**4950**

Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

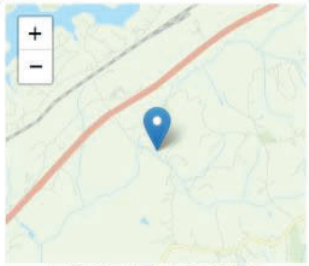
1. Motorcycles 2 axles, 2 or 3 wheels.	**0.91%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**72.17%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**21.31%**
4. Buses 2- or 3-axle, full length.	**0.18%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**3.01%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.50%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.71%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**1.16%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.04%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.01%**

Site 0000139_8201

Node Site

0000139_8201 - 139-8201
Description: CRY 092800 L
County: Hall
Route number: 00092400
LRS section: 1392092400
Functional class: 7R - Local (Rural)
Coordinates: 34.3604089054467, -83.7324372906166

Site Data

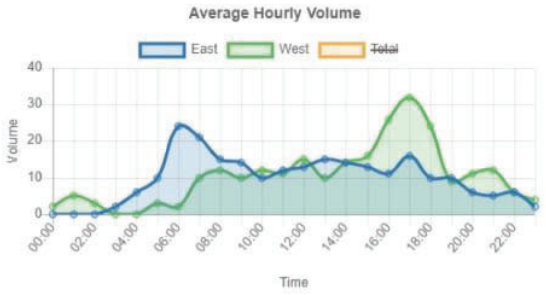


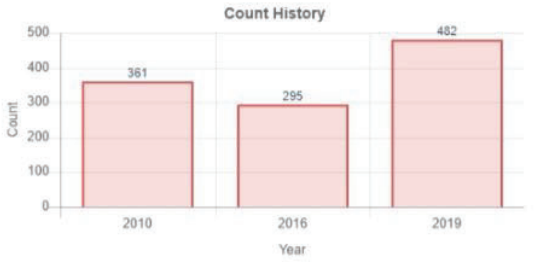
Count History

Year	Month	Count type	Duration	Count
2019	July	Class	48 hours	482
2016	July	Class	72 hours	295
2010	October	Class	48 hours	361

Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Estimated	Actual	Estimated	Estimated	Actual	**Estimated**
AADT	330	330	330	330	350	400	410	400	470	**450**
K-Factor	-	-	-	-	-	0.096	-	-	0.103	**0.103**
D-Factor	-	-	-	-	-	0.700	-	-	0.650	**0.650**
Future AADT	-	-	-	-	-	530	630	620	710	**710**







FHWA Vehicle Classification

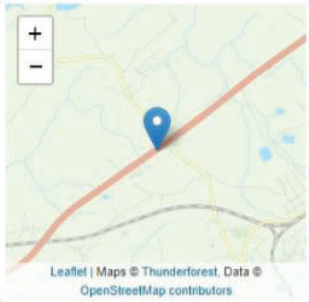
1. Motorcycles 2 axles, 2 or 3 wheels.	0.41%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	66.63%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	27.36%
4. Buses 2- or 3-axle, full length.	0.83%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	3.73%
6. Single-unit trucks 3-axle, single-unit trucks.	0.10%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.52%
9. Single-trailer trucks 5-axle, single-trailer trucks.	0.41%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0%

Site 0000139_0215

Node Site

0000139_0215 - 139-0215
Description: CRX 087600
County: Hall
Route number: 00041900
LRS section: 1391041900
Functional class: 3R - Principal Arterial - Other (Rural)
Coordinates: 34.3939327144585, -83.6928845977857

Site Data



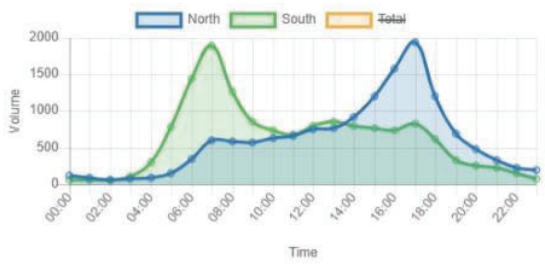
Count History

Year	Month	Count type	Duration	Count
2019	January	Class	48 hours	28906
2015	June	Class	48 hours	31210
2013	March	Class	48 hours	27163
2011	September	Class	48 hours	27398
2010	March	Volume	48 hours	28969

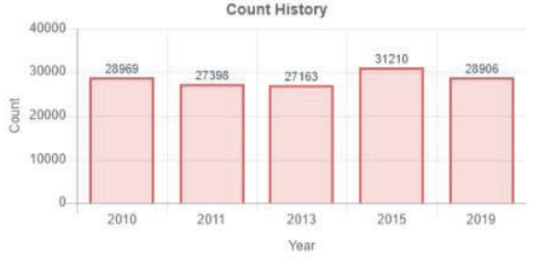
Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	27200	26900	27300	30000	30000	31200	32200	32400	31700	30100
K-Factor	-	-	0.090	0.090	0.093	0.093	-	-	0.099	0.099
D-Factor	-	-	0.700	0.700	0.700	0.700	-	-	0.690	0.690
Future AADT	-	-	-	-	-	40100	43900	47400	46600	46600

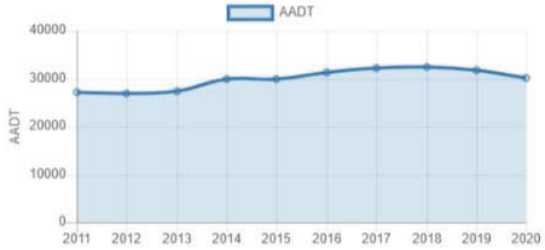
Average Hourly Volume

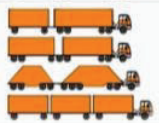


Count History



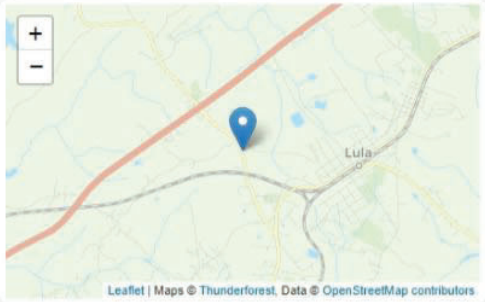
AADT Trend



1. Motorcycles 2 axles, 2 or 3 wheels.		0.07%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		64.13%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		24.66%
4. Buses 2- or 3-axle, full length.		0.83%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.83%
6. Single-unit trucks 3-axle, single-unit trucks.		0.66%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.91%
9. Single-trailer trucks 5-axle, single-trailer trucks.		3.73%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.15%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.02%

0000139_0249 - 139-0249
Description: LULA
County: Hall
Route number: 00005200
LRS section: 1391005200
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 34.38950853, -83.68435217

Site Data

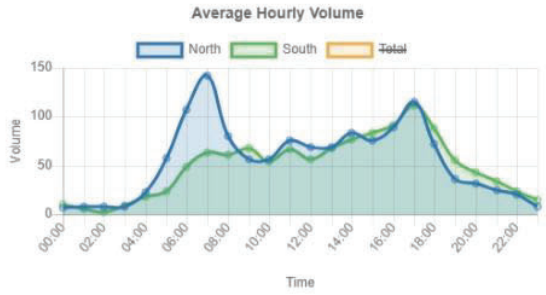


Count History

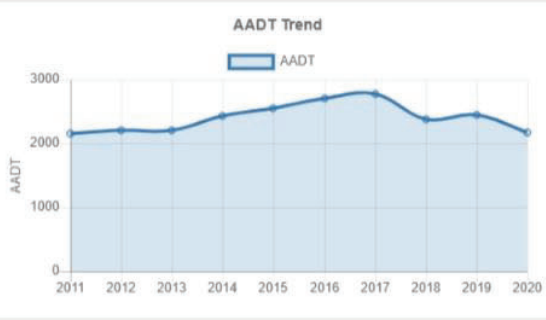
Year	Month	Count type	Duration	Count
2020	January	Volume	48 hours	2498
2018	June	Class	48 hours	2468
2016	July	Volume	48 hours	3136
2014	April	Volume	48 hours	2524
2012	February	Volume	48 hours	2446

Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	**Actual**
AADT	2160	2200	2200	2430	2550	2700	2780	2380	2450	**2170**
K-Factor	-	-	-	0.098	0.098	0.101	-	0.102	0.102	**0.096**
D-Factor	-	-	-	0.500	0.500	0.500	-	0.520	0.520	**0.520**
Future AADT	-	-	-	-	-	2940	3550	3790	3640	**3640**



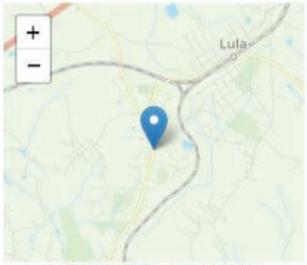




Site 0000139_0248

0000139_0248 - 139-0248
County: Hall
Route number: 00005200
LRS section: 1391005200
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 34.3756288365924, -83.6786885028939

Site Data



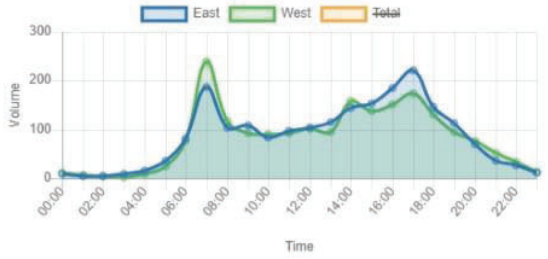
Count History

Year	Month	Count type	Duration	Count
2021	April	Class	48 hours	4050
2019	January	Class	48 hours	3140
2015	June	Class	48 hours	3348
2013	March	Volume	48 hours	3621
2011	September	Class	48 hours	3870
2010	January	Class	48 hours	3574

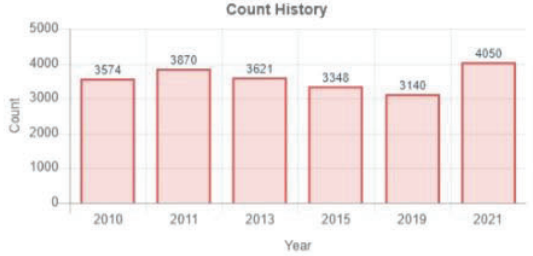
Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	3630	3610	3210	3210	3230	3360	3460	3480	3450	3270
K-Factor	-	-	0.110	0.110	0.115	0.115	-	-	0.109	0.109
D-Factor	-	-	-	-	0.600	0.600	-	-	0.540	0.540
Future AADT	-	-	-	-	-	4020	4360	4380	4350	4350

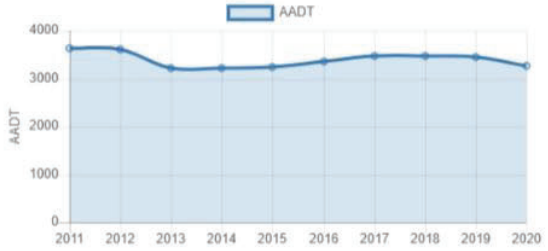
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

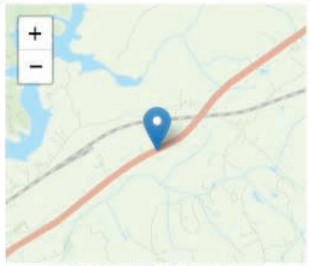
1. Motorcycles 2 axles, 2 or 3 wheels.	0.69%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	64.86%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	25.68%
4. Buses 2- or 3-axle, full length.	0.58%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	3.79%
6. Single-unit trucks 3-axle, single-unit trucks.	0.63%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	1.07%
9. Single-trailer trucks 5-axle, single-trailer trucks.	2.67%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0%

Site 0000139_0214

Node Site

0000139_0214 - 139-0214
Description: CRX 129800
County: Hall
Route number: 00041900
LRS section: 1391041900
Functional class: 3R - Principal Arterial - Other (Rural)
Coordinates: 34.3777272, -83.71739246

Site Data



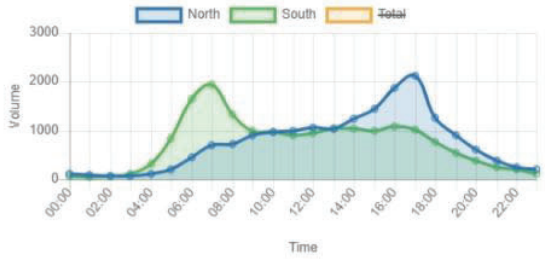
Count History

Year	Month	Count type	Duration	Count
2020	September	Class	48 hours	35410
2018	July	Class	48 hours	35424
2016	December	Class	48 hours	31740
2014	April	Class	48 hours	28406
2012	February	Class	48 hours	26636

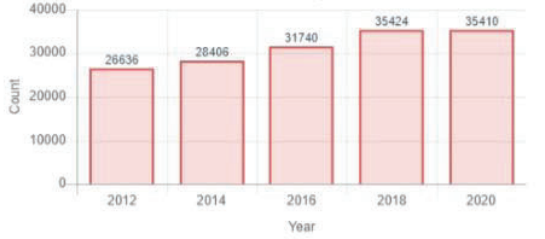
Annual Statistics

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Actual
AADT	23000	27100	27100	14700	15400	16000	16500	35500	36500	**33200**
K-Factor	-	-	-	0.172	0.172	0.172	-	0.088	0.088	**0.096**
D-Factor	-	-	-	0.800	0.800	0.800	-	0.690	0.690	**0.680**
Future AADT	-	-	-	-	-	20700	20800	44700	46000	**46000**

Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.25%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**48.74%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**35.64%**
4. Buses 2- or 3-axle, full length.	**1.67%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**10.23%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.61%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.01%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.61%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**2.14%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.08%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.01%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.01%**

Appendix F:
Existing Year and Future Year Build and No-Build Volumes

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

AM

Existing COVID Adj

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	57	864	0	1	0	2167	33	6	0	18	0	0	0
2	14	0	1	0	0	0	0	0	3	6	2	7	0
3	1	11	0	0	0	5	3	4	0	0	0	0	0
4	1	1	1	0	1	7	2	1	4	2	0	16	2
5	0	0	0	0	1	0	7	0	82	0	0	373	2
6	0	778	0	0	0	2178	2	2	0	1	22	2	1

No Build 2023

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	59	892	0	1	0	2237	34	6	0	19	0	0	0
2	14	0	1	0	0	0	0	0	3	6	2	7	0
3	1	11	0	0	0	5	3	4	0	0	0	0	0
4	1	1	1	0	1	7	2	1	4	2	0	17	2
5	0	0	0	0	1	0	7	0	85	0	0	385	2
6	0	803	0	0	0	2249	2	2	0	1	23	2	1

No Build 2028

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	69	1047	0	1	0	2625	40	7	0	22	0	0	0
2	16	0	1	0	0	0	0	0	4	7	2	8	0
3	1	13	0	0	0	6	4	5	0	0	0	0	0
4	1	1	1	0	1	8	2	1	5	2	0	20	2
5	0	0	0	0	1	0	8	0	100	0	0	452	2
6	0	942	0	0	0	2639	2	2	0	1	27	2	1

Build 2023

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	59	892	29	1	16	2237	34	6	0	19	105	0	55
2	13	0	1	0	0	0	0	0	3	6	2	7	0
3	2	11	0	0	0	5	5	10	0	0	0	0	0
4	1	2	1	0	2	13	4	2	5	2	0	18	3
5	0	0	0	0	2	0	13	0	85	0	0	385	3
6	0	858	0	0	0	2268	2	2	0	1	22	2	1
7	2	2	0	0	0	1	1	3	0	5	0	0	0
8	1	2	0	0	0	5	1	2	0	5	0	0	0
11	0	0	0	0	1	0	0	0	8	0	0	22	1

Build 2028

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	69	1047	29	1	16	2625	40	7	0	22	105	0	55
2	15	0	1	0	0	0	0	0	4	7	2	8	0
3	2	13	0	0	0	6	6	11	0	0	0	0	0
4	1	2	1	0	2	14	4	2	6	2	0	21	3
5	0	0	0	0	2	0	14	0	100	0	0	452	3
6	0	997	0	0	0	2658	2	2	0	1	26	2	1
7	2	2	0	0	0	1	1	3	0	5	0	0	0
8	1	2	0	0	0	5	1	2	0	5	0	0	0
11	0	0	0	0	1	0	0	0	9	0	0	25	1

PM

Existing COVID Adj

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	2475	0	2	0	1035	8	19	0	25	0	0	0
2	11	0	5	0	0	0	0	0	0	16	15	2	6	0
3	1	11	0	0	0	22	2	2	0	0	0	0	0
4	8	2	7	0	1	2	1	4	15	5	7	8	0
5	0	0	0	0	6	0	3	11	316	0	0	130	7
6	2	2463	25	0	1	1036	4	6	1	4	13	0	4

No Build 2023

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	2555	0	2	0	1069	8	20	0	26	0	0	0
2	11	0	5	0	0	0	0	0	17	15	2	6	0
3	1	11	0	0	0	23	2	2	0	0	0	0	0
4	8	2	7	0	1	2	1	4	15	5	7	8	0
5	0	0	0	0	6	0	3	11	326	0	0	134	7
6	2	2543	26	0	1	1070	4	6	1	4	13	0	4

No Build 2028

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	7	2998	0	2	0	1254	9	23	0	31	0	0	0
2	13	0	6	0	0	0	0	0	20	18	2	7	0
3	1	13	0	0	0	27	2	2	0	0	0	0	0
4	9	2	8	0	1	2	1	5	18	6	8	9	0
5	0	0	0	0	7	0	4	13	383	0	0	157	8
6	2	2984	31	0	1	1256	5	7	1	5	15	0	5

Build 2023

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	2555	92	2	57	1069	8	20	0	26	55	0	33
2	10	0	5	0	0	0	0	0	17	13	2	6	0
3	9	11	0	0	0	23	7	7	0	0	0	0	0
4	8	6	7	0	3	5	3	11	16	5	7	10	0
5	0	0	0	0	8	0	4	16	326	0	0	134	9
6	2	2583	24	0	1	1139	4	6	1	4	10	0	4
7	6	2	0	0	0	3	3	2	0	3	0	0	0
8	5	6	0	0	0	3	3	2	0	3	0	0	0
11	0	0	0	0	0	0	1	0	32	0	0	19	2

Build 2028

INTID	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	7	2998	92	2	55	1254	9	23	0	31	55	0	33
2	12	0	6	0	0	0	0	0	20	16	2	7	0
3	9	13	0	0	0	27	7	7	0	0	0	0	0
4	9	6	8	0	3	5	3	12	19	6	8	11	0
5	0	0	0	0	9	0	5	18	383	0	0	157	10
6	2	3024	29	0	1	1325	5	7	1	5	14	0	5
7	6	2	0	0	0	3	3	4	0	3	0	0	0
8	5	6	0	0	0	3	3	2	0	3	0	0	0
11	0	0	0	0	0	0	1	0	37	0	0	21	2

Appendix G:

Truck Percentage Calculation Chart

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

Old Cornelia Hwy W/O Hyde Mill Rd			Truck Percentage Calculation						
			Total	Class 1: Motorcycles	Class 2: Passenger Cars	Class 3: Pickups, Panels, Trucks	Classes 4-7: Single Unit Trucks	Classes 8-15: Combination Trucks	Total Trucks
	24 hr T								
		Volume	4506	21	3372	918	153	42	
		Percentage		0%	100%	0%	0%	0%	0.0%
	7:15 AM-8:15 AM								
		Volume	15430	354	87	5	12	2	
		Percentage		0%	0%	0%	0%	0%	0.0%
	4:45 PM-5:45 PM								
		Volume	448	2	355	80	9	2	
		Percentage		0%	100%	0%	0%	0%	0.0%

US 23/SR 365/Cornelia Hwy S/O Cagle Rd			Truck Percentage Calculation						
			Total	Class 1: Motorcycles	Class 2: Passenger Cars	Class 3: Pickups, Panels, Trucks	Classes 4-7: Single Unit Trucks	Classes 8-15: Combination Trucks	Total Trucks
	24 hr T								
		Volume	38014	42	27453	7547	1190	1782	
		Percentage		0%	100%	0%	0%	0%	0.0%
	7:15 AM-8:15 AM								
		Volume	2915	0	2087	672	81	75	
		Percentage		0%	100%	0%	0%	0%	0.0%
	4:45 PM-5:45 PM								
		Volume	3416	0	2504	742	75	95	
		Percentage		0%	100%	0%	0%	0%	0.0%

Cagle Mill Rd S/O Julian Baugh Rd			Truck Percentage Calculation						
			Total	Class 1: Motorcycles	Class 2: Passenger Cars	Class 3: Pickups, Panels, Trucks	Classes 4-7: Single Unit Trucks	Classes 8-15: Combination Trucks	Total Trucks
	24 hr T								
		Volume	134	2	92	35	5	0	
		Percentage		0%	100%	0%	0%	0%	0.0%
	10:15 AM-11:15 AM								
		Volume	13	0	10	2	1	0	
		Percentage		0%	100%	0%	0%	0%	0.0%
	3:15 PM-4:15 PM								
		Volume	14	0	8	5	1	0	
		Percentage		0%	100%	0%	0%	0%	0.0%

Roadway	Truck Percentages								
	24 hr T			7:15 AM-8:15 AM			4:45 PM-5:45 PM		
	Light Trucks	Heavy Trucks	Total	Light Trucks	Heavy Trucks	Total	Light Trucks	Heavy Trucks	Total
US 23/SR 365/Cornelia Hwy S/O Cagle Rd	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Old Cornelia Hwy W/O Hyde Mill Rd	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Cagle Mill Rd S/O Julian Baugh Rd	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

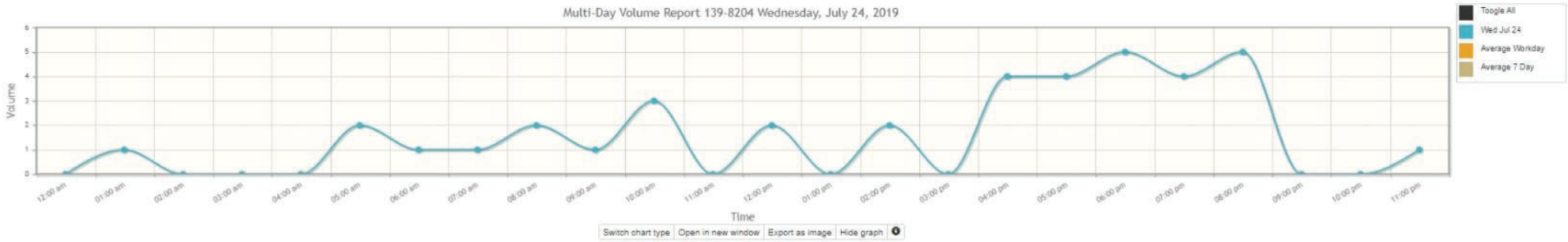
Appendix H:

COVID-19 Factor Calculation

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

TC Station	Location	Year of Most Recent GDOT Count	GDOT Historical ADT	Growth Rate	Theoretical 2022 ADT	Collected 2022 ADT	COVID-19 Factor
139-0214	US 23/SR 365/Cornelia Hwy S/O Cagle Rd	2018	35,216	3.25%	40,022	38,014	1.05
139-8204	Cagle Mill Rd S/O Cagle Rd	2019	38	3.25%	42	134	0.31
139-0225	Old Cornelia Hwy S/O Country Lane	2018	4,260	3.25%	4,841	4,506	1.07
Weighted Average							**1.05**

Multi-Day Volume Report 139-8204 Wednesday, July 24, 2019



Switch chart type | Open in new window | Export as image | Hide graph

Site Name: 139-8204 Site ID: 0000139_8204 Description: CR 092800 BEG AT

All Lanes | Time Period: 1 hour | Class: Any | Exclude data: None

	Wed Jul 24	Average Workday	7 Day	Total Count
12:00 am	0	-	-	0
01:00 am	1	-	-	1
02:00 am	0	-	-	0
03:00 am	0	-	-	0
04:00 am	0	-	-	0
05:00 am	2	-	-	2
06:00 am	1	-	-	1
07:00 am	1	-	-	1
08:00 am	2	-	-	2
09:00 am	1	-	-	1
10:00 am	3	-	-	3
11:00 am	0	-	-	0
12:00 pm	2	-	-	2
01:00 pm	0	-	-	0
02:00 pm	2	-	-	2
03:00 pm	0	-	-	0
04:00 pm	4	-	-	4
05:00 pm	4	-	-	4
06:00 pm	5	-	-	5
07:00 pm	4	-	-	4
08:00 pm	5	-	-	5
09:00 pm	0	-	-	0
10:00 pm	0	-	-	0
11:00 pm	1	-	-	1
7am-7pm	24	-	-	24
6am-10pm	34	-	-	34
6am-12am	35	-	-	35
12am-12am	38	-	-	38
am Peak	10:00 am	-	-	
Peak Volume	3	-	-	
pm Peak	06:00 pm	-	-	
Peak Volume	5	-	-	

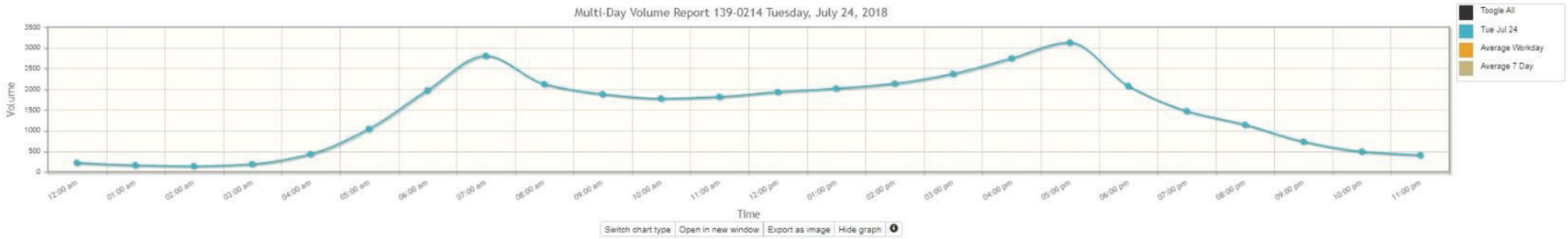
Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:
None

C2-Cloud Traffic Data ©2003-2022 Drakewell Ltd.

Multi-Day Volume Report 139-0214 Tuesday, July 24, 2018



Switch chart type | Open in new window | Export as image | Hide graph

Site Name: 139-0214 Site ID: 0000139_0214 Description: CRX 129800

All Lanes | Time Period: 1 hour | Class: Any | Exclude data: None

	Tue Jul 24	Average Workday	7 Day	Total Count
12:00 am	222	-	-	222
01:00 am	165	-	-	165
02:00 am	143	-	-	143
03:00 am	191	-	-	191
04:00 am	433	-	-	433
05:00 am	1041	-	-	1041
06:00 am	1968	-	-	1968
07:00 am	2804	-	-	2804
08:00 am	2125	-	-	2125
09:00 am	1879	-	-	1879
10:00 am	1774	-	-	1774
11:00 am	1815	-	-	1815
12:00 pm	1933	-	-	1933
01:00 pm	2018	-	-	2018
02:00 pm	2136	-	-	2136
03:00 pm	2371	-	-	2371
04:00 pm	2745	-	-	2745
05:00 pm	3126	-	-	3126
06:00 pm	2078	-	-	2078
07:00 pm	1472	-	-	1472
08:00 pm	1141	-	-	1141
09:00 pm	734	-	-	734
10:00 pm	494	-	-	494
11:00 pm	408	-	-	408
7am-7pm	26804	-	-	26804
6am-10pm	32119	-	-	32119
6am-12am	33021	-	-	33021
12am-12am	35216	-	-	35216
am Peak	07:00 am	-	-	
Peak Volume	2804	-	-	
pm Peak	05:00 pm	-	-	
Peak Volume	3126	-	-	

Event key: QC failure, Atypical (QC), Events, Special, Holiday, Offline, Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:
None

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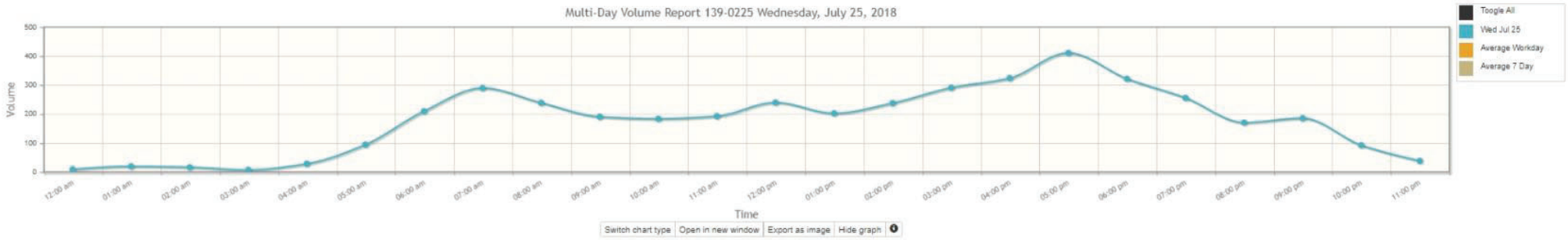
Multi-Day Volume Report 139-0225 Wednesday, July 25, 2018



Switch chart type | Open in new window | Export as image | Hide graph

Site Name: 139-0225 Site ID: 0000139_0225 Description: CRT 084900 R

All Lanes | Time Period: 1 hour | Class: Any | Exclude data: None

	Wed Jul 25	Average Workday	7 Day	Total Count
12:00 am	10	-	-	10
01:00 am	20	-	-	20
02:00 am	17	-	-	17
03:00 am	8	-	-	8
04:00 am	29	-	-	29
05:00 am	95	-	-	95
06:00 am	210	-	-	210
07:00 am	290	-	-	290
08:00 am	239	-	-	239
09:00 am	191	-	-	191
10:00 am	184	-	-	184
11:00 am	193	-	-	193
12:00 pm	240	-	-	240
01:00 pm	203	-	-	203
02:00 pm	238	-	-	238
03:00 pm	291	-	-	291
04:00 pm	324	-	-	324
05:00 pm	411	-	-	411
06:00 pm	322	-	-	322
07:00 pm	256	-	-	256
08:00 pm	171	-	-	171
09:00 pm	186	-	-	186
10:00 pm	93	-	-	93
11:00 pm	39	-	-	39
7am-7pm	3126	-	-	3126
6am-10pm	3949	-	-	3949
6am-12am	4081	-	-	4081
12am-12am	4260	-	-	4260
am Peak	07:00 am	-	-	
Peak Volume	290	-	-	
pm Peak	05:00 pm	-	-	
Peak Volume	411	-	-	

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline
Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:
None

C2-Cloud Traffic Data ©2003-2022 Drakewell Ltd.

Appendix I:

Trip Generation

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

Trip Generation												
ITE Code	Land Use	Units	Density	Daily Traffic			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
210	Single-Family Detached Housing	Dwelling Units	206	1962	981	981	144	37	107	196	123	73
220	Multifamily Housing (Low-Rise)	Dwelling Units	114	806	403	403	58	14	44	70	44	26

ITE Code	Land Use	Units	Generated Trips		
			AM	PM	Daily
210	Single-Family Detached Housing	206	144	196	1962
220	Multifamily Housing (Low-Rise)	116	58	70	806

Trip Generation: Combined								
Daily Traffic			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
2768	1384	1384	202	51	151	266	167	99

Appendix J:
Trip Distribution

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

Gate 1	89.00%
Gate 2	10.00%
Gate 3	1.00%

ADT-001	ADT-002	TC-139_8203	
38014	4506	94	42614
0.89205425	0.1057399	0.002205848	

next, adt for each gate
am peak hour
calc percent for each direction
will tell you percent traveling n and s
which will tell you percent entering
which is sbl and nbr

Trip Generation: Combined					
	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street	
	Total	Enter	Exit	Total	Enter	Exit
Total	202	51	151	266	167	99
Gate 1	180	45	160	237	149	88
Gate 2/3	20	5	15	27	17	10
Gate 4	2	1	1	3	2	1

Gate 1

AM			PM		
N	5227	34.5%	**N**	14191	62.0%
S	9906	65.5%	**S**	8690	38.0%
Sum:	15133	100.0%	**Sum:**	22881	100.0%

Gate 2
ADT 3

AM			PM		
N	37	62.7%	**N**	28	37.3%
S	22	37.3%	**S**	47	62.7%
Sum:	59	100.0%	**Sum:**	75	100.0%

Distribute through Entering and Exiting Volume

Gate 1

Scenario	Trip Distribution Along US 23/SR 365/Cornelia Hwy				
	Total	To the North	From the North	To the South	From the South
AM	180	55	16	105	29
PM	237	33	57	55	92

Gate 2

Scenario	Trip Distribution Along Cagle Mill Rd				
	Total	To the North	From the North	To the South	From the South
AM	20	5	2	10	3
PM	27	4	6	6	11

Gate 3

Scenario	Trip Distribution Along Whitehall Rd				
	Total	To the East	From the East	To the West	From the West
AM	2	1	1	0	0
PM	3	1	2	0	0

From US 23/SR 365/Cornelia Highway Driveway

Gate 1/TMC 1																	
Peak Hr	NB				SB				EB				WB				Sum
	NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM			22		12								66		35		
PM			68		41								39		24		

Add above to TMC 1

Add 22 to NBR in TMC 1 in AM
Add 12 to SBL in TMC 1 in AM
Add 66 to WBL in TMC 1 in AM
Add 35 to WBR in TMC 1 in AM

Add 68 to NBR in TMC 1 in PM
Add 41 to SBL in TMC 1 in PM
Add 39 to WBL in TMC 1 in PM
Add 24 to WBR in TMC 1 in PM

SBL comes from TMC 6 north of TMC 1
So add volume to TMC 6, that can make the movement to the south

	AM	PM
Enter	35	24
Exit	12	41

Enter

SBL: To South, From TMC 6, to TMC 1						
Feeder	AM			PM		
	Value	Percent	Distr	Value	Percent	Distr
WBL	21	1.00%	0	12	1.20%	0
EBR	1	0.05%	0	4	0.40%	0
SBT	2074	98.95%	12	987	98.40%	41
Total	2096	100%	12	1003	100%	41

TMC 6																	
Peak Hr		NB				SB				EB				WB				Sum
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	0	828	0	828	0	2074	2	2076	3	2	1	6	21	2	1	24	2934
	Percent	0.00%	28.22%	0.00%	28.22%	0.00%	70.69%	0.07%	70.76%	0.10%	0.07%	0.03%	0.20%	0.72%	0.07%	0.03%	0.82%	1
PM	PM Vol	2	2346	24	2372	1	987	4	992	6	1	4	11	12	0	4	16	3391
	Percent	0.06%	69.18%	0.71%	69.95%	0.03%	29.11%	0.12%	29.25%	0.18%	0.03%	0.12%	0.32%	0.35%	0.00%	0.12%	0.47%	1

Add 12 to SBT TMC 6 in AM
Add 41 to SBT TMC 6 in PM

Done
SBT do not come from anywhere else

WBR feeds into TMC 6

Exit

WBR: To North, From TMC 1						
Feeder	AM			PM		
	Value	Percent	Distr	Value	Percent	Distr
NBL	0	0.00%	0	2	0.08%	0
NBT	828	100.00%	35	2346	98.90%	24
NBR	0	0.00%	0	24	1.01%	0
Total	828	100%	35	2372	100%	24

TMC 6																	
Peak Hr		NB				SB				EB				WB				Sum
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	0	828	0	828	0	2074	2	2076	3	2	1	6	21	2	1	24	2934
	Percent	0.00%	28.22%	0.00%	28.22%	0.00%	70.69%	0.07%	70.76%	0.10%	0.07%	0.03%	0.20%	0.72%	0.07%	0.03%	0.82%	1
PM	PM Vol	2	2346	24	2372	1	987	4	992	6	1	4	11	12	0	4	16	3391
	Percent	0.06%	69.18%	0.71%	69.95%	0.03%	29.11%	0.12%	29.25%	0.18%	0.03%	0.12%	0.32%	0.35%	0.00%	0.12%	0.47%	1

Add 35 to NBT in TMC 6 in AM
Add 24 to NBT in TMC 6 in PM

Gate 2/TMC 7																	
Peak Hr	NB				SB				EB				WB				Sum
	NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	3						1		4		8						
PM	8						5		3		5						

NBL comes from TMC 4
From South

SBR comes from TMC 3
From North

EBR goes to TMC 4
To South

EBL goes to TMC 3
To North

Add 3 to NBL in TMC 7 in AM
Add 1 to SBR in TMC 7 in AM
Add 4 to EBL in TMC 7 in AM
Add 8 to EBR in TMC 7 in AM

Add 8 to NBL in TMC 7 in PM
Add 5 to SBR in TMC 7 in PM
Add 3 to EBL in TMC 7 in PM
Add 5 to EBR in TMC 7 in PM

	AM	PM
Enter	3	8
Exit	1	5

	AM	PM
Enter	4	3
Exit	8	5

Taking from TMC 3 to TMC 7

Enter

SBR: To South, From TMC 3, To TMC 7							
Feeder	AM			PM			
	Value	Percent	Distr	Value	Percent	Distr	
SBR	3	75.00%	1	2	66.67%	3	
NBL	1	25.00%	0	1	33.33%	2	
Total	4	100%	1	3	100%	5	

Add 1 to SBR in TMC 3 in AM
Add 3 to SBR in TMC 3 in PM
Add 2 to NBL in TMC 3 in PM

Add 1 to EBR in TMC 2 in AM
Add 1 to EBT in TMC 6 in AM

SBR comes from TMC 2 - EBR (6) and WBL (2)
EBR comes from TMC 6 - NBR (0), EBT (2), SBL (0)

Add 3 to EBR in TMC 2 in PM
Add 3 to NBR in TMC 6 in PM
Add 3 to NBT in TMC 1 in PM

SBR comes from TMC 2 - EBR (14) and WBL (2)
EBR comes from TMC 6 - NBR (24), EBT (1), SBL (1)
NBR comes from TMC 1 - NBT (2356), EBL (18), WBR (0)

TMC 3																	
Peak Hr		NB				SB				EB				WB			Sum
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	1	10	0	11	0	5	3	8	4	0	0	4	0	0	0	0	23
	Percent	4.35%	43.48%	0.00%	47.83%	0.00%	21.74%	13.04%	34.78%	17.39%	0.00%	0.00%	17.39%	0.00%	0.00%	0.00%	0.00%	1
PM	PM Vol	1	10	0	11	0	21	2	23	2	0	0	2	0	0	0	0	36
	Percent	2.78%	27.78%	0.00%	30.56%	0.00%	58.33%	5.56%	63.89%	5.56%	0.00%	0.00%	5.56%	0.00%	0.00%	0.00%	0.00%	1

Adding to TMC 3 from TMC 7

Exit

EBL: To North, From 7, To TMC 3							
Feeder	AM			PM			
	Value	Percent	Distr	Value	Percent	Distr	
EBL	4	100.00%	4	2	100.00%	3	
EBT	0	0.00%	0	0	0.00%	0	
EBR	0	0.00%	0	0	0.00%	0	
Total	4	100%	4	2	100%	3	

Add 4 to EBL in TMC 3 in AM
Add 3 to EBL in TMC 3 in PM

Add 4 to NBL in TMC 2 in AM
Add 1 to NBR in TMC 2 in PM
Add 2 to NBL in TMC 2 in PM

EBL goes to TMC 2 - NBL (12), NBR (1)

EBL goes to TMC 2 - NBL (10), NBR (5)

Add 4 to EBT in TMC 6 in AM
Add 2 to NBR in TMC 6 in PM

NBL goes to TMC 6 - NBR (0), EBT (2), SBL (0)
NBL goes to TMC 6 - NBR (24), EBT (1), SBL (1)

Add 2 to NBT in TMC 1 in PM

NBR goes to TMC 1 - NBT (2357), EBL (18), WBR (0)

Eastbound here is Cagle Mill Rd going north

TMC 3																	
Peak Hr		NB				SB				EB				WB			Sum
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	1	10	0	11	0	5	3	8	4	0	0	4	0	0	0	0	23
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	Entry				#DIV/0!				#DIV/0!				#DIV/0!				#DIV/0!	
	From				NBR				SBL									
PM	PM Vol	1	10	0	11	0	21	2	23	2	0	0	2	0	0	0	0	36
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	Entry				#DIV/0!				#DIV/0!				#DIV/0!				#DIV/0!	
	From				NBR				SBL									

Taking from TMC 4 to TMC 7

Enter

NBL: To North, From TMC 4, To TMC 7							
Feeder	AM			PM			
	Value	Percent	Distr	Value	Percent	Distr	
NBT	1	20.00%	1	2	33.33%	3	
WBR	3	60.00%	2	0	0.00%	0	
EBL	1	20.00%	1	4	66.67%	5	
Total	5	100%	4	6	100%	8	

Add 1 to NBT in TMC 4 in AM
Add 2 to WBR in TMC 4 in AM
Add 1 to EBL in TMC 4 in AM
Add 3 to NBT in TMC 4 in PM
Add 5 to EBL in TMC 4 in PM

Add 1 to WBR in TMC 5 in AM

NBT comes from TMC 5 - EBL (0), WBR (2)

TMC 4																	
Peak Hr		NB				SB				EB				WB			Sum
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	1	1	1	3	1	7	2	10	1	4	2	7	0	15	3	18	38
	Percent	33.33%	33.33%	33.33%	100.00%	33.33%	233.33%	66.67%	333.33%	33.33%	133.33%	66.67%	233.33%	0.00%	500.00%	100.00%	600.00%	12.66667
PM	PM Vol	8	2	7	17	1	2	1	4	4	14	5	23	7	8	0	15	59
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

NBT comes from TMC 5 - EBL (10), WBR (7)

To North, From TMC 5, To TMC 4							
Feeder	AM			PM			
	Value	Percent	Distr	Value	Percent	Distr	
WBR				7	41.18%	2	
EBL				10	58.82%	3	
Total				17	100%	5	

Add 2 to WBR in TMC 5 in PM
Add 3 to EBL in TMC 5 in PM

TMC 5																	
Peak Hr		NB				SB				EB				WB			Sum
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	0	0	0	0	1	0	7	8	0	78	0	78	0	355	2	357	443
	Percent	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	350.00%	400.00%	0.00%	3900.00%	0.00%	3900.00%	0.00%	########	100.00%	########	221.5
PM	PM Vol	0	0	0	0	6	0	3	9	10	301	0	311	0	124	7	131	451
	Percent	0.00%	0.00%	0.00%	0.00%	85.71%	0.00%	42.86%	128.57%	142.86%	4300.00%	0.00%	4442.86%	0.00%	1771.43%	100.00%	1871.43%	64.42857

Adding to TMC 4 from TMC 7

To South, From 7, To TMC 4							
Feeder	AM			PM			
	Value	Percent	Distr	Value	Percent	Distr	
SBL	1	10.00%	1	1	25.00%	1	
SBT	7	70.00%	6	2	50.00%	3	
SBR	2	20.00%	2	1	25.00%	1	
Total	10	100%	9	4	100%	5	

Add 1 to SBL in TMC 4 in AM
Add 6 to SBT in TMC 4 in AM
Add 2 to SBR in TMC 4 in AM
Add 1 to SBL in TMC 4 in PM
Add 3 to SBT in TMC 4 in PM
Add 1 to SBR in TMC 4 in PM

TMC 4																	
Peak Hr		NB				SB				EB				WB			Sum
		NBL	NBT	NBR	NB	SBL	SBT	SBR	SB	EBL	EBT	EBR	EB	WBL	WBT	WBR	WB	
AM	AM Vol	1	1	1	3	1	7	2	10	1	4	2	7	0	15	3	18	38
	Percent	5.56%	5.56%	5.56%	16.67%	5.56%	38.89%	11.11%	55.56%	5.56%	22.22%	11.11%	38.89%	0.00%	83.33%	16.67%	100.00%	2.111111
	Entry				0				0				0				0	
	From				NBR				SBL									
PM	PM Vol	8	2	7	17	1	2	1	4	4	14	5	23	7	8	0	15	59
	Percent	53.33%	13.33%	46.67%	113.33%	6.67%	13.33%	6.67%	26.67%	26.67%	93.33%	33.33%	153.33%	46.67%	53.33%	0.00%	100.00%	3.933333
	Entry				#VALUE!				#VALUE!				#VALUE!				#VALUE!	
	From				NBR				SBL									

Adding to TMC 5 from TMC 4

To South, From 4, To TMC 5							
Feeder	AM			PM			
	Value	Percent	Distr	Value	Percent	Distr	
SBL	1	12.50%	1	6	66.67%	2	
SBT	0	0.00%	0	0	0.00%	0	
SBR	7	87.50%	5	3	33.33%	1	
Total	8	100%	6	9	100%	3	

Add 1 to SBL in TMC 5 in AM
Add 5 to SBR in TMC 5 in AM
Add 2 to SBL in TMC 5 in PM
Add 1 to SBR in TMC 5 in PM

Appendix K:
Capacity Analysis

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	6	18	57	864	1	2167	33
Future Vol, veh/h	6	18	57	864	1	2167	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	17	17	11	11	4	4	4
Mvmt Flow	7	21	66	1005	1	2520	38

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3157	1260	2558	0	1005	-	0
Stage 1	2522	-	-	-	-	-	-
Stage 2	635	-	-	-	-	-	-
Critical Hdwy	7.14	7.24	4.32	-	6.48	-	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-	-
Follow-up Hdwy	3.67	3.47	2.31	-	2.54	-	-
Pot Cap-1 Maneuver	~ 6	142	147	-	324	-	-
Stage 1	37	-	-	-	-	-	-
Stage 2	451	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 3	142	147	-	324	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-	-
Stage 1	20	-	-	-	-	-	-
Stage 2	450	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 1136.94	2.97	0.01
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	147	-	13	324	-	-
HCM Lane V/C Ratio	0.45	-	2.175	0.004	-	-
HCM Ctrl Dly (s/v)	48	-	$ 1136.9	16.1	-	-
HCM Lane LOS	E	-	F	C	-	-
HCM 95th %tile Q(veh)	2	-	4.3	0	-	-

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

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	6	2	7	14	1
Future Vol, veh/h	3	6	2	7	14	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	3	11	23	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	15	0	27	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1617	-	993	1078
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1617	-	991	1078
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.61	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	996	-	-	400	-
HCM Lane V/C Ratio	0.024	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	1	11	5	3
Future Vol, veh/h	4	0	1	11	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	0	1	15	7	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	993	1079	1621	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1079	1621	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.65	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	992	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	4	2	0	16	2	1	1	1	1	7	2
Future Vol, veh/h	1	4	2	0	16	2	1	1	1	1	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	1	5	3	0	20	3	1	1	1	1	9	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	27	18	10	18	18	2	11	0	0	3	0	0
Stage 1	13	13	-	4	4	-	-	-	-	-	-	-
Stage 2	14	5	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	954	853	1037	986	868	1071	1427	-	-	1569	-	-
Stage 1	977	862	-	1007	884	-	-	-	-	-	-	-
Stage 2	976	868	-	996	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	928	852	1037	976	866	1071	1427	-	-	1569	-	-
Mov Cap-2 Maneuver	928	852	-	976	866	-	-	-	-	-	-	-
Stage 1	977	861	-	1007	883	-	-	-	-	-	-	-
Stage 2	950	867	-	987	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9	9.18	2.51	0.73
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	909	885	172	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.026	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	82	373	2	1	7
Future Vol, veh/h	0	82	373	2	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	92	419	2	1	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	421	0	-	0	512	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.19	-	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.281	-	-	-	3.617	3.417
Pot Cap-1 Maneuver	1101	-	-	-	503	610
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1101	-	-	-	503	610
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.15
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1101	-	-	-	594
HCM Lane V/C Ratio	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	0	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	1	22	2	1	0	778	0	0	2178	2
Future Vol, veh/h	2	0	1	22	2	1	0	778	0	0	2178	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	26	2	1	0	915	0	0	2562	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3021	3478	1281	2196	3480	458	2565	0	0	915	0	0
Stage 1	2562	2562	-	915	915	-	-	-	-	-	-	-
Stage 2	459	915	-	1281	2565	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	2	3	104	~ 26	7	556	146	-	-	728	-	-
Stage 1	13	26	-	298	354	-	-	-	-	-	-	-
Stage 2	442	257	-	178	54	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	3	104	~ 25	7	556	146	-	-	728	-	-
Mov Cap-2 Maneuver	~ 2	3	-	~ 25	7	-	-	-	-	-	-	-
Stage 1	13	26	-	298	354	-	-	-	-	-	-	-
Stage 2	438	257	-	176	54	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 2618.79	$ 592.75	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	146	-	-	2	21	728	-	-
HCM Lane V/C Ratio	-	-	-	1.474	1.377	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	$ 2618.8	$ 592.7	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	3.9	0	-	-

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

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	19	25	6	2475	2	1035	8
Future Vol, veh/h	19	25	6	2475	2	1035	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	19	19	4	4	8	8	8
Mvmt Flow	20	26	6	2605	2	1089	8

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2409	545	1098	0	2605	-	0
Stage 1	1094	-	-	-	-	-	-
Stage 2	1315	-	-	-	-	-	-
Critical Hdwy	7.18	7.28	4.18	-	6.56	-	-
Critical Hdwy Stg 1	6.18	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-	-
Follow-up Hdwy	3.69	3.49	2.24	-	2.58	-	-
Pot Cap-1 Maneuver	22	441	620	-	27	-	-
Stage 1	248	-	-	-	-	-	-
Stage 2	186	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 20	441	620	-	27	-	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-	-
Stage 1	246	-	-	-	-	-	-
Stage 2	171	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 308.15	0.03	0.29
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	620	-	43	27	-	-
HCM Lane V/C Ratio	0.01	-	1.077	0.079	-	-
HCM Ctrl Dly (s/v)	10.9	-	-$ 308.2	150.9	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	4.4	0.2	-	-

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

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	15	2	6	11	5
Future Vol, veh/h	16	15	2	6	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	17	2	7	13	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	39	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1588	-	979	1054
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1017	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	977	1054
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.82	8.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1000	-	-	450	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	11	22	2
Future Vol, veh/h	2	0	1	11	22	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	1	15	29	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	31	32	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	967	1049	1593	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	966	1049	1593	-	-	-
Mov Cap-2 Maneuver	966	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.74	0.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	966	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	15	5	7	8	0	8	2	7	1	2	1
Future Vol, veh/h	4	15	5	7	8	0	8	2	7	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	5	19	6	9	10	0	10	3	9	1	3	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	34	38	3	42	34	7	4	0	0	12	0	0
Stage 1	6	6	-	28	28	-	-	-	-	-	-	-
Stage 2	28	32	-	15	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	978	858	1086	948	849	1061	1592	-	-	1621	-	-
Stage 1	1021	895	-	977	862	-	-	-	-	-	-	-
Stage 2	994	872	-	992	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	959	852	1086	915	843	1061	1592	-	-	1621	-	-
Mov Cap-2 Maneuver	959	852	-	915	843	-	-	-	-	-	-	-
Stage 1	1021	894	-	971	857	-	-	-	-	-	-	-
Stage 2	976	867	-	965	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.09	9.21	3.42	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	733	-	-	910	875	422	-	-
HCM Lane V/C Ratio	0.006	-	-	0.034	0.022	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9.2	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	316	130	7	6	3
Future Vol, veh/h	11	316	130	7	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	13	363	149	8	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	542	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1422	-	-	-	505	898
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1422	-	-	-	499	898
Mov Cap-2 Maneuver	-	-	-	-	499	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.25	0	11.25
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	61	-	-	-	586
HCM Lane V/C Ratio	0.009	-	-	-	0.018
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	4	13	0	4	2	2463	25	1	1036	4
Future Vol, veh/h	6	1	4	13	0	4	2	2463	25	1	1036	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	6	1	4	14	0	4	2	2566	26	1	1079	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2368	3677	540	3112	3655	1283	1083	0	0	2592	0	0
Stage 1	1081	1081	-	2570	2570	-	-	-	-	-	-	-
Stage 2	1287	2596	-	542	1085	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	19	5	492	~ 5	5	159	628	-	-	150	-	-
Stage 1	236	296	-	27	54	-	-	-	-	-	-	-
Stage 2	177	52	-	497	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	18	5	492	~ 4	5	159	628	-	-	150	-	-
Mov Cap-2 Maneuver	18	5	-	~ 4	5	-	-	-	-	-	-	-
Stage 1	234	294	-	27	54	-	-	-	-	-	-	-
Stage 2	171	52	-	488	293	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 319.28	$ 2505.51	0.01	0.03
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	628	-	-	20	5	150	-	-
HCM Lane V/C Ratio	0.003	-	-	0.566	3.535	0.007	-	-
HCM Ctrl Dly (s/v)	10.8	-	-	$ 319.3	$ 2505.5	29.2	-	-
HCM Lane LOS	B	-	-	F	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	3.5	0	-	-

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

Intersection	
Int Delay, s/veh	13.1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	6	19	59	892	1	2237	34
Future Vol, veh/h	6	19	59	892	1	2237	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	335
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	17	17	11	11	4	4	4
Mvmt Flow	7	22	69	1037	1	2601	40

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3259	1301	2641	0	1037	-	0
Stage 1	2603	-	-	-	-	-	-
Stage 2	656	-	-	-	-	-	-
Critical Hdwy	7.14	7.24	4.32	-	6.48	-	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-	-
Follow-up Hdwy	3.67	3.47	2.31	-	2.54	-	-
Pot Cap-1 Maneuver	~ 5	133	136	-	309	-	-
Stage 1	33	-	-	-	-	-	-
Stage 2	440	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 3	133	136	-	309	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-	-
Stage 1	16	-	-	-	-	-	-
Stage 2	438	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 1563.78	3.46	0.01
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	136	-	10	309	-	-
HCM Lane V/C Ratio	0.504	-	2.848	0.004	-	-
HCM Ctrl Dly (s/v)	55.7	-	$ 1563.8	16.7	-	-
HCM Lane LOS	F	-	F	C	-	-
HCM 95th %tile Q(veh)	2.4	-	4.7	0	-	-

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

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	6	2	7	14	1
Future Vol, veh/h	3	6	2	7	14	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	3	11	23	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	15	0	27	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1617	-	993	1078
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1617	-	991	1078
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.61	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	996	-	-	400	-
HCM Lane V/C Ratio	0.024	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	1	11	5	3
Future Vol, veh/h	4	0	1	11	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	0	1	15	7	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	993	1079	1621	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1079	1621	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.65	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	992	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	4	2	0	17	2	1	1	1	1	7	2
Future Vol, veh/h	1	4	2	0	17	2	1	1	1	1	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	1	5	3	0	22	3	1	1	1	1	9	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	27	18	10	18	18	2	11	0	0	3	0	0
Stage 1	13	13	-	4	4	-	-	-	-	-	-	-
Stage 2	15	5	-	14	14	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	953	853	1037	986	868	1071	1427	-	-	1569	-	-
Stage 1	977	862	-	1007	884	-	-	-	-	-	-	-
Stage 2	975	868	-	996	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	925	852	1037	976	866	1071	1427	-	-	1569	-	-
Mov Cap-2 Maneuver	925	852	-	976	866	-	-	-	-	-	-	-
Stage 1	977	861	-	1007	883	-	-	-	-	-	-	-
Stage 2	948	867	-	987	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9	9.19	2.51	0.73
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	908	884	172	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.027	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	85	385	2	1	7
Future Vol, veh/h	0	85	385	2	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	96	433	2	1	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	435	0	-	0	529	434
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	4.19	-	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.281	-	-	-	3.617	3.417
Pot Cap-1 Maneuver	1089	-	-	-	491	600
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	491	600
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.27
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	583
HCM Lane V/C Ratio	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	0	-	-	-	11.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	1	23	2	1	0	803	0	0	2249	2
Future Vol, veh/h	2	0	1	23	2	1	0	803	0	0	2249	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	27	2	1	0	945	0	0	2646	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3119	3591	1323	2268	3593	472	2648	0	0	945	0	0
Stage 1	2646	2646	-	945	945	-	-	-	-	-	-	-
Stage 2	474	945	-	1323	2648	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	~ 2	2	96	~ 23	6	544	135	-	-	710	-	-
Stage 1	11	23	-	286	343	-	-	-	-	-	-	-
Stage 2	432	248	-	168	49	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	2	96	~ 22	6	544	135	-	-	710	-	-
Mov Cap-2 Maneuver	~ 1	2	-	~ 22	6	-	-	-	-	-	-	-
Stage 1	11	23	-	286	343	-	-	-	-	-	-	-
Stage 2	428	248	-	166	49	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 3672.15	$ 742.78	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	135	-	-	2	19	710	-	-
HCM Lane V/C Ratio	-	-	-	2.015	1.635	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	$ 3672.2	$ 742.8	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3	4.2	0	-	-

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

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	20	26	6	2555	2	1069	8
Future Vol, veh/h	20	26	6	2555	2	1069	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	335
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	19	19	4	4	8	8	8
Mvmt Flow	21	27	6	2689	2	1125	8

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2487	563	1134	0	2689	-	0
Stage 1	1129	-	-	-	-	-	-
Stage 2	1357	-	-	-	-	-	-
Critical Hdwy	7.18	7.28	4.18	-	6.56	-	-
Critical Hdwy Stg 1	6.18	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-	-
Follow-up Hdwy	3.69	3.49	2.24	-	2.58	-	-
Pot Cap-1 Maneuver	~ 19	429	601	-	23	-	-
Stage 1	237	-	-	-	-	-	-
Stage 2	176	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 17	429	601	-	23	-	-
Mov Cap-2 Maneuver	~ 17	-	-	-	-	-	-
Stage 1	234	-	-	-	-	-	-
Stage 2	160	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 415.98	0.03	0.32
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	601	-	37	23	-	-
HCM Lane V/C Ratio	0.011	-	1.299	0.09	-	-
HCM Ctrl Dly (s/v)	11.1	-	$ 416	173.4	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	5	0.3	-	-

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

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	15	2	6	11	5
Future Vol, veh/h	17	15	2	6	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	17	2	7	13	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	37	0	40	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1587	-	977	1053
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1017	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	976	1053
Mov Cap-2 Maneuver	-	-	-	-	976	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.82	8.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	999	-	-	450	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	11	23	2
Future Vol, veh/h	2	0	1	11	23	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	1	15	31	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	32	33	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	965	1048	1592	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	964	1048	1592	-	-	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.74	0.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	964	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	15	5	7	8	0	8	2	7	1	2	1
Future Vol, veh/h	4	15	5	7	8	0	8	2	7	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	5	19	6	9	10	0	10	3	9	1	3	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	34	38	3	42	34	7	4	0	0	12	0	0
Stage 1	6	6	-	28	28	-	-	-	-	-	-	-
Stage 2	28	32	-	15	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	978	858	1086	948	849	1061	1592	-	-	1621	-	-
Stage 1	1021	895	-	977	862	-	-	-	-	-	-	-
Stage 2	994	872	-	992	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	959	852	1086	915	843	1061	1592	-	-	1621	-	-
Mov Cap-2 Maneuver	959	852	-	915	843	-	-	-	-	-	-	-
Stage 1	1021	894	-	971	857	-	-	-	-	-	-	-
Stage 2	976	867	-	965	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.09	9.21	3.42	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	733	-	-	910	875	422	-	-
HCM Lane V/C Ratio	0.006	-	-	0.034	0.022	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9.2	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	326	134	7	6	3
Future Vol, veh/h	11	326	134	7	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	13	375	154	8	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	162	0	-	0	558	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	400	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1417	-	-	-	494	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1417	-	-	-	489	893
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.25	0	11.37
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	59	-	-	-	575
HCM Lane V/C Ratio	0.009	-	-	-	0.018
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	16.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	4	13	0	4	2	2543	26	1	1070	4
Future Vol, veh/h	6	1	4	13	0	4	2	2543	26	1	1070	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	6	1	4	14	0	4	2	2649	27	1	1115	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2445	3797	557	3213	3774	1324	1119	0	0	2676	0	0
Stage 1	1117	1117	-	2653	2653	-	-	-	-	-	-	-
Stage 2	1329	2680	-	560	1121	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	17	4	479	~ 4	4	149	609	-	-	138	-	-
Stage 1	225	285	-	24	49	-	-	-	-	-	-	-
Stage 2	166	47	-	485	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	4	479	~ 3	4	149	609	-	-	138	-	-
Mov Cap-2 Maneuver	16	4	-	~ 3	4	-	-	-	-	-	-	-
Stage 1	223	283	-	24	48	-	-	-	-	-	-	-
Stage 2	161	47	-	476	282	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 396.78	$ 3275.98	0.01	0.03
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	609	-	-	17	4	138	-	-
HCM Lane V/C Ratio	0.003	-	-	0.661	4.495	0.008	-	-
HCM Ctrl Dly (s/v)	10.9	-	-	$ 396.8	$ 3276	31.3	-	-
HCM Lane LOS	B	-	-	F	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7	3.6	0	-	-

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

Intersection	
Int Delay, s/veh	257.2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	7	22	69	1047	1	2625	40
Future Vol, veh/h	7	22	69	1047	1	2625	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	335
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	17	17	11	11	4	4	4
Mvmt Flow	8	26	80	1217	1	3052	47

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3824	1526	3099	0	1217	-	0
Stage 1	3055	-	-	-	-	-	-
Stage 2	769	-	-	-	-	-	-
Critical Hdwy	7.14	7.24	4.32	-	6.48	-	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-	-
Follow-up Hdwy	3.67	3.47	2.31	-	2.54	-	-
Pot Cap-1 Maneuver	~ 2	92	87	-	236	-	-
Stage 1	17	-	-	-	-	-	-
Stage 2	381	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 0	92	87	-	236	-	-
Mov Cap-2 Maneuver	~ 0	-	-	-	-	-	-
Stage 1	~ 1	-	-	-	-	-	-
Stage 2	379	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v $ 33416.58		9.93	0.01
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	87	-	1	236	-	-
HCM Lane V/C Ratio	0.921	-	52.328	0.005	-	-
HCM Ctrl Dly (s/v)	160.6	$ 33416.6		20.3	-	-
HCM Lane LOS	F	-	F	C	-	-
HCM 95th %tile Q(veh)	5.1	-	6.2	0	-	-

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

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	7	2	8	16	1
Future Vol, veh/h	4	7	2	8	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	11	3	13	26	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	18	0	31	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1612	-	988	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	986	1074
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.45	8.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	360	-
HCM Lane V/C Ratio	0.028	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	1	13	6	4
Future Vol, veh/h	5	0	1	13	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	1	18	8	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	32	11	14	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	987	1076	1618	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1076	1618	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.68	0.52	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	129	-	986	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	5	2	0	20	2	1	1	1	1	8	2
Future Vol, veh/h	1	5	2	0	20	2	1	1	1	1	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	1	6	3	0	25	3	1	1	1	1	10	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	30	19	11	20	20	2	13	0	0	3	0	0
Stage 1	14	14	-	4	4	-	-	-	-	-	-	-
Stage 2	16	5	-	16	15	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	948	852	1036	983	866	1071	1426	-	-	1569	-	-
Stage 1	976	861	-	1007	884	-	-	-	-	-	-	-
Stage 2	973	868	-	994	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	917	850	1036	971	865	1071	1426	-	-	1569	-	-
Mov Cap-2 Maneuver	917	850	-	971	865	-	-	-	-	-	-	-
Stage 1	975	860	-	1007	883	-	-	-	-	-	-	-
Stage 2	942	867	-	983	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.05	9.22	2.51	0.66
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	899	880	157	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.032	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.1	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	100	452	2	1	8
Future Vol, veh/h	0	100	452	2	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	112	508	2	1	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	510	0	-	0	621	509
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.19	-	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.281	-	-	-	3.617	3.417
Pot Cap-1 Maneuver	1020	-	-	-	434	543
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1020	-	-	-	434	543
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.95
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1020	-	-	-	528
HCM Lane V/C Ratio	-	-	-	-	0.019
HCM Ctrl Dly (s/v)	0	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	18

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	1	27	2	1	0	942	0	0	2639	2
Future Vol, veh/h	2	0	1	27	2	1	0	942	0	0	2639	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	32	2	1	0	1108	0	0	3105	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3660	4213	1552	2661	4215	554	3107	0	0	1108	0	0
Stage 1	3105	3105	-	1108	1108	-	-	-	-	-	-	-
Stage 2	555	1108	-	1552	3107	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	~ 1	1	64	~ 11	~ 2	481	86	-	-	614	-	-
Stage 1	5	12	-	227	288	-	-	-	-	-	-	-
Stage 2	379	200	-	121	28	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	1	64	~ 11	~ 2	481	86	-	-	614	-	-
Mov Cap-2 Maneuver	-	1	-	~ 11	~ 2	-	-	-	-	-	-	-
Stage 1	5	12	-	227	288	-	-	-	-	-	-	-
Stage 2	375	200	-	119	28	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		$ 2174.1	0	0
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	86	-	-	-	9	614	-	-
HCM Lane V/C Ratio	-	-	-	-	3.992	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	$ 2174.1	0	-	-
HCM Lane LOS	A	-	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	5.6	0	-	-

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

Intersection	
Int Delay, s/veh	19.5

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	23	31	7	2998	2	1254	9
Future Vol, veh/h	23	31	7	2998	2	1254	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	475	-	500	-	335
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	19	19	4	4	8	8	8
Mvmt Flow	24	33	7	3156	2	1320	9

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2917	660	1329	0	3156	-	0
Stage 1	1324	-	-	-	-	-	-
Stage 2	1593	-	-	-	-	-	-
Critical Hdwy	7.18	7.28	4.18	-	6.56	-	-
Critical Hdwy Stg 1	6.18	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-	-
Follow-up Hdwy	3.69	3.49	2.24	-	2.58	-	-
Pot Cap-1 Maneuver	~ 9	368	505	-	11	-	-
Stage 1	184	-	-	-	-	-	-
Stage 2	129	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 7	368	505	-	11	-	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-	-
Stage 1	181	-	-	-	-	-	-
Stage 2	104	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 1548.19	0.03	0.62
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	505	-	17	11	-	-
HCM Lane V/C Ratio	0.015	-	3.4	0.188	-	-
HCM Ctrl Dly (s/v)	12.2	-	$ 1548.2	$ 389.6	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	7.8	0.5	-	-

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

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	18	2	7	13	6
Future Vol, veh/h	20	18	2	7	13	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	21	2	8	15	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	46	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1578	-	969	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	968	1046
Mov Cap-2 Maneuver	-	-	-	-	968	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1014	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.62	8.71
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	400	-
HCM Lane V/C Ratio	0.022	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	13	27	2
Future Vol, veh/h	2	0	1	13	27	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	1	17	36	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	57	37	39	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	955	1041	1584	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	954	1041	1584	-	-	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.78	0.52	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	129	-	954	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	18	6	8	9	0	9	2	8	1	2	1
Future Vol, veh/h	5	18	6	8	9	0	9	2	8	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	6	23	8	10	12	0	12	3	10	1	3	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	37	42	3	47	37	8	4	0	0	13	0	0
Stage 1	6	6	-	31	31	-	-	-	-	-	-	-
Stage 2	31	36	-	17	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	973	854	1086	941	845	1060	1592	-	-	1619	-	-
Stage 1	1021	895	-	973	860	-	-	-	-	-	-	-
Stage 2	990	869	-	990	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	952	847	1086	902	839	1060	1592	-	-	1619	-	-
Mov Cap-2 Maneuver	952	847	-	902	839	-	-	-	-	-	-	-
Stage 1	1021	894	-	966	853	-	-	-	-	-	-	-
Stage 2	970	863	-	957	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.14	9.26	3.45	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	906	867	422	-	-
HCM Lane V/C Ratio	0.007	-	-	0.041	0.025	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9.3	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	383	157	8	7	4
Future Vol, veh/h	13	383	157	8	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	15	440	180	9	8	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	190	0	-	0	655	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1384	-	-	-	434	862
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1384	-	-	-	428	862
Mov Cap-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.25	0	12.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	59	-	-	-	524
HCM Lane V/C Ratio	0.011	-	-	-	0.024
HCM Ctrl Dly (s/v)	7.6	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	142.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1	5	15	0	5	2	2984	31	1	1256	5
Future Vol, veh/h	7	1	5	15	0	5	2	2984	31	1	1256	5
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	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	7	1	5	16	0	5	2	3108	32	1	1308	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2869	4455	654	3769	4428	1554	1314	0	0	3141	0	0
Stage 1	1310	1310	-	3113	3113	-	-	-	-	-	-	-
Stage 2	1558	3145	-	657	1316	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	8	1	414	~ 2	2	104	512	-	-	88	-	-
Stage 1	171	231	-	~ 12	28	-	-	-	-	-	-	-
Stage 2	120	27	-	425	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	1	414	~ 0	1	104	512	-	-	88	-	-
Mov Cap-2 Maneuver	~ 7	1	-	~ 0	1	-	-	-	-	-	-	-
Stage 1	169	228	-	~ 12	28	-	-	-	-	-	-	-
Stage 2	113	26	-	413	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 1269.94	$ 29815.63	0.01	0.04
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	512	-	-	8	1	88	-	-
HCM Lane V/C Ratio	0.004	-	-	1.753	39.909	0.012	-	-
HCM Ctrl Dly (s/v)	12.1	-	-	$ 1269	$ 29815.6	46.2	-	-
HCM Lane LOS	B	-	-	F	F	E	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	4.3	0	-	-

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	25	0	0	160	59	898	35	1	19	2342	34
Future Vol, veh/h	0	0	25	0	0	160	59	898	35	1	19	2342	34
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	475	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	86	92	86	92	92	92	86	86	92	86	92	86	86
Heavy Vehicles, %	17	2	17	2	2	2	11	11	2	4	2	4	4
Mvmt Flow	0	0	29	0	0	174	69	1044	38	1	21	2723	40

Major/Minor	Minor2		Minor1			Major1				Major2			
Conflicting Flow All	-	-	1362	-	-	541	2763	0	0	1082	1082	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.24	-	-	6.94	4.32	-	-	6.48	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.47	-	-	3.32	2.31	-	-	2.54	2.22	-	-
Pot Cap-1 Maneuver	0	0	120	0	0	485	121	-	-	289	640	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	120	-	-	485	121	-	-	570	570	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44.3	16.5	4.1	0.1
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	121	-	-	120	485	570	-	-
HCM Lane V/C Ratio	0.567	-	-	0.242	0.359	0.036	-	-
HCM Control Delay (s)	68	-	-	44.3	16.5	11.6	-	-
HCM Lane LOS	F	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	2.8	-	-	0.9	1.6	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	992	0	6	2361
Future Vol, veh/h	0	0	992	0	6	2361
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	410	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1078	0	7	2566

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2375	-	0	-	1078	0
Stage 1	1078	-	-	-	-	-
Stage 2	1297	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	29	0	-	0	643	-
Stage 1	288	0	-	0	-	-
Stage 2	220	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	29	-	-	-	643	-
Mov Cap-2 Maneuver	29	-	-	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	218	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	643	-
HCM Lane V/C Ratio	-	-	0.01	-
HCM Control Delay (s)	-	0	10.7	-
HCM Lane LOS	-	A	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	105	954	2396	0
Future Vol, veh/h	0	0	105	954	2396	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	410	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	114	1037	2604	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1302	2604	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	151	163	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	151	163	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	6.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	163	-	-	-
HCM Lane V/C Ratio	0.7	-	-	-
HCM Control Delay (s)	66.9	-	0	-
HCM Lane LOS	F	-	A	-
HCM 95th %tile Q(veh)	4.2	-	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	46	0	0	105	6	2575	110	70	1134	8
Future Vol, veh/h	0	0	46	0	0	105	6	2575	110	70	1134	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	475	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95
Heavy Vehicles, %	19	2	19	2	2	2	4	4	2	2	8	8
Mvmt Flow	0	0	48	0	0	114	6	2711	120	76	1194	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	597	-	-	1416	1202	0	0	2831	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.28	-	-	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.49	-	-	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	406	0	0	127	565	-	-	132	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	406	-	-	127	565	-	-	132	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	120	0	3.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	565	-	-	406	127	132	-	-
HCM Lane V/C Ratio	0.011	-	-	0.119	0.899	0.576	-	-
HCM Control Delay (s)	11.4	-	-	15.1	120	64.1	-	-
HCM Lane LOS	B	-	-	C	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	5.8	2.9	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	29	0	0	160	69	1054	35	1	19	2730	40
Future Vol, veh/h	0	0	29	0	0	160	69	1054	35	1	19	2730	40
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	475	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	86	92	86	92	92	92	86	86	92	86	92	86	86
Heavy Vehicles, %	17	2	17	2	2	2	11	11	2	4	2	4	4
Mvmt Flow	0	0	34	0	0	174	80	1226	38	1	21	3174	47

Major/Minor	Minor2		Minor1			Major1				Major2			
Conflicting Flow All	-	-	1587	-	-	632	3221	0	0	1264	1264	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.24	-	-	6.94	4.32	-	-	6.48	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.47	-	-	3.32	2.31	-	-	2.54	2.22	-	-
Pot Cap-1 Maneuver	0	0	83	0	0	423	~ 77	-	-	220	546	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	-	83	-	-	423	~ 77	-	-	471	471	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	75.3	19.3	12.5	0.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 77	-	-	83	423	471	-	-
HCM Lane V/C Ratio	1.042	-	-	0.406	0.411	0.044	-	-
HCM Control Delay (s)	209.6	-	-	75.3	19.3	13	-	-
HCM Lane LOS	F	-	-	F	C	B	-	-
HCM 95th %tile Q(veh)	5.7	-	-	1.6	2	0.1	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1158	0	7	2752
Future Vol, veh/h	0	0	1158	0	7	2752
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	410	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1259	0	8	2991

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2771	-	0	-	1259	0
Stage 1	1259	-	-	-	-	-
Stage 2	1512	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	15	0	-	0	548	-
Stage 1	231	0	-	0	-	-
Stage 2	169	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	15	-	-	-	548	-
Mov Cap-2 Maneuver	15	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	166	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	548	-
HCM Lane V/C Ratio	-	-	0.014	-
HCM Control Delay (s)	-	0	11.7	-
HCM Lane LOS	-	A	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	105	1110	2790	0
Future Vol, veh/h	0	0	105	1110	2790	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	410	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	114	1207	3033	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1517	3033	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	108	~ 110	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	108	~ 110	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	14.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	~ 110	-	-	-
HCM Lane V/C Ratio	1.038	-	-	-
HCM Control Delay (s)	170.1	-	0	-
HCM Lane LOS	F	-	A	-
HCM 95th %tile Q(veh)	6.8	-	-	-

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

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	0	0	105	7	3021	110	70	1329	9
Future Vol, veh/h	0	0	54	0	0	105	7	3021	110	70	1329	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	-	-	0	-	-	0	475	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95
Heavy Vehicles, %	19	2	19	2	2	2	4	4	2	2	8	8
Mvmt Flow	0	0	57	0	0	114	7	3180	120	76	1399	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	700	-	-	1650	1408	0	0	3300	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.28	-	-	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.49	-	-	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	345	0	0	~ 88	470	-	-	85	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	345	-	-	~ 88	470	-	-	85	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	281.1	0	8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	470	-	-	345	88	85	-	-
HCM Lane V/C Ratio	0.016	-	-	0.165	1.297	0.895	-	-
HCM Control Delay (s)	12.8	-	-	17.5	281.1	156.5	-	-
HCM Lane LOS	B	-	-	C	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	8.4	4.8	-	-

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

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	6	2	7	13	1
Future Vol, veh/h	3	6	2	7	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	3	11	21	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	15	0	27	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1617	-	993	1078
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1617	-	991	1078
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.61	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	996	-	-	400	-
HCM Lane V/C Ratio	0.023	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	2	11	5	5
Future Vol, veh/h	10	0	2	11	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	0	3	15	7	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	31	10	14	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	988	1077	1618	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1077	1618	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.7	1.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	277	-	986	-	-
HCM Lane V/C Ratio	0.002	-	0.014	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	2	0	18	3	1	2	1	2	13	4
Future Vol, veh/h	2	5	2	0	18	3	1	2	1	2	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	3	6	3	0	23	4	1	3	1	3	16	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	41	30	19	30	32	3	22	0	0	4	0	0
Stage 1	24	24	-	6	6	-	-	-	-	-	-	-
Stage 2	16	6	-	25	27	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	934	839	1025	968	853	1069	1415	-	-	1567	-	-
Stage 1	964	852	-	1006	883	-	-	-	-	-	-	-
Stage 2	973	867	-	983	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	903	837	1025	956	850	1069	1415	-	-	1567	-	-
Mov Cap-2 Maneuver	903	837	-	956	850	-	-	-	-	-	-	-
Stage 1	962	850	-	1005	882	-	-	-	-	-	-	-
Stage 2	944	866	-	972	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.11	9.24	1.89	0.77
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	888	876	181	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.03	0.002	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.1	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	85	385	3	2	13
Future Vol, veh/h	0	85	385	3	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	96	433	3	2	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	436	0	-	0	530	434
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	4.19	-	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.281	-	-	-	3.617	3.417
Pot Cap-1 Maneuver	1087	-	-	-	491	599
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1087	-	-	-	491	599
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.37
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	582
HCM Lane V/C Ratio	-	-	-	-	0.029
HCM Ctrl Dly (s/v)	0	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	1	22	2	1	0	858	0	0	2268	2
Future Vol, veh/h	2	0	1	22	2	1	0	858	0	0	2268	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	26	2	1	0	1009	0	0	2668	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3174	3678	1334	2344	3680	505	2671	0	0	1009	0	0
Stage 1	2668	2668	-	1009	1009	-	-	-	-	-	-	-
Stage 2	506	1009	-	1334	2671	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	~ 2	2	95	~ 20	5	518	132	-	-	670	-	-
Stage 1	11	22	-	261	320	-	-	-	-	-	-	-
Stage 2	410	228	-	165	48	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	2	95	~ 20	5	518	132	-	-	670	-	-
Mov Cap-2 Maneuver	~ 1	2	-	~ 20	5	-	-	-	-	-	-	-
Stage 1	11	22	-	261	320	-	-	-	-	-	-	-
Stage 2	406	228	-	163	48	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 4660.7	$ 870.89	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	132	-	-	1	16	670	-	-
HCM Lane V/C Ratio	-	-	-	2.521	1.81	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	$ 4660.7	$ 870.9	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3	4.2	0	-	-

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	2	2	1	1
Future Vol, veh/h	3	5	2	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	5	2	2	1	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	8	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	1013	1083	1620	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1011	1083	1620	-	-	-
Mov Cap-2 Maneuver	1011	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.44	3.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1055	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	8	22	1	1	0
Future Vol, veh/h	0	8	22	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	24	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	33	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	9	-
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	0	-	-	-	980	1052
Stage 1	0	-	-	-	998	-
Stage 2	0	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	980	1052
Mov Cap-2 Maneuver	-	-	-	-	980	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1014	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.68
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	980
HCM Lane V/C Ratio	-	-	-	0.001
HCM Ctrl Dly (s/v)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	1	2	5	1
Future Vol, veh/h	2	5	1	2	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	1	2	5	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	10	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	4	-	-	-	-	-
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	1010	1077	1614	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1009	1077	1614	-	-	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.43	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1057	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	13	2	6	10	5
Future Vol, veh/h	17	13	2	6	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	15	2	7	11	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	39	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1590	-	979	1054
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1017	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1590	-	977	1054
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.82	8.66
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1002	-	-	450	-
HCM Lane V/C Ratio	0.017	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	9	11	23	7
Future Vol, veh/h	7	0	9	11	23	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	12	15	31	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	74	35	40	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	935	1043	1583	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	927	1043	1583	-	-	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.92	3.28	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	810	-	927	-	-
HCM Lane V/C Ratio	0.008	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	16	5	7	10	0	8	6	7	3	5	3
Future Vol, veh/h	11	16	5	7	10	0	8	6	7	3	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	14	21	6	9	13	0	10	8	9	4	6	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	51	53	8	57	51	12	10	0	0	17	0	0
Stage 1	16	16	-	33	33	-	-	-	-	-	-	-
Stage 2	35	37	-	24	18	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	954	842	1079	928	831	1054	1583	-	-	1614	-	-
Stage 1	1009	886	-	971	858	-	-	-	-	-	-	-
Stage 2	986	868	-	981	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	931	834	1079	892	824	1054	1583	-	-	1614	-	-
Mov Cap-2 Maneuver	931	834	-	892	824	-	-	-	-	-	-	-
Stage 1	1006	884	-	965	852	-	-	-	-	-	-	-
Stage 2	965	862	-	950	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.2	9.34	2.78	1.97
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	619	-	-	898	850	457	-	-
HCM Lane V/C Ratio	0.006	-	-	0.046	0.026	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	9.3	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	326	134	9	8	4
Future Vol, veh/h	16	326	134	9	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	18	375	154	10	9	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	164	0	-	0	571	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1414	-	-	-	486	891
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1414	-	-	-	478	891
Mov Cap-2 Maneuver	-	-	-	-	478	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.35	0	11.53
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	84	-	-	-	565
HCM Lane V/C Ratio	0.013	-	-	-	0.024
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	14.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	4	10	0	4	2	2583	24	1	1139	4
Future Vol, veh/h	6	1	4	10	0	4	2	2583	24	1	1139	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	6	1	4	10	0	4	2	2691	25	1	1186	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2538	3908	593	3291	3888	1345	1191	0	0	2716	0	0
Stage 1	1189	1189	-	2695	2695	-	-	-	-	-	-	-
Stage 2	1349	2720	-	596	1193	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	14	3	454	~ 4	4	144	571	-	-	133	-	-
Stage 1	203	264	-	22	46	-	-	-	-	-	-	-
Stage 2	162	45	-	462	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	3	454	~ 2	3	144	571	-	-	133	-	-
Mov Cap-2 Maneuver	13	3	-	~ 2	3	-	-	-	-	-	-	-
Stage 1	201	262	-	22	46	-	-	-	-	-	-	-
Stage 2	156	45	-	452	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 500.22	$ 3397.58	0.01	0.03
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	571	-	-	15	3	133	-	-
HCM Lane V/C Ratio	0.004	-	-	0.783	4.271	0.008	-	-
HCM Ctrl Dly (s/v)	11.3	-	-	$ 500.2	$ 3397.6	32.3	-	-
HCM Lane LOS	B	-	-	F	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1.9	3.1	0	-	-

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

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	6	2	3	3
Future Vol, veh/h	2	3	6	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	7	2	3	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	20	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	997	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1078	1614	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	5.43	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1350	-	1042	-	-
HCM Lane V/C Ratio	0.004	-	0.005	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	32	19	2	0	1
Future Vol, veh/h	0	32	19	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	21	2	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	57	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	35	-
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	0	-	-	-	951	1055
Stage 1	0	-	-	-	1001	-
Stage 2	0	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	951	1055
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.41
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1055
HCM Lane V/C Ratio	-	-	-	0.001
HCM Ctrl Dly (s/v)	-	-	-	8.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	5	6	3	3
Future Vol, veh/h	2	3	5	6	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	5	7	3	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	17	-	-	-	-	-
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	994	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1078	1614	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	3.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	818	-	1042	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	7	2	8	15	1
Future Vol, veh/h	4	7	2	8	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	11	3	13	24	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	18	0	31	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1612	-	988	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	986	1074
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.45	8.73
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	360	-
HCM Lane V/C Ratio	0.026	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	2	13	6	6
Future Vol, veh/h	11	0	2	13	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	0	3	18	8	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	36	13	17	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	982	1074	1614	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1074	1614	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.73	0.96	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	240	-	980	-	-
HCM Lane V/C Ratio	0.002	-	0.016	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	2	0	21	3	1	2	1	2	14	4
Future Vol, veh/h	2	6	2	0	21	3	1	2	1	2	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	14	14	14	6	6	6	33	33	33	10	10	10
Mvmt Flow	3	8	3	0	27	4	1	3	1	3	18	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	44	32	20	32	34	3	23	0	0	4	0	0
Stage 1	25	25	-	6	6	-	-	-	-	-	-	-
Stage 2	18	6	-	27	28	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.16	6.56	6.26	4.43	-	-	4.2	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.554	4.054	3.354	2.497	-	-	2.29	-	-
Pot Cap-1 Maneuver	929	838	1024	965	851	1069	1413	-	-	1567	-	-
Stage 1	962	851	-	1006	883	-	-	-	-	-	-	-
Stage 2	971	867	-	981	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	895	836	1024	952	849	1069	1413	-	-	1567	-	-
Mov Cap-2 Maneuver	895	836	-	952	849	-	-	-	-	-	-	-
Stage 1	961	849	-	1005	882	-	-	-	-	-	-	-
Stage 2	937	866	-	968	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.15	9.28	1.89	0.73
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	880	871	172	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.035	0.002	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	9.2	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	100	452	3	2	14
Future Vol, veh/h	0	100	452	3	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	3	3	13	13
Mvmt Flow	0	112	508	3	2	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	511	0	-	0	622	510
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.19	-	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.281	-	-	-	3.617	3.417
Pot Cap-1 Maneuver	1019	-	-	-	433	542
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1019	-	-	-	433	542
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.09
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1019	-	-	-	526
HCM Lane V/C Ratio	-	-	-	-	0.034
HCM Ctrl Dly (s/v)	0	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	19.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	1	26	2	1	0	997	0	0	2658	2
Future Vol, veh/h	2	0	1	26	2	1	0	997	0	0	2658	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	50	50	50	0	0	0	11	11	11	4	4	4
Mvmt Flow	2	0	1	31	2	1	0	1173	0	0	3127	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3715	4300	1564	2736	4302	586	3129	0	0	1173	0	0
Stage 1	3127	3127	-	1173	1173	-	-	-	-	-	-	-
Stage 2	588	1173	-	1564	3129	-	-	-	-	-	-	-
Critical Hdwy	8.5	7.5	7.9	7.5	6.5	6.9	4.32	-	-	4.18	-	-
Critical Hdwy Stg 1	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.5	3.8	3.5	4	3.3	2.31	-	-	2.24	-	-
Pot Cap-1 Maneuver	~ 1	1	63	~ 10	~ 2	458	85	-	-	580	-	-
Stage 1	5	11	-	207	268	-	-	-	-	-	-	-
Stage 2	360	183	-	119	27	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	1	63	~ 10	~ 2	458	85	-	-	580	-	-
Mov Cap-2 Maneuver	-	1	-	~ 10	~ 2	-	-	-	-	-	-	-
Stage 1	5	11	-	207	268	-	-	-	-	-	-	-
Stage 2	356	183	-	117	27	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		$ 2495.73	0	0
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	85	-	-	-	8	580	-	-
HCM Lane V/C Ratio	-	-	-	-	4.454	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	$ 2495.7	0	-	-
HCM Lane LOS	A	-	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	5.6	0	-	-

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	2	2	1	1
Future Vol, veh/h	3	5	2	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	5	2	2	1	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	8	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	1013	1083	1620	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1011	1083	1620	-	-	-
Mov Cap-2 Maneuver	1011	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.44	3.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1055	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	9	25	1	1	0
Future Vol, veh/h	0	9	25	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	27	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	38	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	10	-
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	0	-	-	-	975	1048
Stage 1	0	-	-	-	995	-
Stage 2	0	-	-	-	1013	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	975	1048
Mov Cap-2 Maneuver	-	-	-	-	975	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	975
HCM Lane V/C Ratio	-	-	-	0.001
HCM Ctrl Dly (s/v)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	1	2	5	1
Future Vol, veh/h	2	5	1	2	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	1	2	5	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	10	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	4	-	-	-	-	-
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	1010	1077	1614	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1009	1077	1614	-	-	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.43	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1057	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	23	0	31	65	0	40	7	2998	110	2	68	1254	9
Future Vol, veh/h	23	0	31	65	0	40	7	2998	110	2	68	1254	9
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	475	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	95	92	95	95
Heavy Vehicles, %	19	2	19	2	2	2	4	4	2	8	2	8	8
Mvmt Flow	24	0	33	71	0	43	7	3156	120	2	74	1320	9

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	3065	4762	660	4042	4712	1638	1329	0	0	3275	3275	0	0
Stage 1	1472	1472	-	3230	3230	-	-	-	-	-	-	-	-
Stage 2	1593	3290	-	812	1482	-	-	-	-	-	-	-	-
Critical Hdwy	7.88	6.54	7.28	7.54	6.54	6.94	4.18	-	-	6.56	4.14	-	-
Critical Hdwy Stg 1	6.88	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.88	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.69	4.02	3.49	3.52	4.02	3.32	2.24	-	-	2.58	2.22	-	-
Pot Cap-1 Maneuver	~ 4	1	368	~ 1	1	89	505	-	-	9	87	-	-
Stage 1	113	189	-	~ 10	23	-	-	-	-	-	-	-	-
Stage 2	94	21	-	339	187	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	0	368	-	0	89	505	-	-	59	~ 59	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-
Stage 1	113	0	-	~ 9	23	-	-	-	-	-	-	-	-
Stage 2	48	21	-	309	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.03	17.84
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	505	-	-	-	-	~ 59	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-	1.253	-	-
HCM Ctrl Dly (s/v)	12.2	-	-	-	-	-$ 329.9	-	-
HCM Lane LOS	B	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	6.3	-	-

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

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	16	2	7	12	6
Future Vol, veh/h	20	16	2	7	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	18	2	8	14	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	41	0	45	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1581	-	971	1047
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1581	-	969	1047
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1014	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.62	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	-	-	400	-
HCM Lane V/C Ratio	0.021	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	9	13	27	7
Future Vol, veh/h	7	0	9	13	27	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	12	17	36	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	82	41	45	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	925	1036	1576	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	918	1036	1576	-	-	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.96	2.99	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	736	-	918	-	-
HCM Lane V/C Ratio	0.008	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	19	6	8	11	0	9	6	8	3	5	3
Future Vol, veh/h	12	19	6	8	11	0	9	6	8	3	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	0	0	0
Mvmt Flow	15	24	8	10	14	0	12	8	10	4	6	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	54	57	8	62	54	13	10	0	0	18	0	0
Stage 1	16	16	-	36	36	-	-	-	-	-	-	-
Stage 2	38	41	-	26	18	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	949	838	1079	920	828	1053	1583	-	-	1612	-	-
Stage 1	1009	886	-	967	855	-	-	-	-	-	-	-
Stage 2	983	865	-	978	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	924	830	1079	879	820	1053	1583	-	-	1612	-	-
Mov Cap-2 Maneuver	924	830	-	879	820	-	-	-	-	-	-	-
Stage 1	1006	884	-	960	849	-	-	-	-	-	-	-
Stage 2	959	858	-	942	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.26	9.39	2.85	1.97
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	632	-	-	893	844	457	-	-
HCM Lane V/C Ratio	0.007	-	-	0.053	0.029	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	9.4	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	383	157	10	9	5
Future Vol, veh/h	18	383	157	10	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	0	0
Mvmt Flow	21	440	180	11	10	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	668	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1382	-	-	-	427	861
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1382	-	-	-	418	861
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.34	0	12.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	81	-	-	-	512
HCM Lane V/C Ratio	0.015	-	-	-	0.031
HCM Ctrl Dly (s/v)	7.6	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	312.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1	5	14	0	5	2	3024	29	1	1325	5
Future Vol, veh/h	7	1	5	14	0	5	2	3024	29	1	1325	5
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	-	-	-	-	-	-	315	-	280	517	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	8	8	8
Mvmt Flow	7	1	5	15	0	5	2	3150	30	1	1380	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2961	4567	690	3847	4542	1575	1385	0	0	3180	0	0
Stage 1	1382	1382	-	3154	3154	-	-	-	-	-	-	-
Stage 2	1579	3184	-	693	1388	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	~ 7	1	392	~ 1	1	101	480	-	-	85	-	-
Stage 1	154	213	-	~ 11	26	-	-	-	-	-	-	-
Stage 2	116	25	-	405	212	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 6	1	392	~ 0	1	101	480	-	-	85	-	-
Mov Cap-2 Maneuver	~ 6	1	-	~ 0	1	-	-	-	-	-	-	-
Stage 1	152	211	-	~ 11	26	-	-	-	-	-	-	-
Stage 2	110	25	-	392	209	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 1562.59	$ 71566.46	0.01	0.04
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	480	-	-	7	-	85	-	-
HCM Lane V/C Ratio	0.004	-	-	2.083	93.304	0.012	-	-
HCM Ctrl Dly (s/v)	12.5	-	-	$ 1562.6	$ 71566.5	47.8	-	-
HCM Lane LOS	B	-	-	F	F	E	-	-
HCM 95th %tile Q(veh)	0	-	-	2.7	4.2	0	-	-

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

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	6	2	3	3
Future Vol, veh/h	4	3	6	2	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	7	2	3	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	20	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	997	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1078	1614	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.53	5.43	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1350	-	1028	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	37	21	2	0	1
Future Vol, veh/h	0	37	21	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	23	2	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	64	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	40	-
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	0	-	-	-	942	1053
Stage 1	0	-	-	-	999	-
Stage 2	0	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	942	1053
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.42
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1053
HCM Lane V/C Ratio	-	-	-	0.001
HCM Ctrl Dly (s/v)	-	-	-	8.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	5	6	3	3
Future Vol, veh/h	2	3	5	6	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	5	7	3	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	17	-	-	-	-	-
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	994	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1078	1614	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	3.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	818	-	1042	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix L:

ICE Analysis

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone: (678) 336-7740
Fax: (678) 336-7744

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

GDOT PI # (or N/A): 0008351 Request By: Hall County

County: Hall GDOT District: 1 - Gainesville

Major (State) Road: US 23/SR 365 Speed Limit: > 55 mph

Minor (Crossing) ST: Proposed Dwy Speed Limit: < 35 mph

Major ST Direction: North/South Area Type: Suburb/Transition

Intersection Control: Conventional (Minor Stop)

Prepared By: Pond & Company Analyst:

Date: 4/14/2025 Project ID:

Project Purpose: Intersection improvement because of proposed residential development

2022	Existing Data Year
2023	Project Opening Year
2028	Project Design Year

Annual Growth Rate: 3.3%

K Factor*: 10%

N

2022 Existing Year Volumes

2202 (1045) [35400]

	(0)	(8)	(1035)	(2)
	0	33	2,168	1

SB US 23/SR 365

EB Proposed Dwy							
Peds					Peds	0	(0)
24 (44) [1100]	(19)	6	2022 Intersection Daily Entering Volume (est): 35,950			0	(0)
	(0)	0				0	(0)
	(25)	18				0	(0)
	(0)	0				0	(0)
Peds					Peds	WB Proposed Dwy	
NB US 23/SR 365	57	864	0	0			
	(6)	(2475)	(0)	(0)			

0 (0) [0]

921 (2481) [35400]

Peak Hour % Trucks			
EB	WB	NB	SB
19%	0%	10%	8%

Legend:

000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

[000] = ADT Volume (Estimate)

Approach Splits: US 23/SR 365 - 0.98 / Proposed Dwy - 0.02

2023 Opening Year Volumes

2291 (1137) [37500]

	(0)	(10)	(1070)	(57)
	0	35	2,240	16

SB US 23/SR 365

EB Proposed Dwy							
Peds					Peds	0	(0)
25 (45) [1200]	(20)	5	2023 Intersection Daily Entering Volume (est): 39,550			55	(33)
	(0)	0				0	(0)
	(25)	20				105	(55)
	(0)	0					
Peds					Peds	WB Proposed Dwy	
NB US 23/SR 365	60	890	29	0			
	(5)	(2555)	(92)	(0)			

160 (88) [2400]

979 (2652) [38000]

2028 Design Year Volumes

2681 (1322) [43800]

	(0)	(10)	(1255)	(57)
	0	40	2,625	16

SB US 23/SR 365

EB Proposed Dwy							
Peds					Peds	0	(0)
25 (55) [1400]	(25)	5	2028 Intersection Daily Entering Volume (est): 46,000			55	(33)
	(0)	0				0	(0)
	(30)	20				105	(55)
	(0)	0					
Peds					Peds	WB Proposed Dwy	
NB US 23/SR 365	70	1,045	29	0			
	(5)	(3000)	(92)	(0)			

160 (88) [2400]

1144 (3097) [44400]

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.15 | Revised 07/01/2019

GDOT PI #	0008351
Project Location:	US 23/SR 365 @ Proposed Dwy
Existing Control:	Conventional (Minor Stop)
Prepared by:	Pond & Company
Date:	4/14/2025

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Existing control, which has a failing LOS
	Conventional (All-Way Stop)	No	No	**Yes**	No	No	No	No	Major street capacity needs don't justify
	Mini Roundabout	No	No	No	No	No	No	No	Not justified due to intersection capacity needs
	Single Lane Roundabout	No	No	No	No	No	No	No	Existing lane configuratioin and capacity needs don't justify
	Multilane Roundabout	No	**Yes**	No	**Yes**	No	No	No	Not appropriate for the scale of this intersection
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Identified as feasible alternative
	RIRO w/down stream U-Turn	No	**Yes**	**Yes**	No	**Yes**	No	No	Side street left turn & thru volumes too high. Alternative would be restrictive
	High-T (unsignalized)	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	Not applicable. Intersection is not a T intersection
	Offset-T Intersections	No	No	No	No	No	No	No	Not applicable. Intersection is not a T intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Intersection not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Intersection not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	No	No	Signal not warranted
	Median U-Turn (Indirect Left)	**Yes**	**Yes**	No	No	**Yes**	No	No	Signal not warranted
	RCUT (signalized)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	No	No	Signal not warranted
	Displaced Left Turn (CFI)	No	**Yes**	No	No	No	No	No	Not appropriate for the scale of this intersection
	Continuous Green-T	No	No	No	No	No	No	No	Not applicable. Intersection is not a T intersection
	Jughandle	No	**Yes**	No	**Yes**	No	No	No	Not appropriate for the scale of this intersection
	Quadrant Roadway	No	**Yes**	No	**Yes**	No	No	No	Not appropriate for the scale of this intersection
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Intersection not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Intersection not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Intersection not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Existing lane configurations include turn lanes. Double lanes not warrantd
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

▭ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	US 23/SR 365 @ Proposed Dwy	GDOT PI # (or N/A):	0008351
County:	Hall	Requested By:	Hall County
GDOT District:	1 - Gainesville	Prepared By:	Pond & Company
Area Type:	Suburb/Transition	Analyst:	0
Existing Intersection Control:	Conventional (Minor Stop)	Date:	4/14/2025
		Waiver Request Type:	New Median Opening

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	29,144	
Existing Avg Daily Traffic (Minor Street):	264	
Analysis Period:	AM Peak	PM Peak
2023 Opening Yr Peak Hour Intersection Delay:	44.1 sec	87.6 sec
2023 Opening Yr Peak Hour Intersection V/C:	0.57	0.74
2028 Design Yr Peak Hour Intersection Delay:	75.0 sec	202.6 sec
2028 Design Yr Peak Hour Intersection V/C:	1.04	1.07

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	**Crash Data:** Enter most recent 5 years of crash data	*Crash Severity* PDO	Injury Crash*	Fatal Crash*	
	Angle	1	2	0	<-
	Head-On	0	0	0	
	Rear End	2	1	0	
	Sideswipe - same	0	0	0	
	Sideswipe - opposite	0	0	0	
	Not Collision w/Motor Veh	1	1	0	
	TOTALS:	**4**	**4**	**0**	

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	Install RCUT at the intersection of US 23/SR 365/Cornelia Hwy due to the traffic impacts of a proposed residential development. This intersection does not warrant a signal and its high major street volume does not justify a roundabout. Additionally, it is not a T intersection or interchange and the RIRO alternative would be restrictive since there is a high amount of minor street left turning vehicles.
Proposed Intersection Control:	RCUT (stop control)

REQUESTED BY: Zach Puckett Date: 4/14/2025

Title: Project Engineer, IMSA Level II

APPROVED BY: _____ Date: _____

Name: _____

Chief Engineer or (Approved Delegate)

PRELIMINARY STORMWATER MANAGEMENT REPORT

for

Cagle Mill Residential & Industrial Tracts

4745 Cagle Mill Road

Lula, GA 30554

3500 Parkway Lane, Suite 500

Peachtree Corners, Georgia 30092

678-336-7740

www.pondco.com

Pond & Company Project No. 1220366

Issued: February 7th, 2025

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PROJECT DESCRIPTION

This Preliminary Hydrology Study has been prepared for Cagle Mill, residential and commercial development in Hall County, Georgia. The property consists of two lots. The lots have been surveyed at 72.67 acres and 68.76 acres and is owned by CBD Investments, LLC. Cornelia Highway (GA State Road #365) abuts the site from the northwest side and Cagle Mill Road from the southeast side. The North Oconee River crosses the site.

Based on FIRM Panel Maps 13139C0225G, dated December 1, 2022, The North Oconee River in our site is within a Special Flood Hazard Area Flood Zone “A” (Appendix A).

This project is intended to develop the site into two different parcels, commercial and residential areas. In the residential area, there will be 214 units of single-family, 97 units of townhomes, 68 cottage houses, a clubhouse, and 2 amenity areas. The commercial space will be adjacent to Cornelia Highway and mostly contain industrial-use buildings with a visitor’s parking lot.

The development is anticipated to disturb about 70 percent of the site area. More detailed explanations will be provided in the final report. The site will drain to the North Oconee River on the west side of the property, which is also part of the floodplain.

The new construction will include the installation of a new BMP as follows:

- Bioretention Basin: One (1)
- Stormwater Wet Pond: One (1)
- Enhance Swale: Four (4)
- Pond: One (1)

The following report describes the methodology and the associated analysis results to meet the proposed developments above performance criteria.

METHODOLOGY

Hydrograph modeling and pond routing is performed using Hydraflow Hydrographs Extension for AutoCAD Civil 3D 2022. Soil Conservation Service (SCS) hydrograph method is used to generate Type II 24-hour hydrographs for all pre- and post- developed basins during storm events. SCS runoff curve numbers are taken from the Georgia Stormwater Management Manual (GSMM). Curve numbers are selected based on existing and proposed ground cover located on soil group B. In cases where ground cover is not uniform over a basin area, a weighted curve number is calculated based on the area of each type of ground cover. Time of concentration calculations for each basin (pre- and post- developed) are performed in accordance with the procedure found in USDA’s Technical Release 55 Urban Hydrology for Small Watersheds (TR-55).

HYDROLOGICAL ANALYSIS

PRE-DEVELOPED CONDITIONS

The existing area of the site is primarily wooded. Onsite basins are modeled using the maximum pre-developed curve number of 55 while offsite basins are modeled using true land cover values in accordance with the Georgia Stormwater Management Manual (GSMM). The soils on site are categorized as Hydrologic Soils Group B.

For the analysis of the pre-developed conditions the site is divided into onsite basins (See Figure 3) leaving the site at four points of analysis:

- Pre-Developed Basin A is 50.20-acres with a maximum allowable CN of 55 and a time of concentration of 22 minutes. The basin is a heavily wooded area with steep slopes. All runoff from this basin is discharged from the project area via the North Oconee River.

- Pre-Developed Basin B is 6.82-acres with a maximum allowable CN of 55 and a time of concentration of 25 minutes. The basin is a heavily wooded area with steep slopes. All runoff from this basin is discharged from the project area to the northwest of the parcel onto a neighboring undeveloped parcel.

- Pre-Developed Basin C is 83.63-acres with a maximum allowable CN of 55 and a time of concentration of 17 minutes. The basin is a heavily wooded area with steep slopes. All runoff from this basin is discharged from the project area via an existing stream that feed into the North Oconee River.

- Pre-Developed Basin D is 0.77-acres with a maximum allowable CN of 55 and a time of concentration of 5 minutes. The basin is a heavily wooded area with steep slopes. All runoff from this basin is discharged from the project area as sheet flow.

Runoff from four offsite basins drain to the points of analyses as follows:

- Pre-Developed Offsite Basin A1 is 7.91-acres with a CN of 61 and a time of concentration of 12 minutes.

- Pre-Developed Offsite Basin A2 is 0.61-acres with a CN of 58 and a time of concentration of 8 minutes.

- Pre-Developed Offsite Basin C1 is 9.13-acres with a CN of 59 and a time of concentration of 6 minutes.

- Pre-Developed Offsite Basin C2 is 36.72-acres with a CN of 57 and a time of concentration of 18 minutes.

While Pre-Developed Basins A, B, C, and D all leave the existing site at different points of analysis, they all converge approximately 556 feet east of the property line downstream along the North Oconee. All combined predeveloped basins can be analyzed as one basin but for the purpose of this preliminary hydrology report, the basins are analyzed as distinct basins to model changes in runoff directly off the subject property.

POST-DEVELOPED CONDITIONS

The proposed site area includes new commercial and residential developments. Onsite and offsite basins are modeled using the true land cover values in accordance with the Georgia Stormwater Management Manual (GSMM). The soils on site are categorized as Hydrologic Soils Group B.

For the analysis of the post-developed conditions the site is divided into onsite and onsite bypass (See Figure 4).

- Post-Developed Basin A to Pond 1 is 42.27-acres with a CN of 77 and a time of concentration of 5 minutes. The basin is comprised of a portion of the proposed residential development with a majority impervious cover. All runoff from this basin is treated by the proposed wet extended detention pond and discharged from a proposed outlet control structure. Runoff within this basin is discharged into the North Oconee.

- Post-Developed Basin A Bypass is 23.91-acres with a CN of 66 and a time of concentration of 5 minutes. The basin is comprised of a proposed industrial development with a majority pervious cover. All runoff from this basin is discharged from the project area into the North Oconee.

- Post-Developed Basin B is 5.70-acres with a CN of 79 and a time of concentration of 10 minutes. The basin is comprised of a portion of the proposed residential development. All runoff from this basin is discharged from the project area to the northwest of the parcel onto a neighboring undeveloped parcel. Flows will be managed using a Best Management Practice (BMP) to control runoff and improve water quality.

- Post-Developed Basin C to Pond 2 is 56.47-acres with a CN of 71 and a time of concentration of 5 minutes. The basin is comprised of a portion of the proposed residential development with a majority impervious cover. All runoff from this basin is treated by the proposed dry extended detention pond and discharged from a proposed outlet control structure. Runoff within this basin is discharged into the North Oconee.

- Post-Developed Basin C Bypass is 12.53-acres with a CN of 62 and a time of concentration of 5 minutes. The basin is comprised of a portion of the proposed residential development with a majority pervious cover. All runoff from this basin is discharged from the project area into the North Oconee.

- Post-Developed Onsite Basin D is 0.53-acres with a CN of 61 and a time of concentration of 5 minutes. The basin is a grass slope. All runoff from this basin is discharged from the project area as sheet flow into the North Oconee.

OFFSITE CONDITIONS

Runoff from four offsite basins drain to the points of analyses as follows:

- Post-Developed Offsite Basin A to Pond 1 is 1.91-acres with a CN of 59 and a time of concentration of 12 minutes.

- Post-Developed Offsite Basin A1 Bypass is 6.0-acres with a CN of 60 and a time of concentration of 8 minutes.

- Post-Developed Offsite Basin A2 Bypass is 0.62-acres with a CN of 58 and a time of concentration of 8 minutes.

- Post-Developed Offsite Basin C to Pond 2 is 36.72-acres with a CN of 57 and a time of concentration of 18 minutes.

- Post-Developed Offsite Basin C Bypass is 9.13-acres with a CN of 59 and a time of concentration of 6 minutes.

As with the Pre-Developed Basins, although the Post-Developed Basins leave the site at different points of analysis, they all converge approximately 556 feet east of the property line downstream along the North Oconee. All combined predeveloped basins can be analyzed as one basin but for the purpose of this preliminary hydrology report, the basins are analyzed as distinct basins to model changes in runoff directly off the subject property.

BASIN SUMMARY

Pre-Dev Basin A Flow Summary					
Basin ID	**Return Freq.**	**Pre-Dev A (cfs)**	**Offsite A1 (cfs)**	**Offsite A2 (cfs)**	**Total Pre Dev A (cfs)**
A	**1**	6.2	4.0	0.2	**8.9**
	2	12.9	6.5	0.4	**17.3**
	5	29.1	11.4	0.8	**37.0**
	10	46.9	16.1	1.2	**58.6**
	25	77.4	23.6	1.8	**95.2**
	50	104.4	30.0	2.3	**127.5**
	100	134.7	37.1	2.9	**163.7**

Post-Dev Basin A Flow Summary								
Basin ID	**Return Freq. (cfs)**	**Post-Dev A to Pond 1 (cfs)**	**Offsite A to Pond 1 (cfs)**	**Pond 1 Routed (cfs)**	**Post-Dev A Bypass (cfs)**	**Offsite A1 Byp. (cfs)**	**Offsite A2 Byp. (cfs)**	**Total Post-Dev A**
A	**1**	92.3	0.7	3.6	**3.4**	3.2	0.2	**6.1**
	2	115.5	1.3	4.1	**5.6**	5.2	0.4	**8.6**
	5	158.1	2.4	4.8	**9.9**	9.1	0.8	**14.1**
	10	197.2	3.4	13.6	**14.2**	13.0	1.2	**18.7**
	25	255.6	5.2	48.4	**20.9**	19.1	1.8	**61.0**
	50	303.4	6.7	96.6	**26.7**	24.4	2.3	**115.8**
	100	353.8	8.3	148.6	**33.1**	30.2	2.9	**177.6**

Basin B Flow Summary			
Basin ID	**Return Freq.**	**Pre-Dev B (cfs)**	**Post-Dev B (cfs)**
B	**1**	0.8	11.5
	2	1.6	14.4
	5	3.6	19.6
	10	5.8	24.3
	25	9.5	31.3
	50	12.9	37.0
	100	16.6	43.0

Pre-Dev Basin C Flow Summary					
Basin ID	**Return Freq.**	**Pre-Dev C**	**Offsite C1**	**Offsite C2**	**Total Pre Dev C**
C	**1**	6.7 cfs	0.1 cfs	30.5 cfs	**32.5 cfs**
	2	7.8	0.1	36.6	**39.0**
	5	9.8	0.2	47.5	**50.5**
	10	11.5	0.2	56.9	**60.6**
	25	13.9	0.2	70.8	**75.4**
	50	15.9	0.3	82.0	**87.4**
	100	17.9	0.3	93.7	**99.9**

Post-Dev Basin C Flow Summary							
Basin ID	**Return Freq.**	**Post-Dev C to Pond 2 (cfs)**	**Offsite C to Pond 2 (cfs)**	**Pond 2 Routed (cfs)**	**Post-Dev C Onsite Bypass (cfs)**	**Offsite C Byp. (cfs1)**	**Total Post-Dev C (cfs)**
C	**1**	89.3	7.6	5.7	**9.8**	4.9	**18.6**
	2	116.9	14.2	10.3	**14.6**	8.1	**27.4**
	5	168.5	29.1	38.7	**23.9**	14.3	**44.1**
	10	215.7	44.7	73.9	**32.9**	20.4	**90.6**
	25	288.2	70.2	143.6	**46.9**	30.1	**180.1**
	50	349.7	92.5	202.0	**58.9**	38.4	**257.7**
	100	415.4	117.4	265.7	**71.9**	47.5	**341.9**

Basin D Flow Summary			
Basin ID	**Return Freq.**	**Pre-Dev D (cfs)**	**Post-Dev D (cfs)**
D	**1**	0.2	0.4
	2	0.4	0.6
	5	0.9	1.0
	10	1.3	1.3
	25	2.1	1.9
	50	2.7	2.4
	100	3.4	2.9

STORMWATER MANAGEMENT DESIGN

The purpose of this section is to present a method for conformance with the current Clayton County Water Authority's Stormwater Regulations and Georgia's Stormwater Management Manual (GSMM) for the proposed development. The stormwater facilities herein will conform to the current Clayton County Water Authority's regulations as well as Vol 2 of the Georgia Stormwater Management Manual, Latest Edition.

WATER QUALITY / RUNOFF REDUCTION

As of December 2020, the State of Georgia implemented Runoff Reduction practices as a stormwater Best Management Practice used to disconnect impervious and disturbed pervious surfaces from the storm drainage system. The purpose of this is to reduce post-construction

stormwater runoff rates, volumes, and pollutant loads. The Runoff Reduction Volume (RRv) is the retention of the volume calculated to infiltrate, evapotranspirate, harvest and use or otherwise remove runoff from a post-developed condition to mimic the natural hydrological conditions more closely.

The proposed development will utilize a system of bioretention basins, enhanced swales, wet ponds, and dry extended detention basins to achieve the maximum practical extent possible of the required RRv for the project area. As part of the State of Georgia's implementation of the Watershed Protection Plan, developments that do not meet the full RRv requirements are required to capture and treat the first 1.2 inches of rainfall to remove a significant portion of the total pollution load inherent in the stormwater runoff.

To analyze the TSS loading for individual developments, GSMM has provided the Stormwater Quality Site Development Review Tool (See Appendix D).

CHANNEL PROTECTION

The Channel Protection criteria are typically achieved by providing 24 hours of extended detention for runoff generated by the 1-year, 24-hour rainfall event. The overbank flood protection criteria generally are achieved by attenuating the post-development flows not to exceed the predevelopment flows for the 1, 2, 5, 10, and 25-year storm events. The extreme flood protection criteria are typically achieved by safely controlling and conveying the 100-year storm event.

OVERBANK FLOOD PROTECTION

As is shown in the basin summary of this report, the proposed project attenuates peak runoff flows in all return frequency storm events. In addition to attenuation, the project area discharges through a proposed storm network directly into the floodplain of the North Oconee.

EXTREME FLOOD PROTECTION

It is recommended that these criteria are not required for this project due to the nature of the development and the site's proximity to the 100-year floodplain. While this site is anticipated to contribute pollutants via stormwater runoff to be treated by the water quality measures listed above, the expected increase in peak runoff flows will not be significant, and flooding will not be exacerbated. See below for a summary of peak runoff rates for all storm events and Appendix D for Hydraflow Hydrograph model results.

10 % BASIN

As described in the Georgia Stormwater Management Manual, the point at which the site accounts for 10% of the total drainage basin (10% point) typically reveals the most severe issues regarding the timing of hydrographs.

Since the site area (141.43 ac) is less than 10% of the total drainage area (3,251.52 ac), a downstream analysis will be located at POA 10%.

10% Basin Flow Summary			
Basin ID	**Return Freq.**	**10% Pre (cfs)**	**10% Post (cfs)**
A	**1**	8.9	6.1
	2	17.3	8.6
	5	37.0	14.1
	10	58.6	18.7
	25	95.2	61.0
	50	127.5	115.8
	100	169.7	177.6

CONCLUSION

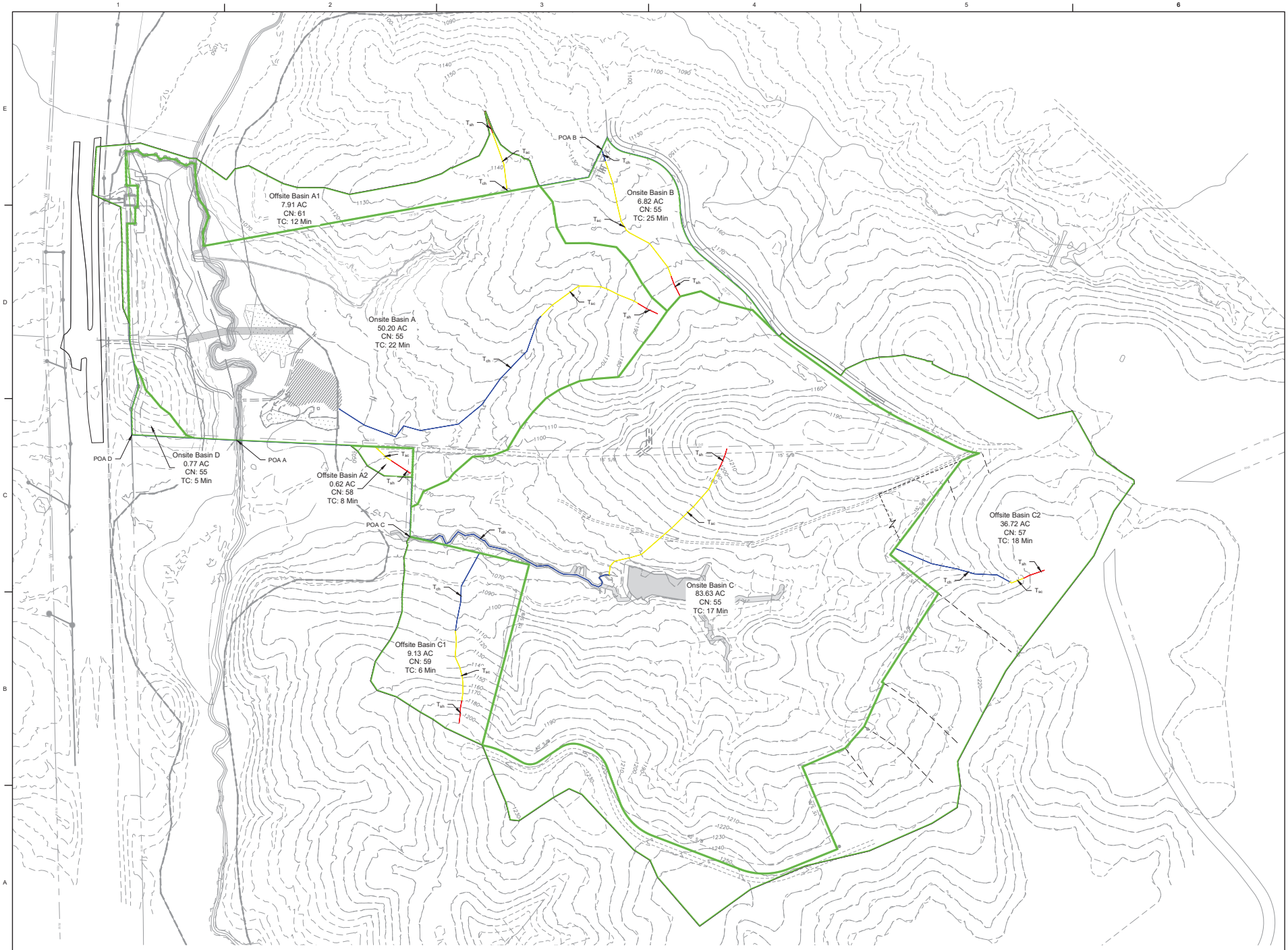
This hydrology study report demonstrates that the stormwater best management practices designed herein will satisfy stormwater management and storm drainage requirements of Clayton County for the project based on the following conclusions:

1. The stormwater management for this project achieves the maximum practical extent possible of the required RRv. To comply with stormwater regulations, the first 1.2 inches of runoff is treated and meets the TSS requirements. Stormwater treatment is proposed via water quality measures listed with the North Georgia Post-Construction Stormwater Technology Assessment Protocol to ensure that it meets the 80% TSS requirement where runoff reduction is not viable.
2. Peak flows are anticipated to increase due to this project, but not significantly. In addition, the site is adjacent to the Creek floodplain area. Due to these conditions, it is recommended that Channel Protection, Overbank Flood Protection, and Extreme Flood Protection criteria be waived for this project.

The stormwater management facilities will continue to meet the regulatory requirements discussed herein only if the facilities are properly maintained on a regular basis. Any sediment or trash accumulation in the facilities should be removed immediately.

This report and associated construction plans pertain to those topics expressly stated herein. No evaluation has been made by the designer with regards to any other topic including but not limited to: structural or geotechnical evaluations, environmental evaluations, etc.

FIGURE 3: PRE-DEVELOPED BASINS



A1 PRE DEVELOPED BASIN MAP
SCALE: 1" = 150'

REZONING PLAN

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

RESIDENCE AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

MARK	DESCRIPTION	DATE

DESIGNED BY:	LES
DRAWN BY:	LES
CHECKED BY:	AQB
SUBMITTED BY:	JBB
DATE:	01/07/2025
PROJECT #	1220263

SHEET TITLE

PRE DEVELOPED BASIN MAP

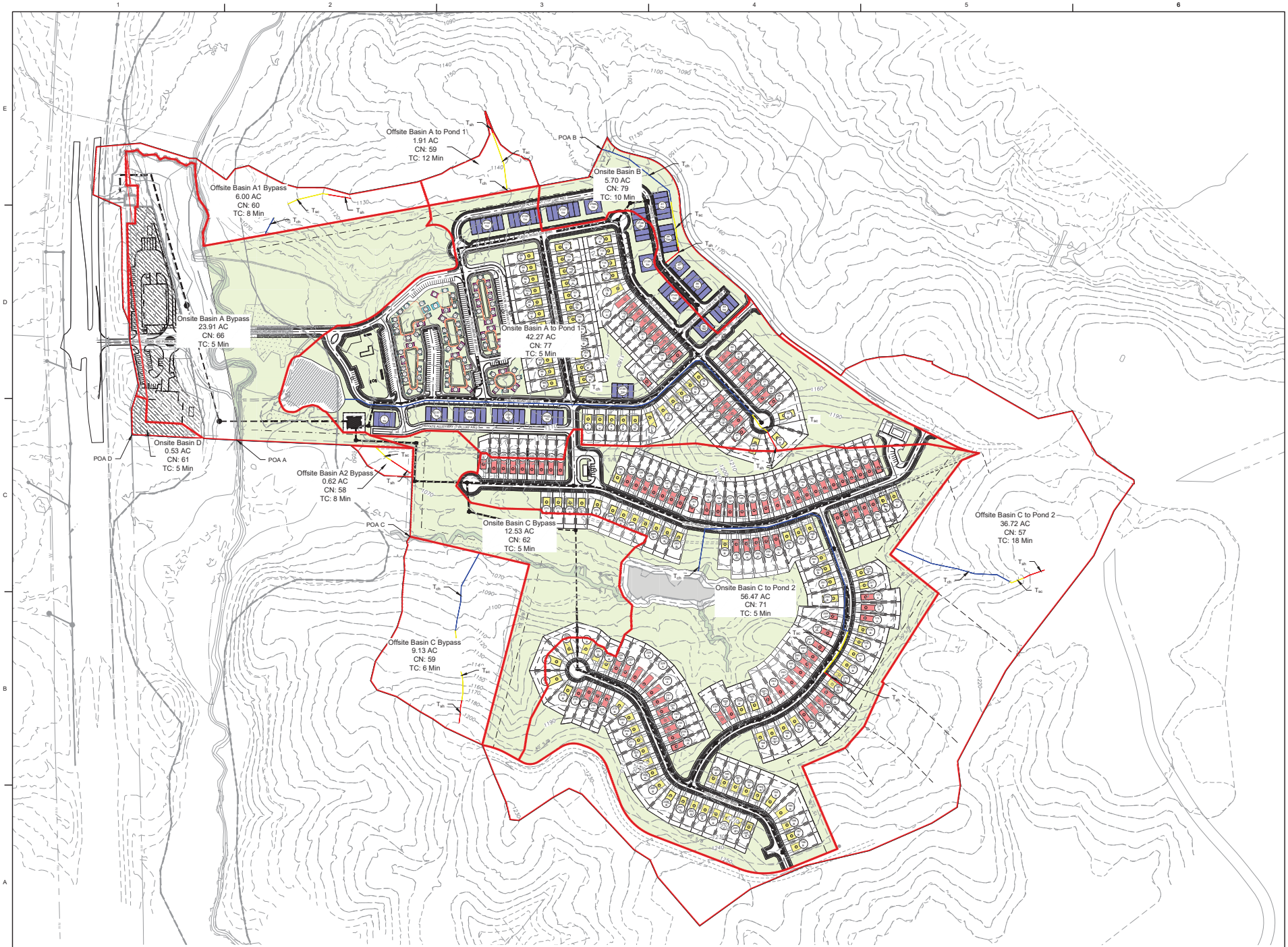
SHEET NUMBER

EX 01

ORIGINAL SHEET SIZE: 30" X 42"

FILE PATH: X:\FY22\1220263\04.CAD_BIM\04.02.CAD\XREF\2024_06-17 REZONING CONCEPTS\HYDROLOGY\C-HY0001 PLOTTED BY: HARRISON, MICHAEL DATE: 7/25/24

FIGURE 4: POST-DEVELOPED BASINS



A1 POST DEVELOPED BASIN MAP
SCALE: 1" = 150'

0 150' 300' 450'

REZONING PLAN

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

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EOR/AOR SEAL

CLIENT INFORMATION

Brightside Homes

5616 Peachtree RD
Suite 120
Atlanta
Georgia 30341

PROJECT NAME

RESIDENCE AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

MARK	DESCRIPTION	DATE

DESIGNED BY:	LES
DRAWN BY:	LES
CHECKED BY:	AQB
SUBMITTED BY:	JBB
DATE:	02/07/2025
PROJECT #	1220263

SHEET TITLE

POST DEVELOPED BASIN MAP

SHEET NUMBER

EX 02

ORIGINAL SHEET SIZE: 30" X 42"

FILE PATH: X:\P\2012\220263\04 CAD\REZ\P2024_05-17 REZONING CONCEPTS\HYDRO\LOYCAHYD01 PLOTTED BY: HARRISON, MICHAEL DATE: 7/25/24

APPENDIX A

Cagle Mill Phase 2- StreamStats Report

Region ID: GA
Workspace ID: GA20240228150937256000
Clicked Point (Latitude, Longitude): 34.36732, -83.72267
Time: 2024-02-28 10:09:59 -0500



Collapse All

Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
BSLDEM10M	Mean basin slope computed from 10 m DEM	15.896	percent
CSL10_85	Change in elevation divided by length between points 10 and 85 percent of distance along main channel to basin divide - main channel method not known	315	feet per mi
DRNAREA	Area that drains to a point on a stream	0.12	square miles
ELEV	Mean Basin Elevation	1180	feet

Parameter Code	Parameter Description	Value	Unit
ELEVMAX	Maximum basin elevation	1261	feet
GWHEAD	Mean basin elevation minus minimum basin elevation	106	feet
I24H100Y	Maximum 24-hour precipitation that occurs on average once in 100 years	7.76	inches
I24H10Y	Maximum 24-hour precipitation that occurs on average once in 10 years	5.38	inches
I24H25Y	Maximum 24-hour precipitation that occurs on average once in 25 years	6.3	inches
I24H50Y	Maximum 24-hour precipitation that occurs on average once in 50 years	7.02	inches
LC06AGRI	Percent agriculture computed as total of grass, pasture, and crops, NLCD classes 71, 81 and 82	1.153	percent
LC06DEV	Percentage of land-use from NLCD 2006 classes 21-24	12.536	percent
LC06FOREST	Percentage of forest from NLCD 2006 classes 41-43	85.253	percent
LC06IMP	Percentage of impervious area determined from NLCD 2006 impervious dataset	1.12	percent
LC11DEV	Percentage of developed (urban) land from NLCD 2011 classes 21-24	13.1	percent
LC11IMP	Average percentage of impervious area determined from NLCD 2011 impervious dataset	1.49	percent
MINBELEV	Minimum basin elevation	1074	feet
PCTREG1	Percentage of drainage area located in Region 1 - Piedmont / Ridge and Valley	100	percent
PCTREG2	Percentage of drainage area located in Region 2 - Blue Ridge	0	percent
PCTREG3	Percentage of drainage area located in Region 3 - Sandhills	0	percent
PCTREG4	Percentage of drainage area located in Region 4 - Coastal Plains	0	percent
PCTREG5	Percentage of drainage area located in Region 5 - Lower Tifton Uplands	0	percent

Parameter Code	Parameter Description	Value	Unit
PRECPRIS00	Basin average mean annual precipitation for 1971 to 2000 from PRISM	57.2	inches
RELIEF	Maximum - minimum elevation	187	feet
RRMEAN	Relief ratio defined as (ELEV-MINBELEV)/(ELEVMAX-MINBELEV)	0.569	dimensionless

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

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USGS Product Names Disclaimer: Any use of trade, firm, or product names is for descriptive purposes only and does not imply endorsement by the U.S. Government.

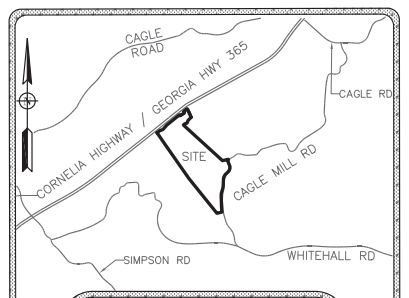
Application Version: 4.19.4
StreamStats Services Version: 1.2.22
NSS Services Version: 2.2.1

APPENDIX B

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

ALTA/NSPS SURVEY FOR: CHICAGO TITLE INSURANCE COMPANY & ACM VENTURES, LLC

GRID NORTH
SPC - GA WEST ZONE



~LOCATION MAP~
(NOT TO SCALE)

PREPARED BY
DES DAVIS
ENGINEERING & SURVEYING
133 PROMINENCE COURT
SUITE 210
DAWSONVILLE, GA 30534
PHONE: (706) 265-1234
DAVISENGINEERS.COM

CERTIFICATE OF AUTHORIZATION NUMBER: LSF 001057

~LEGEND~

○	CALCULATED POSITION	RB	REBAR
●	IRON PIN FOUND/SET (IPF/IPS)	SR	SOLID ROD
⊠	MONUMENT	OCS	OUTLET CONTROL STRUCTURE
C/L	CENTERLINE	CPP	CORRUGATED PLASTIC PIPE
CTP	CRIMPED TOP PIPE	GI	GRATE INLET
DB	DEED BOOK	DI	DROP INLET
N/F	NOW OR FORMERLY	Ⓢ	SANITARY SEWER MANHOLE (SSMH)
OTP	OPEN TOP PIPE	¤	LIGHTPOLE
PB	PLAT BOOK	⊘	CLEANOUT
PG	PAGE		
P/L	PROPERTY LINE		
⊠	TELEPHONE PED. (T.P.)		(ALL IPS ARE 1/2" RB "CAPPED" UNLESS OTHERWISE LABELED)
	FIRE HYDRANT (FH)	— — —	ADJOINER
	WATER METER (WM)		LAND LOT LINE (L.L.L.)
	WATER VALVE (WV)		RIGHT OF WAY (R/W)
□	POWER BOX (PBX)	—x—x—	FENCE
⊘	POWER POLE (PP)	—OHP—	OVERHEAD POWER

~ZONING INFORMATION~

COUNTY: HALL
ZONE: AR-III & AR-IV
SETBACK REQUIREMENTS:
FRONT: 40'
REAR: 25'
SIDE: 15'

~ALTA NOTES~

NO CEMETERIES WERE OBSERVED ON SITE AT TIME OF SURVEY.

ACTIVE EARTHWORK WAS OBSERVED ON SITE AT TIME OF SURVEY.

NO STATE WATERS OR WETLANDS WERE OBSERVED ON SITE AT TIME OF SURVEY.

SITE ADDRESS: 8324 MAIN STREET

PER MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS (EFFECTIVE 2/23/2021) 6,B,VI: BOUNDARY DEFINED BY WATER BOUNDARY IS SUBJECT TO CHANGE DUE TO NATURAL CAUSES AND MAY OR MAY NOT REPRESENT THE ACTUAL LOCATION OF THE LIMIT OF TITLE.

PROPERTY HAS DIRECT ROAD ACCESS TO CAGLE MILL ROAD, AND CORNELIA HIGHWAY, HOWEVER ADDITIONAL PERMITTING MAY BE REQUIRED TO ALTER OR ADD ACCESS POINTS.

~AS-SURVEYED~ LEGAL DESCRIPTION

All that tract or parcel of land lying and being in the Lula* District, 1690th G.M.D.*, Hall County, Georgia and being more particularly described as follows:

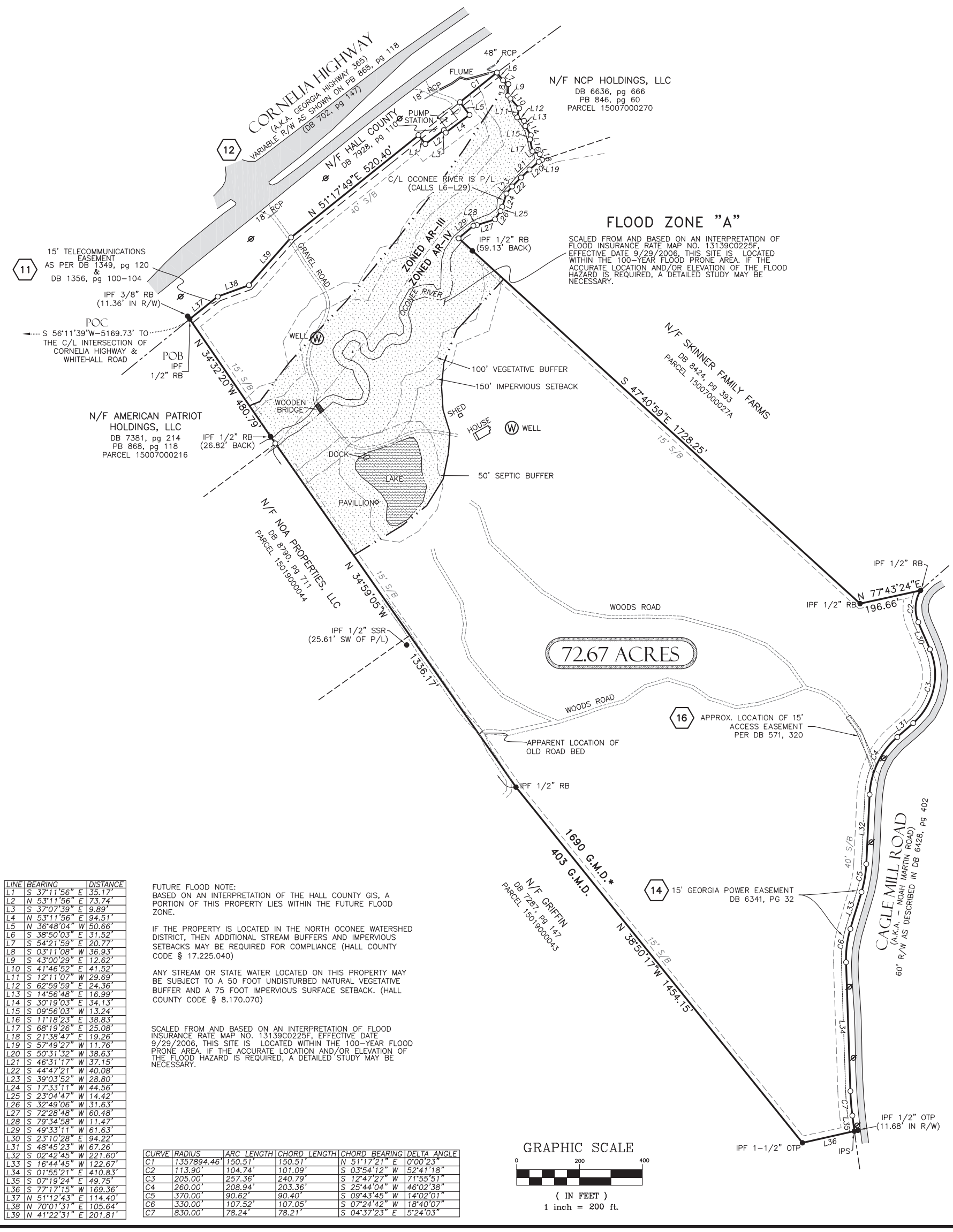
COMMENCING at a point at the center line intersection of Cornelia Highway (A.K.A -Georgia Highway 365 with a variable right-of-way) & Whitehall Road;
THENCE, N56°11'39"E a distance of 5169.73' to a 1/2" rebar found at the southeasterly right-of-way of Cornelia Highway; said 1/2" rebar found being the POINT OF BEGINNING;

THENCE, along the southeasterly right-of-way of Cornelia Highway, N51°12'43"E a distance of 114.40' to a point; THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N70°01'31"E a distance of 105.64' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N41°22'31"E a distance of 201.81' to a point;
THENCE, continuing along the southeasterly right-of-way of Cornelia Highway, N51°17'49"E a distance of 520.40' to a point;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway, S37°11'56"E a distance of 35.17' to a point;
THENCE, N53°11'56"E a distance of 73.74' to a point;
THENCE, S37°07'39"E a distance of 9.89' to a point;
THENCE, N53°11'56"E a distance of 94.51' to a point;
THENCE, N36°48'04"W a distance of 50.66' to a point at the southeasterly ight-of-way of Cornelia Highway;
THENCE, along the southeasterly right-of-way of Cornelia Highway, with a curve to the left, having an arc length of 150.51' and a radius of 1357894.46', with a chord bearing of N51°17'21"E and a chord length of 150.51' to a point at the centerline of a stream;
THENCE, leaving the southeasterly right-of-way of Cornelia Highway and along the centerline of the stream, the following courses and distances:

S38°50'03"E a distance of 31.52' to a point; S54°21'59"E a distance of 20.77' to a point;
S03°11'08"W a distance of 36.93' to a point; S43°00'29"E a distance of 12.62' to a point;
S41°46'52"E a distance of 41.52' to a point; S12°11'07"W a distance of 29.69' to a point;
S62°59'59"E a distance of 24.36' to a point; S14°56'48"E a distance of 16.99' to a point;
S30°19'03"E a distance of 34.13' to a point; S09°56'03"W a distance of 13.24' to a point;
S11°18'23"E a distance of 38.83' to a point; S68°19'26"E a distance of 25.08' to a point;
S21°38'47"E a distance of 19.26' to a point; S57°49'27"W a distance of 11.76' to a point;
S50°31'32"W a distance of 38.63' to a point; S46°31'17"W a distance of 37.15' to a point;
S44°47'21"W a distance of 40.08' to a point; S39°03'52"W a distance of 28.80' to a point;
S17°33'11"W a distance of 44.56' to a point; S23°04'47"W a distance of 14.42' to a point;
S32°49'06"W a distance of 31.63' to a point; S72°28'48"W a distance of 60.48' to a point;
S79°34'58"W a distance of 11.47' to a point; S49°33'11"W a distance of 61.63' to a point;

THENCE, leaving the centerline of stream, S47°40'59"E a distance of 1728.25' to a 1/2" rebar found;
THENCE, N77°43'24"E a distance of 196.66' to a 1/2" rebar found at the westerly right-of-way of Cagle Mill Road (60' right-of-way);
THENCE, along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 104.74' and a radius of 113.90', with a chord bearing of S03°54'12"W and a chord length of 101.09' to a point,
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S23°10'28"E a distance of 94.22' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 257.36' and a radius of 205.00', with a chord bearing of S12°47'27"W and a chord length of 240.79' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S48°45'23"W a distance of 67.26' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 208.94' and a radius of 260.00', with a chord bearing of S25°44'04"W and a chord length of 203.36' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S02°42'45"W a distance of 221.60' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the right, having an arc length of 90.62' and a radius of 370.00', with a chord bearing of S09°43'45"W and a chord length of 90.40' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S16°44'45"W a distance of 122.67' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 107.52' and a radius of 330.00', with a chord bearing of S07°24'42"W and a chord length of 107.05' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S01°55'21"E a distance of 410.83' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, with a curve to the left, having an arc length of 78.24' and a radius of 830.00', with a chord bearing of S04°37'23"E and a chord length of 78.21' to a point;
THENCE, continuing along the westerly right-of-way of Cagle Mill Road, S07°19'24"E a distance of 49.75' to a 1/2" rebar set;
THENCE, leaving the westerly right-of-way of Cagle Mill Road, S77°17'15"W a distance of 169.36' to a 1-1/2" open top pipe found;
THENCE, N38°50'17"W a distance of 1454.15' to a 1/2" rebar found;
THENCE, N34°59'05"W a distance of 1336.17' to a point;
THENCE, N34°32'20"W a distance of 480.79' to a 1/2" rebar found; said 1/2" rebar found and being the POINT OF BEGINNING.

Said property containing 72.67 acres.



LINE	BEARING	DISTANCE
L1	S 37°11'56" E	35.17'
L2	N 53°11'56" E	73.74'
L3	S 37°07'39" E	9.89'
L4	N 53°11'56" E	94.51'
L5	N 36°48'04" W	50.66'
L6	S 38°50'03" E	31.52'
L7	S 54°21'59" E	20.77'
L8	S 03°11'08" W	36.93'
L9	S 43°00'29" E	12.62'
L10	S 41°46'52" E	41.52'
L11	S 12°11'07" W	29.69'
L12	S 62°59'59" E	24.36'
L13	S 14°56'48" E	16.99'
L14	S 30°19'03" E	34.13'
L15	S 09°56'03" W	13.24'
L16	S 11°18'23" E	38.83'
L17	S 68°19'26" E	25.08'
L18	S 21°38'47" E	19.26'
L19	S 57°49'27" W	11.76'
L20	S 50°31'32" W	38.63'
L21	S 46°31'17" W	37.15'
L22	S 44°47'21" W	40.08'
L23	S 39°03'52" W	28.80'
L24	S 17°33'11" W	44.56'
L25	S 23°04'47" W	14.42'
L26	S 32°49'06" W	31.63'
L27	S 72°28'48" W	60.48'
L28	S 79°34'58" W	11.47'
L29	S 49°33'11" W	61.63'
L30	S 23°10'28" E	94.22'
L31	S 48°45'23" W	67.26'
L32	S 02°42'45" W	221.60'
L33	S 16°44'45" W	122.67'
L34	S 01°55'21" E	410.83'
L35	S 07°19'24" E	49.75'
L36	S 77°17'15" W	169.36'
L37	N 51°12'43" E	114.40'
L38	N 70°01'31" E	105.64'
L39	N 41°22'31" E	201.81'

FUTURE FLOOD NOTE:
BASED ON AN INTERPRETATION OF THE HALL COUNTY GIS, A PORTION OF THIS PROPERTY LIES WITHIN THE FUTURE FLOOD ZONE.

IF THE PROPERTY IS LOCATED IN THE NORTH OCONEE WATERSHED DISTRICT, THEN ADDITIONAL STREAM BUFFERS AND IMPERVIOUS SETBACKS MAY BE REQUIRED FOR COMPLIANCE (HALL COUNTY CODE § 17.225.040)

ANY STREAM OR STATE WATER LOCATED ON THIS PROPERTY MAY BE SUBJECT TO A 50 FOOT UNDISTURBED NATURAL VEGETATIVE BUFFER AND A 75 FOOT IMPERVIOUS SURFACE SETBACK. (HALL COUNTY CODE § 8.170.070)

SCALED FROM AND BASED ON AN INTERPRETATION OF FLOOD INSURANCE RATE MAP NO. 13139C0225F, EFFECTIVE DATE 9/29/2006, THIS SITE IS LOCATED WITHIN THE 100-YEAR FLOOD PRONE AREA. IF THE ACCURATE LOCATION AND/OR ELEVATION OF THE FLOOD HAZARD IS REQUIRED, A DETAILED STUDY MAY BE NECESSARY.

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1357894.46'	150.51'	150.51'	N 51°17'21" E	0°00'23"
C2	113.90'	104.74'	101.09'	S 03°54'12" W	52°41'18"
C3	205.00'	257.36'	240.79'	S 12°47'27" W	71°55'51"
C4	260.00'	208.94'	203.36'	S 25°44'04" W	46°02'38"
C5	370.00'	90.62'	90.40'	S 09°43'45" W	14°02'01"
C6	330.00'	107.52'	107.05'	S 07°24'42" W	18°40'07"
C7	830.00'	78.24'	78.21'	S 04°37'23" E	5°24'03"

~SURVEY NOTES~

FIELD MEASUREMENTS WERE TAKEN WITH A TRIMBLE S6 ROBOTIC INSTRUMENT.

FIELD DATA FOUND TO HAVE A CLOSURE PRECISION OF 1 FOOT IN 15,310 FEET, AND AN ANGULAR ERROR OF 6 SECOND PER ANGLE.

FIELD DATA ADJUSTED USING THE LEAST SQUARES METHOD.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO HAVE A PRECISION OF 1 FOOT IN 554,049 FEET.

THIS PLAT DOES NOT CONSTITUTE AND SHALL NOT BE CONSTRUED AS A TITLE SEARCH OR REPORT, AND THUS MAY BE SUBJECT TO ANY EASEMENTS, RIGHT OF WAY OR RESTRICTIONS ONE MAY FIND.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED ON THIS PLAT.

THIS DOES NOT EXTEND TO ANY UNNAMED THIRD PARTY WITHOUT AN EXPRESSED RESTATEMENT BY THE SURVEYOR.

TYPE OF SURVEY: ALTA/NSPS

SOURCE OF TITLE DESCRIPTION FOR PROPERTY SHOWN HEREON:
DB 8919, pg 632

PROPERTY OWNERS AS OF SURVEY DATE:
CBD INVESTMENTS, LLC

PARCEL NUMBER: 15007 000254

SITE ADDRESS: 4745 CAGLE MILL ROAD
LULA, GEORGIA

~TITLE EXCEPTIONS~

AS PER ISSUING OFFICE No. 66584

SURVEY MATTERS PERTAINING TO CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR THE ISSUING OFFICE NUMBER: 66584.
COMMITMENT DATE: APRIL 25, 2022

10 — All matters as shown on plat of survey for Roy Sweat dated November 5, 1973, last revised November 15, 1985, recorded in Plat Book 108, Page 78, Hall County, Georgia Records. (AFFECTS- AS SHOWN)

11 — Judgment in favor of Southern Bell Telephone and Telegraph Company dated June 7, 1989, recorded in Deed Book 1356, Pages 100-104, Hall County, Georgia Deed Records. (AFFECTS- AS SHOWN)

12 — Right of Way Deed to Department of Transportation dated March 2, 1979, recorded in Deed Book 702, Page 147, Hall County, Georgia Deed Records. (AFFECTS- AS SHOWN)

13 — Rights of upper and lower riparian owners in and to the waters of creeks crossing or adjoining the property, and the natural flow thereof, free from diminution or pollution.

14 — Easement to Georgia Power Company dated February 26,2008, recorded in Deed Book 6341, Pages 32-35, Hall County, Georgia Deed Records. (AFFECTS- AS SHOWN)

15 — Right of Way Deed to Hall County dated September 3, 1999, recorded in Deed Book 3556, Page 317, Hall County, Georgia Deed Records. (DOES NOT AFFECT)

16 — Subject to Easement described in Indenture from Georgia Kraft Company to Arthur F. Rees, IV dated April 1, 1975, recorded in Deed Book 571, Pages 319-320, Hall County Georgia Deed Records. (AFFECTS- AS SHOWN)

17 — Affidavit of Possession executed by Robert L. Campbell, as Manager of Inland-Rome, Inc., and recorded in Deed Book 1414, Pages 133-138, Hall County, Georgia Deed Records. (NOT A SURVEY MATTER)

18 — Certificate of Merger from Rome Kraft Company to Georgia Kraft Company, dated December 6, 1973, recorded in Deed Book 548, Page 432, Hall County, Georgia Deed Records. (NOT A SURVEY MATTER)

19 — All matters shown on plat of survey for Roy W. Sweat dated August 26, 2021, as prepared by Davis Engineering & Surveying. Plat reveals the following:
A) A portion of the property is located within the 100-year flood zone area;
B) A portion of the property is located within a 25' state waters buffer;
C) A portion of the property is located within a 50' vegetative buffer;
D) A portion of the property is located with a 75' impervious setback
E) Setbacks
F) The Oconee River forms the northeast property line
G) 15' telecommunications easement running across northwest portion of subject property.
(AFFECTS-AS SHOWN)

*DEEDS AND PLATS RECOVERED DURING THE COURSE OF THIS SURVEY DESCRIBE THE SUBJECT PROPERTY TO LIE WITHIN MULTIPLE GEORGIA MILITIA DISTRICTS. LISTED BELOW ARE DOCUMENTS FOUND AND THE CORRESPONDING G.M.D. THE PROPERTY IS CITED TO LIE WITHIN. THIS LIST SHOULD NOT BE CONSIDERED CONCLUSIVE, NOR DOES IT CONSTITUTE A TITLE SEARCH:

DB 3714, PGS 73-75 ~ GLADE DISTRICT, G.M.D. 403
DB 3714, PGS 70-72 ~ GLADE DISTRICT, G.M.D. 403
DB 3723, PGS 82-84 ~ GLADE DISTRICT, G.M.D. 403
DB 6428, PGS 399-403 ~ LULA DISTRICT, G.M.D. 1690
DB 702, PG 147 LULA DISTRICT, G.M.D. 1690
PB 57, PG 54 ~ GLADE DISTRICT, G.M.D. 403
PB 108, PG 78 ~ G.M. 1680
PB 872, PG 237 ~ LULA DISTRICT G.M.D. 1690

G.D.O.T. RIGHT-OF-WAY PLANS FOR PROJECT F-013-1(29) AND SUPPLEMENTAL RIGHT-OF-WAY DEEDS SHOW THE PROPERTY TO LIE WITHIN G.M.D. 1690. ADDITIONALLY, U.S. CENSUS DATA FOR HALL COUNTY FROM 1940 MAKES REFERENCE ONLY TO A DISTRICT 1690, LULA, AND DISTRICT 403, GLADE, WHEREAS THERE IS NO MENTION OF A 1680 DISTRICT.

TO: CHICAGO TITLE INSURANCE COMPANY AND ACM VENTURES, LLC:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, & 13 OF TABLE A THEREOF.

FIELD WORK WAS COMPLETED ON 8/27/2021. DATE OF PLAT OR MAP: 16th DAY of MAY, 2022

DUSTY L. LOWMAN PLS# 3216

~ALTA / NSPS~ SURVEYORS CERTIFICATE

AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

DUSTY L. LOWMAN PLS# 3216

~SURVEYOR CERTIFICATION~

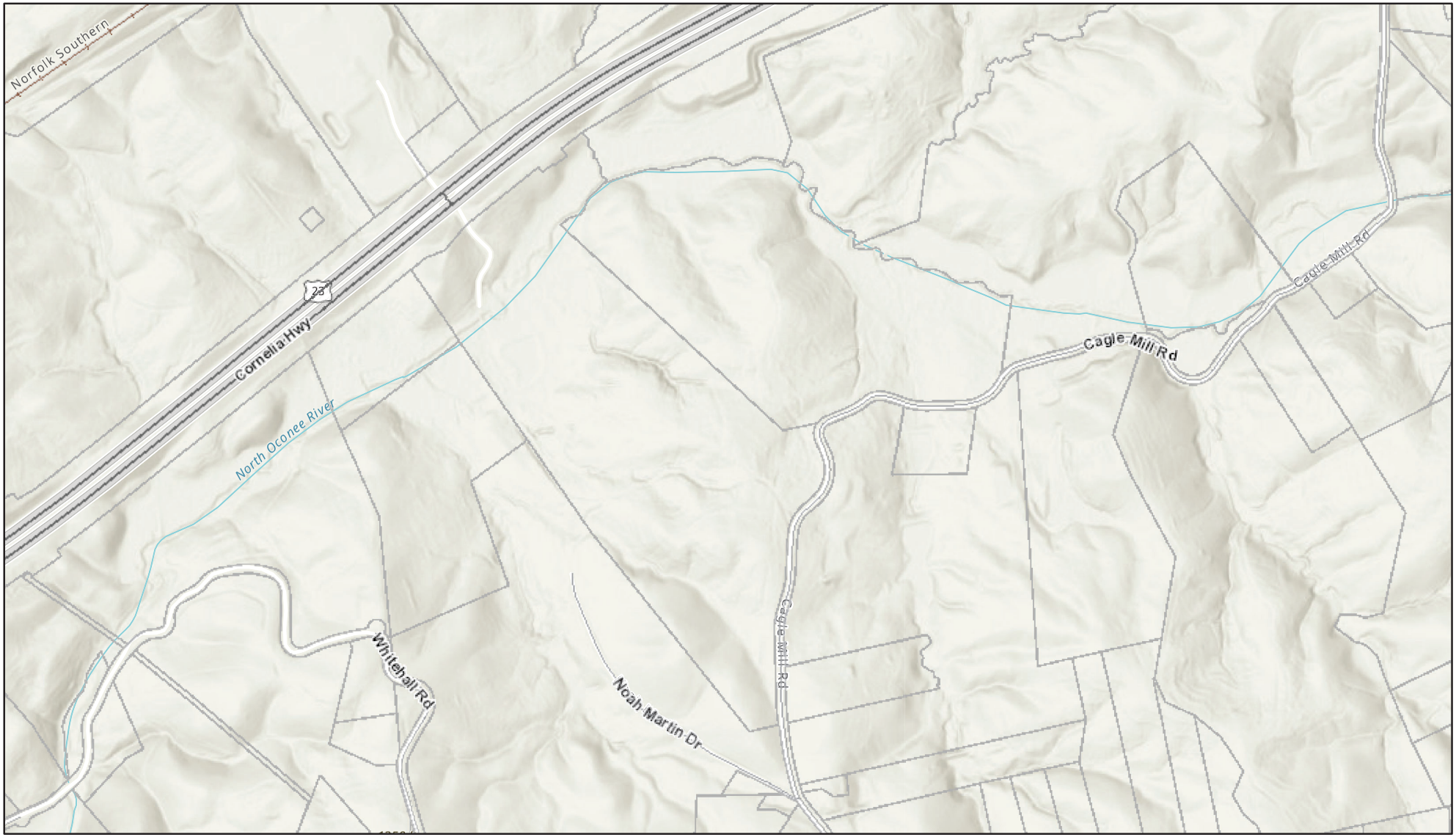
GEORGIA PROFESSIONAL NO. 3216 LAND SURVEYOR DUSTY L. LOWMAN

ALTA/NSPS LAND TITLE SURVEY FOR
CHICAGO TITLE INSURANCE COMPANY AND ACM VENTURES, LLC
LULA DISTRICT*
1690th G.M.D.*
HALL COUNTY, GEORGIA

REVISIONS BY:	FA
REVISION DATE:	05/16/22
REVISIONS BY:	DS/MS
REVISION DATE:	1/18/2022
DRAWN BY:	DS
FIELD CREW:	AM
PLAT DATE:	8/26/2021
FIELD DATE:	7/30/2021

SHEET NO. 1 OF 1

PROJECT NO. 21-239


Norfolk Southern
Cornelia Hwy
23
North Oconee River
Whitehall Rd
Noah Martin Dr
Eagle Mill Rd
Cagle Mill Rd

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures.** Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Georgia State Plane West Zone (FIPS zone 1002). The **horizontal datum** was NAD 83, GRS 80 spheroid. Differences in datum spheroid projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information about the **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713- 3242**, or visit their website at www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from Digital Orthophotos produced by Hall County, Georgia and the Center for GIS, Georgia Institute of Technology at a scale of 1:12,000 and dated 2005 or later.

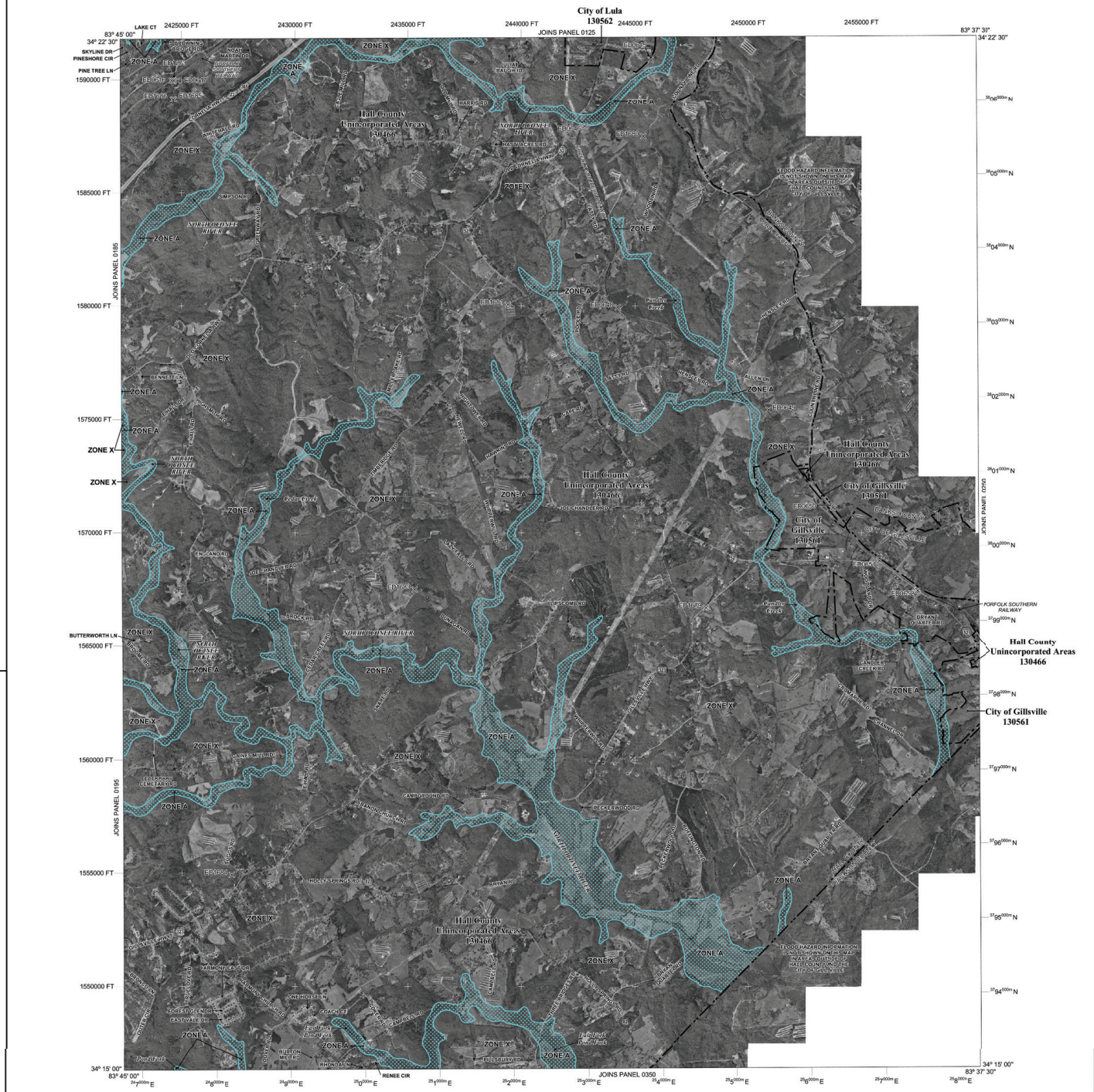
The **profile baselines** depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the Flood Insurance Study report. As a result of improved topographic data, the profile baseline, in some cases, may deviate significantly from the channel centerline or appear outside the Special Flood Hazard Area.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and their website at www.fema.gov/msc.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1- 877- FEMA MAP** (1-877-336-2627) or visit the FEMA website at www.fema.gov.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INJNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

- A — A — Cross section line
- 23 — 23 — Transect line
- 45° 02' 08", 93° 01' 12" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 4989000 FT — 5000-foot grid ticks: Georgia State Plane coordinate system, West zone (FIPS Zone 1002), Transverse Mercator
- 3789000mN — 1000-meter Universal Transverse Mercator grid values, zone 16
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
MARCH 21, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

September 29, 2006 - to increase Base Flood Elevations; to update corporate limits and map format; to add road and road names; to change Special Flood Hazard Areas; to reflect updated topographic information.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 2000'

1000 0 2000 4000 FEET

600 0 600 1200 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0225F

FIRM

FLOOD INSURANCE RATE MAP

HALL COUNTY, GEORGIA AND INCORPORATED AREAS

PANEL 225 OF 377

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GILLSVILLE, CITY OF	130561	0225	F
HALL COUNTY	130466	0225	F
LULA, CITY OF	130562	0225	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
13139C0225F

MAP REVISED
SEPTEMBER 29, 2006

Federal Emergency Management Agency

APPENDIX C


83° 44' 21" W
83° 42' 30" W
34° 22' 38" N
34° 21' 38" N
248200
248500
248800
249100
249400
249700
250000
250300
250600
250900
3807300
3807000
3806700
3806400
3806100
3805800
3805500
MID2
MdE
Cc
North Oconee River
23
To
PTF
MIC2
MdD
W
PaE
MuF
Map Scale: 1:12,900 if printed on A landscape (11" x 8.5") sheet.
N
Meters
0 150 300 600 900
Feet
0 500 1000 2000 3000
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Barrow, Hall, and Jackson Counties, Georgia
Survey Area Data: Version 18, Aug 30, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 19, 2022—Apr 20, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Cc	Cartecay and Chewacla soils	18.0	2.5%
MdD	Madison sandy loam, 10 to 15 percent slopes	9.6	1.3%
MdE	Madison sandy loam, 15 to 25 percent slopes	232.6	32.5%
MIC2	Madison sandy clay loam, 6 to 10 percent slopes, moderately eroded	19.6	2.7%
MID2	Madison sandy clay loam, 10 to 15 percent slopes, moderately eroded	225.0	31.5%
MuF	Musella cobbly clay loam, 15 to 35 percent slopes	54.2	7.6%
PaE	Pacolet sandy loam, 15 to 25 percent slopes	25.7	3.6%
PTF	Pacolet-Tallapoosa association, steep	66.0	9.2%
To	Toccoa soils	63.6	8.9%
W	Water	0.8	0.1%
Totals for Area of Interest		**715.0**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different

management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Appendix D

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	6.172	2	732	52,053	------	------	------	Pre Dev Onsite Basin A
2	SCS Runoff	4.047	2	722	14,370	------	------	------	Pre Dev Offite Basin A1
3	SCS Runoff	0.242	2	722	848	------	------	------	Pre Dev Offsite Basin A2
5	Combine	8.904	2	728	67,271	1, 2, 3,	------	------	Pre Dev Basin A Total
7	SCS Runoff	92.31	2	718	184,668	------	------	------	Post Dev Onsite Basin A to Pond 1
8	SCS Runoff	0.740	2	724	2,944	------	------	------	Post Dev Offsite Basin A to Pond 1
9	SCS Runoff	3.174	2	720	9,757	------	------	------	Post Dev Offsite Basin A1 Bypass
10	SCS Runoff	0.242	2	722	848	------	------	------	Post Dev Offsite Basin A2 Bypass
12	Combine	92.77	2	718	187,611	7, 8,	------	------	Post Dev Basin A to Pond 1
13	Reservoir	3.601	2	832	171,640	12	1056.29	101,286	Post Dev Pond 1 Routed
15	Combine	6.085	2	722	182,245	9, 10, 13,	------	------	Post Dev Basin A Total
17	SCS Runoff	0.639	2	734	5,716	------	------	------	Pre Dev Onsite Basin B
18	SCS Runoff	11.52	2	722	30,134	------	------	------	Post Dev Onsite Basin B
20	SCS Runoff	11.31	2	730	85,196	------	------	------	Pre Dev Onsite Basin C
21	SCS Runoff	5.649	2	718	13,919	------	------	------	Pre Dev Offsite Basin C1
22	SCS Runoff	7.613	2	728	45,786	------	------	------	Pre Dev Offsite Basin C2
24	Combine	20.00	2	728	144,901	20, 21, 22,	------	------	Pre Dev Basin C Total
26	SCS Runoff	89.33	2	718	180,416	------	------	------	Post Dev Onsite Basin C to Pond 2
27	SCS Runoff	7.613	2	728	45,786	------	------	------	Post Dev Offsite Basin C to Pond 2
28	SCS Runoff	9.782	2	718	22,362	------	------	------	Post Dev Onsite Basin C Bypass
29	SCS Runoff	4.930	2	718	12,792	------	------	------	Post Dev Offsite Basin C Bypass
31	Combine	91.72	2	718	226,203	26, 27,	------	------	Post Dev Basin C to Pond 2
32	Reservoir	5.690	2	818	226,184	31	1106.11	93,413	Post Dev Pond 2 Routed
34	Combine	18.69	2	718	261,338	28, 29, 32,	------	------	Post Dev Basin C Total
36	SCS Runoff	0.204	2	720	735	------	------	------	Pre Dev Onsite Basin D
37	SCS Runoff	0.370	2	718	875	------	------	------	Post Dev Onsite Basin D

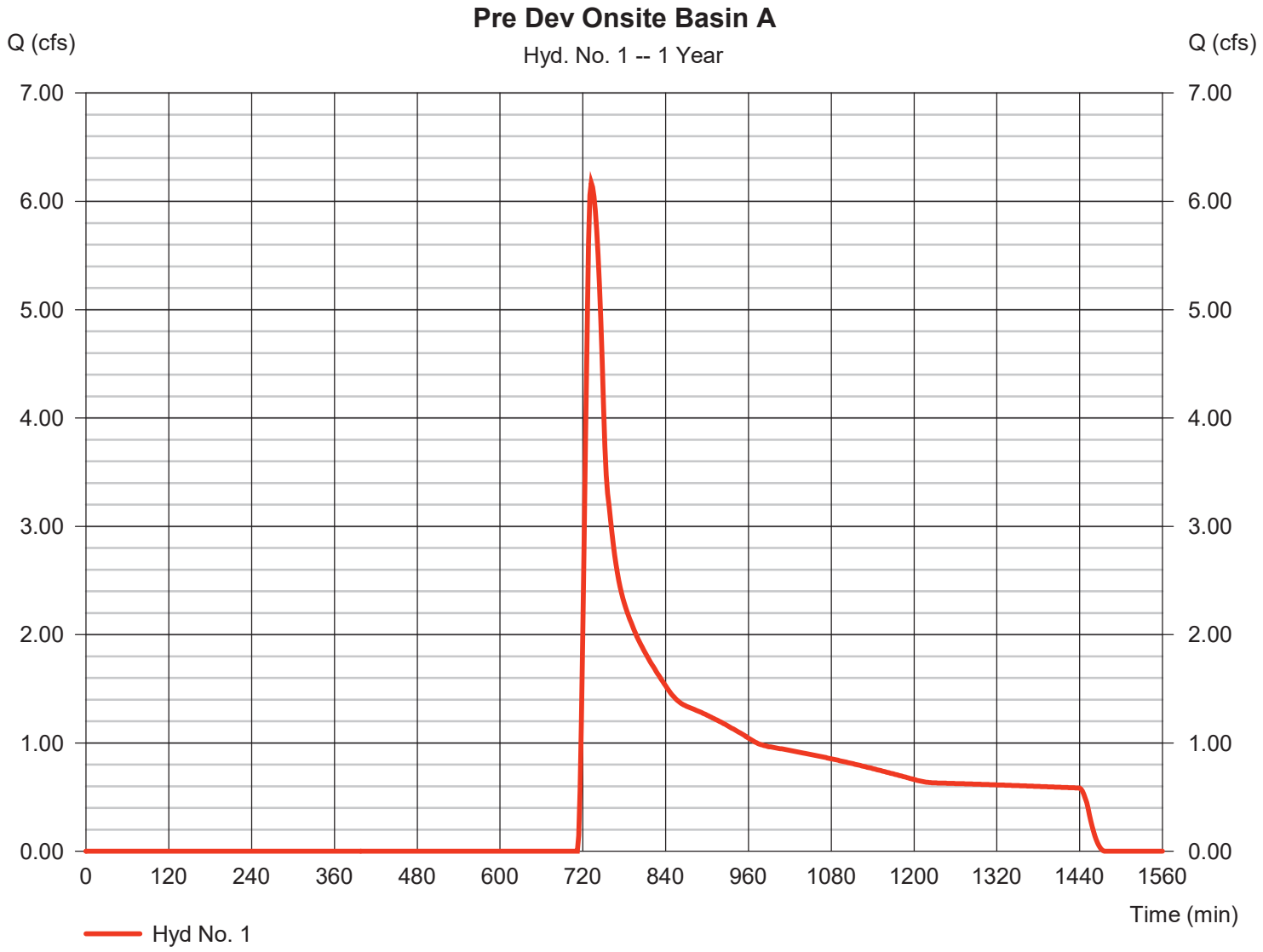
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 1

Pre Dev Onsite Basin A

Hydrograph type	= SCS Runoff	Peak discharge	= 6.172 cfs
Storm frequency	= 1 yrs	Time to peak	= 732 min
Time interval	= 2 min	Hyd. volume	= 52,053 cuft
Drainage area	= 50.200 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 22.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



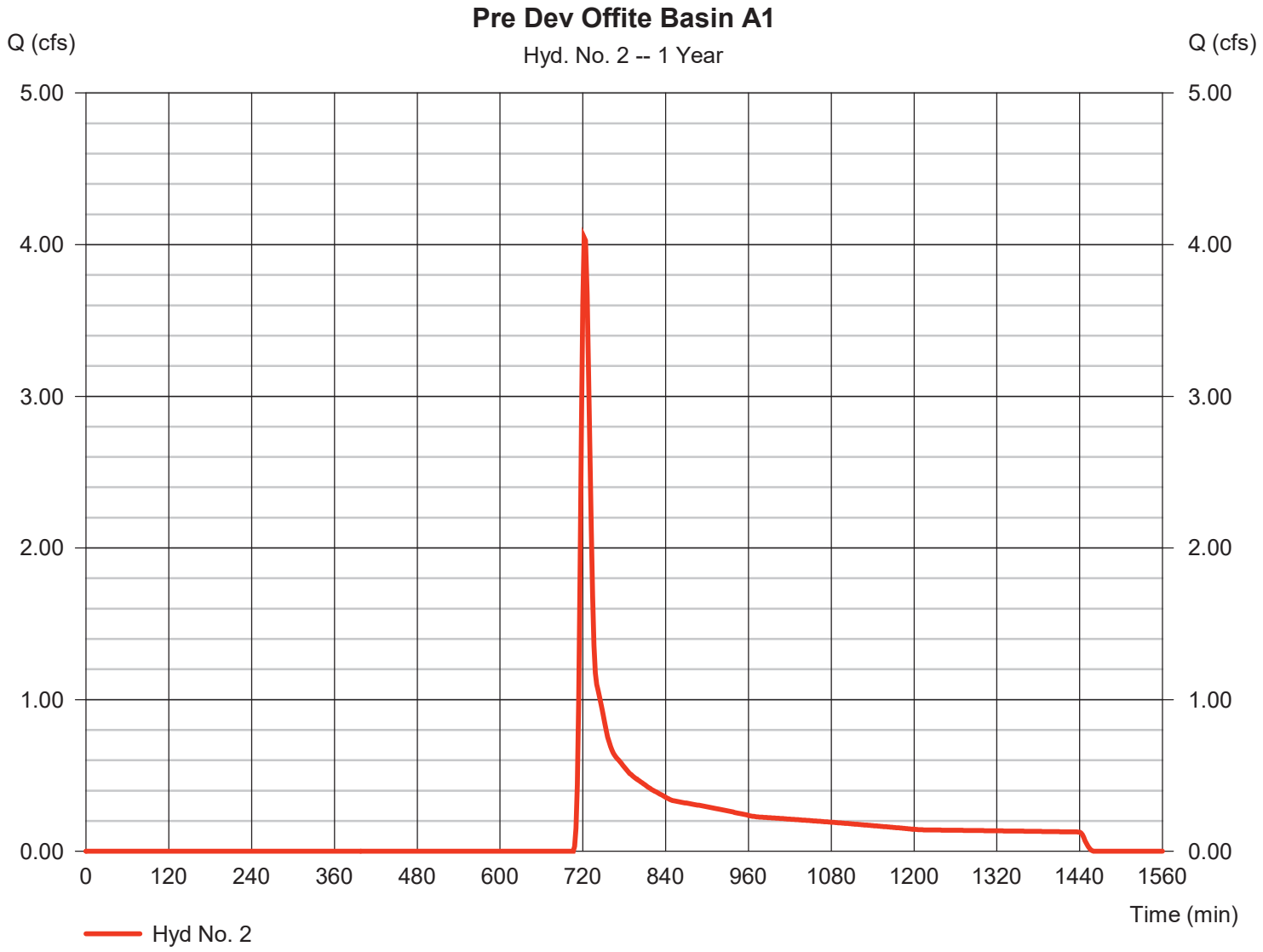
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 2

Pre Dev Offite Basin A1

Hydrograph type	= SCS Runoff	Peak discharge	= 4.047 cfs
Storm frequency	= 1 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 14,370 cuft
Drainage area	= 7.910 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



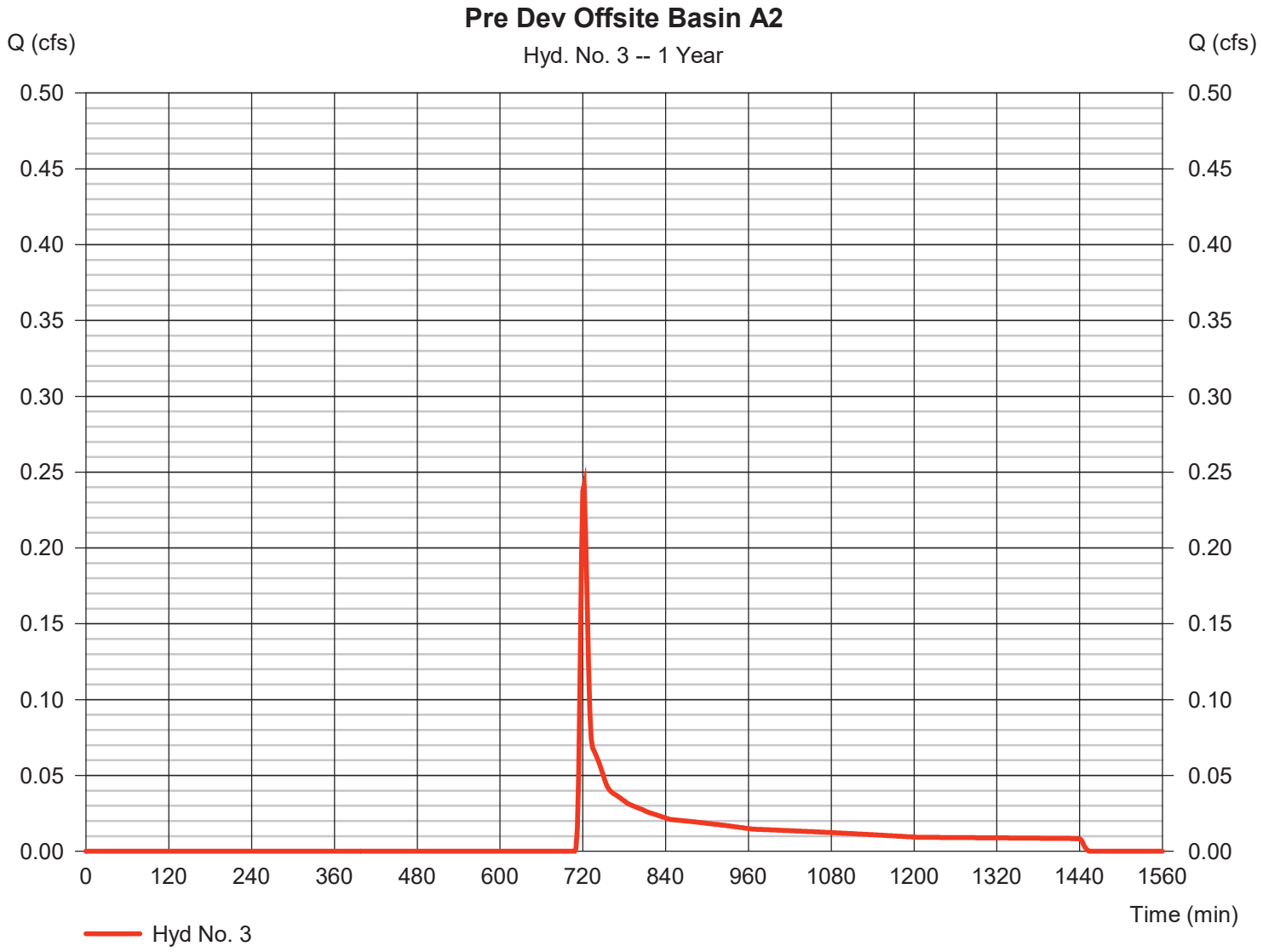
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 3

Pre Dev Offsite Basin A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.242 cfs
Storm frequency	=	1 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	848 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	3.30 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



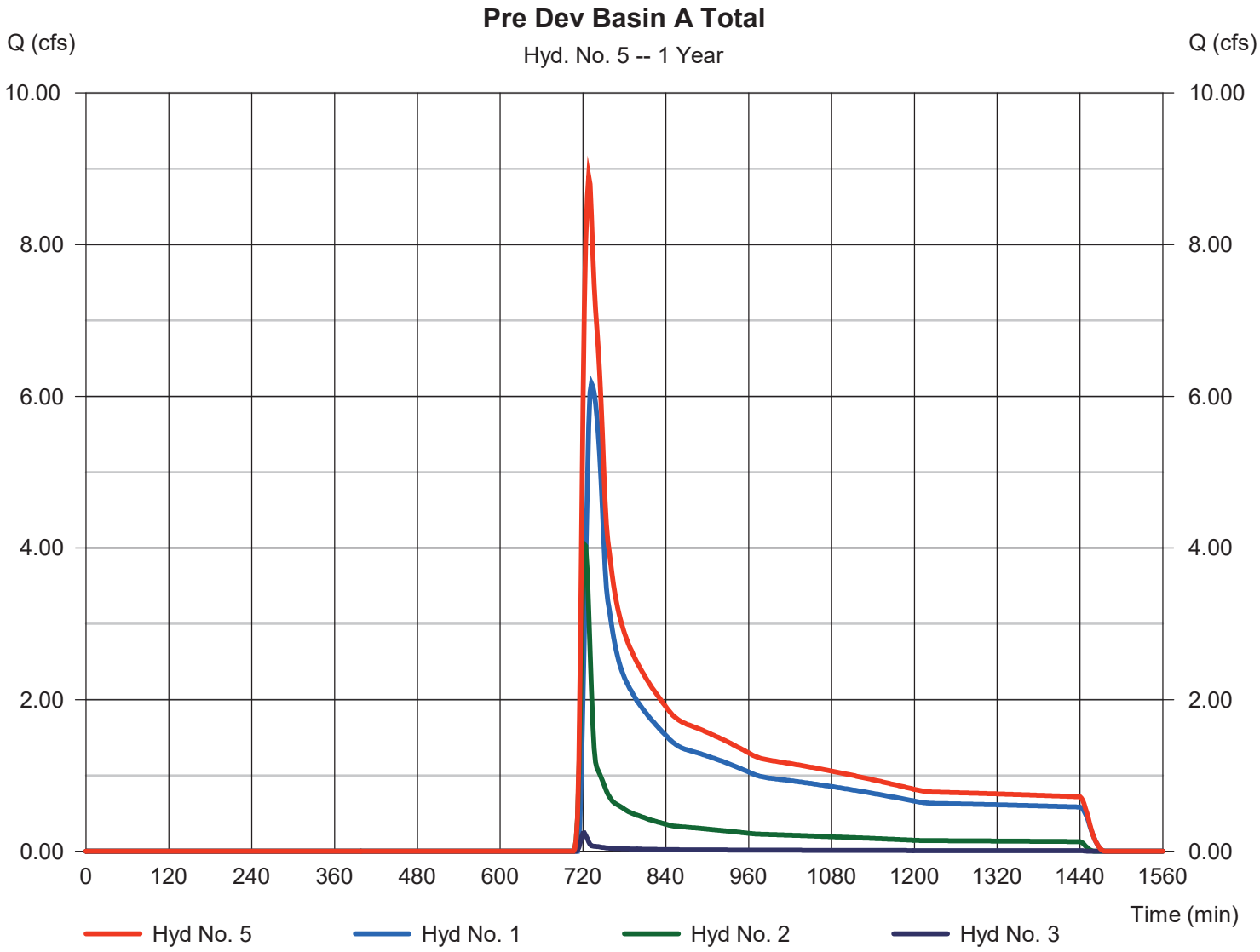
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 5

Pre Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 8.904 cfs
Storm frequency	= 1 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 67,271 cuft
Inflow hyds.	= 1, 2, 3	Contrib. drain. area	= 58.730 ac

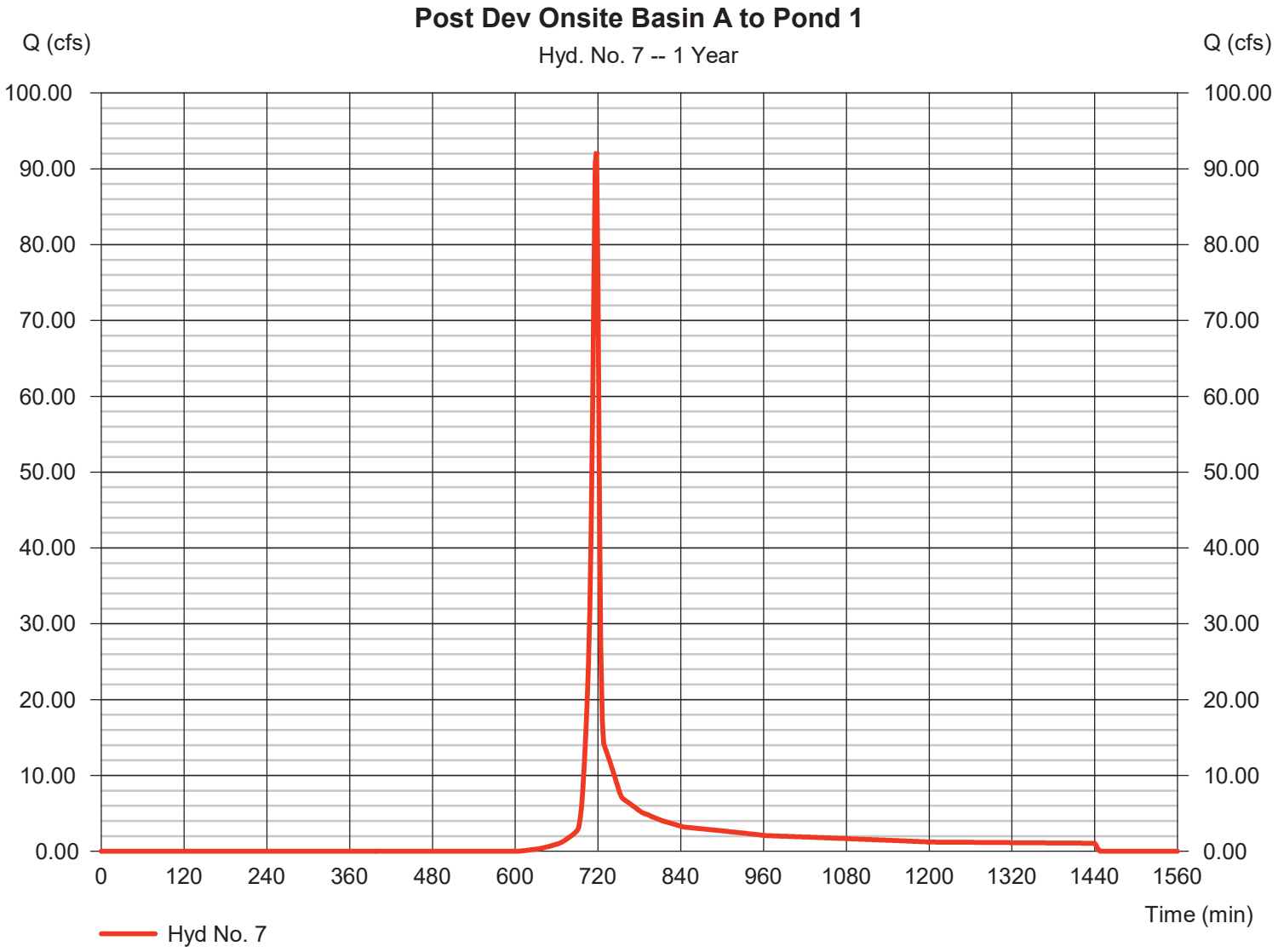


Hydrograph Report

Hyd. No. 7

Post Dev Onsite Basin A to Pond 1

Hydrograph type	= SCS Runoff	Peak discharge	= 92.31 cfs
Storm frequency	= 1 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 184,668 cuft
Drainage area	= 42.270 ac	Curve number	= 77
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



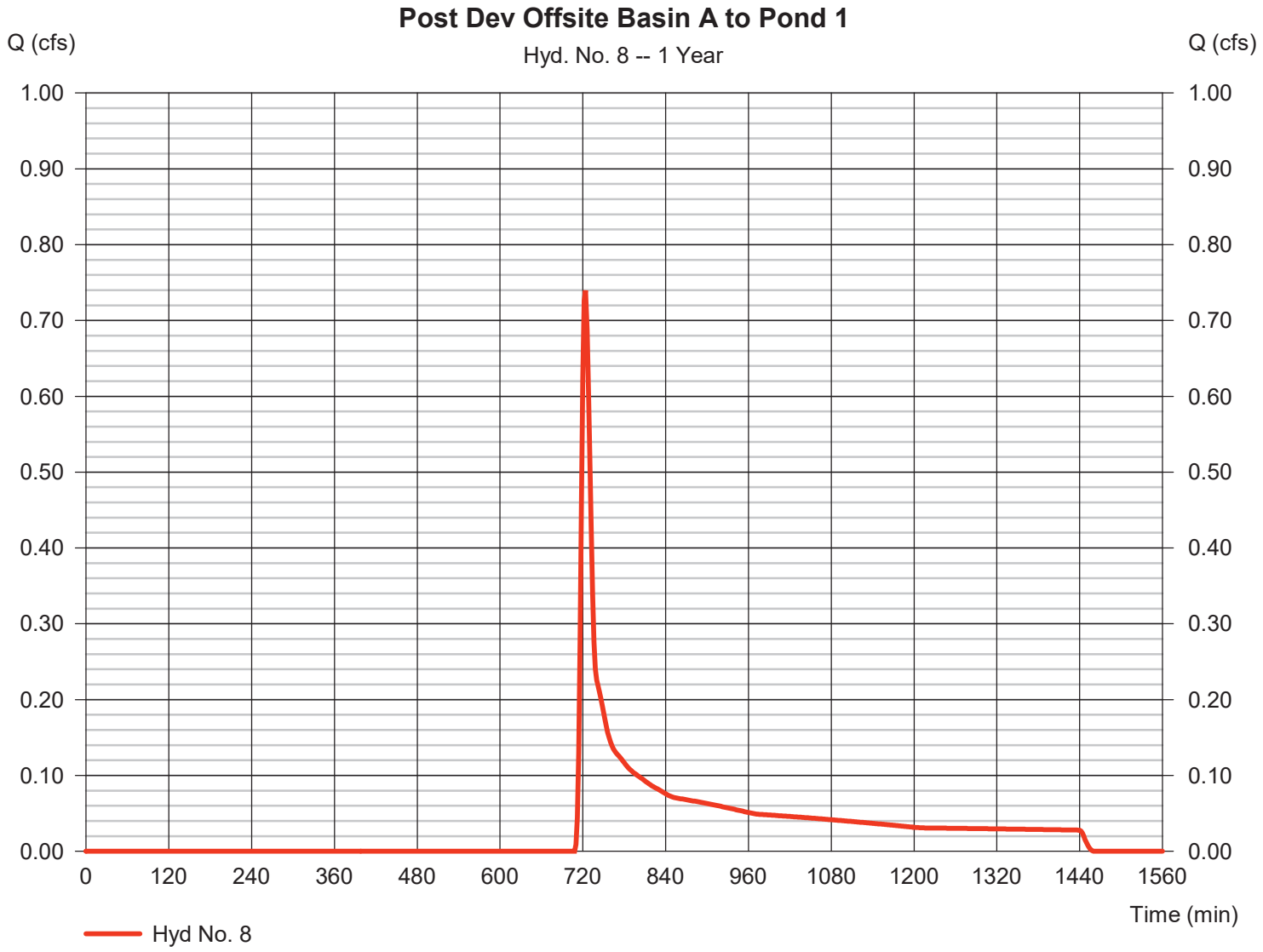
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 8

Post Dev Offsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.740 cfs
Storm frequency	=	1 yrs	Time to peak	=	724 min
Time interval	=	2 min	Hyd. volume	=	2,944 cuft
Drainage area	=	1.910 ac	Curve number	=	59
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	12.00 min
Total precip.	=	3.30 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



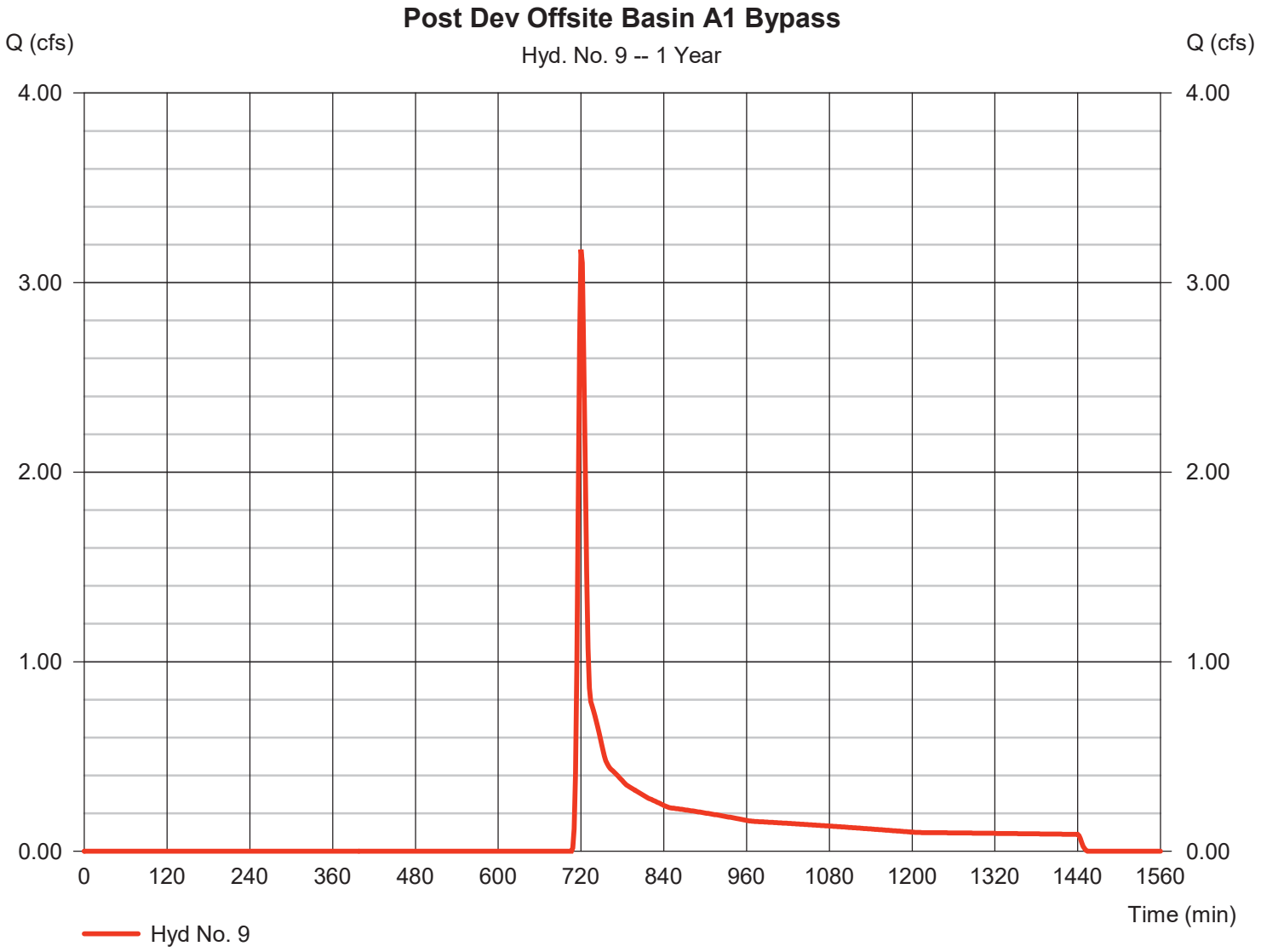
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 9

Post Dev Offsite Basin A1 Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	3.174 cfs
Storm frequency	=	1 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	9,757 cuft
Drainage area	=	6.000 ac	Curve number	=	60
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	3.30 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



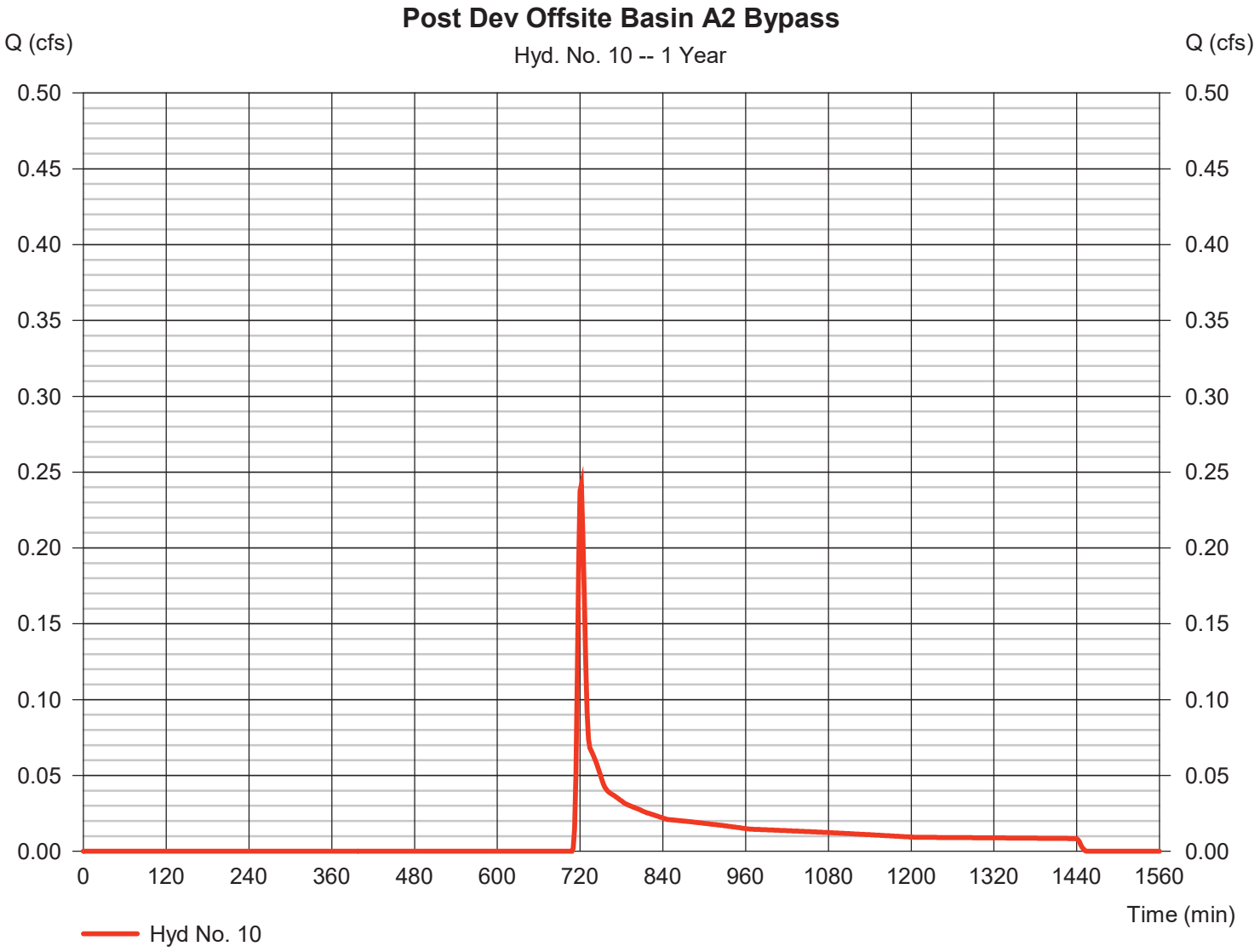
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 10

Post Dev Offsite Basin A2 Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 0.242 cfs
Storm frequency	= 1 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 848 cuft
Drainage area	= 0.620 ac	Curve number	= 58
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

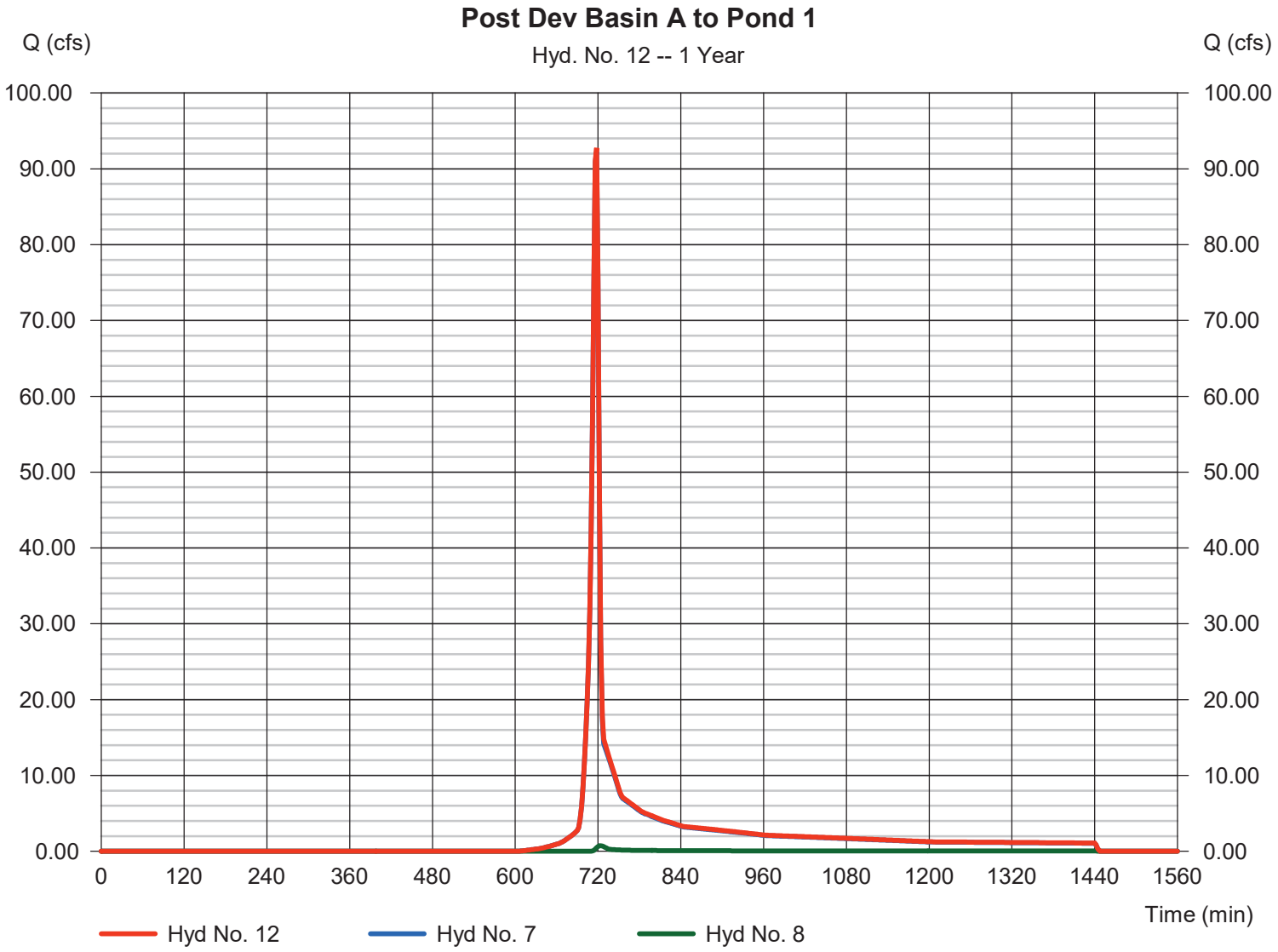


Hydrograph Report

Hyd. No. 12

Post Dev Basin A to Pond 1

Hydrograph type	= Combine	Peak discharge	= 92.77 cfs
Storm frequency	= 1 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 187,611 cuft
Inflow hyds.	= 7, 8	Contrib. drain. area	= 44.180 ac



Hydrograph Report

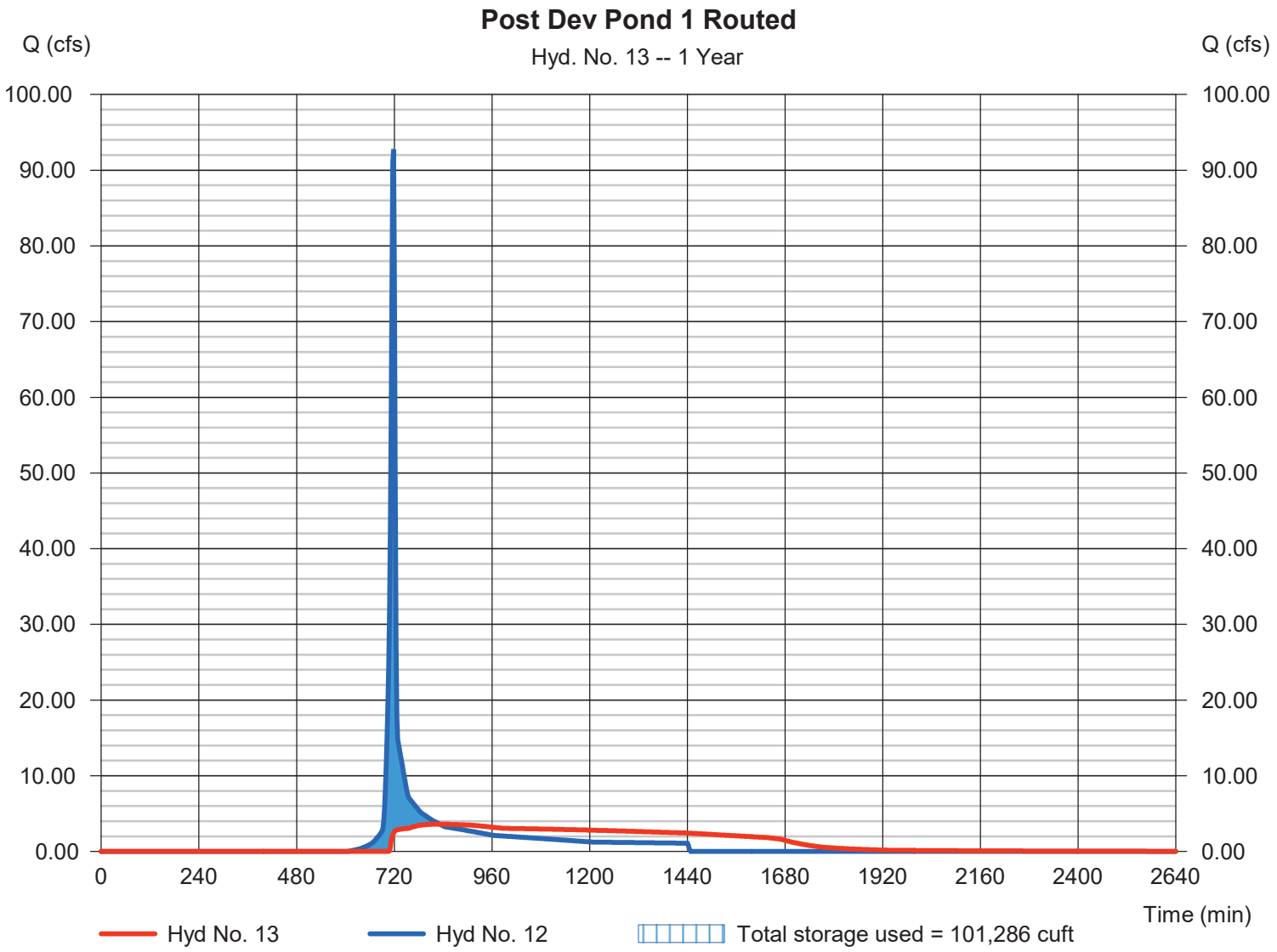
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 13

Post Dev Pond 1 Routed

Hydrograph type	= Reservoir	Peak discharge	= 3.601 cfs
Storm frequency	= 1 yrs	Time to peak	= 832 min
Time interval	= 2 min	Hyd. volume	= 171,640 cuft
Inflow hyd. No.	= 12 - Post Dev Basin A to Pond 1	Max. Elevation	= 1056.29 ft
Reservoir name	= Pond 1	Max. Storage	= 101,286 cuft

Storage Indication method used.



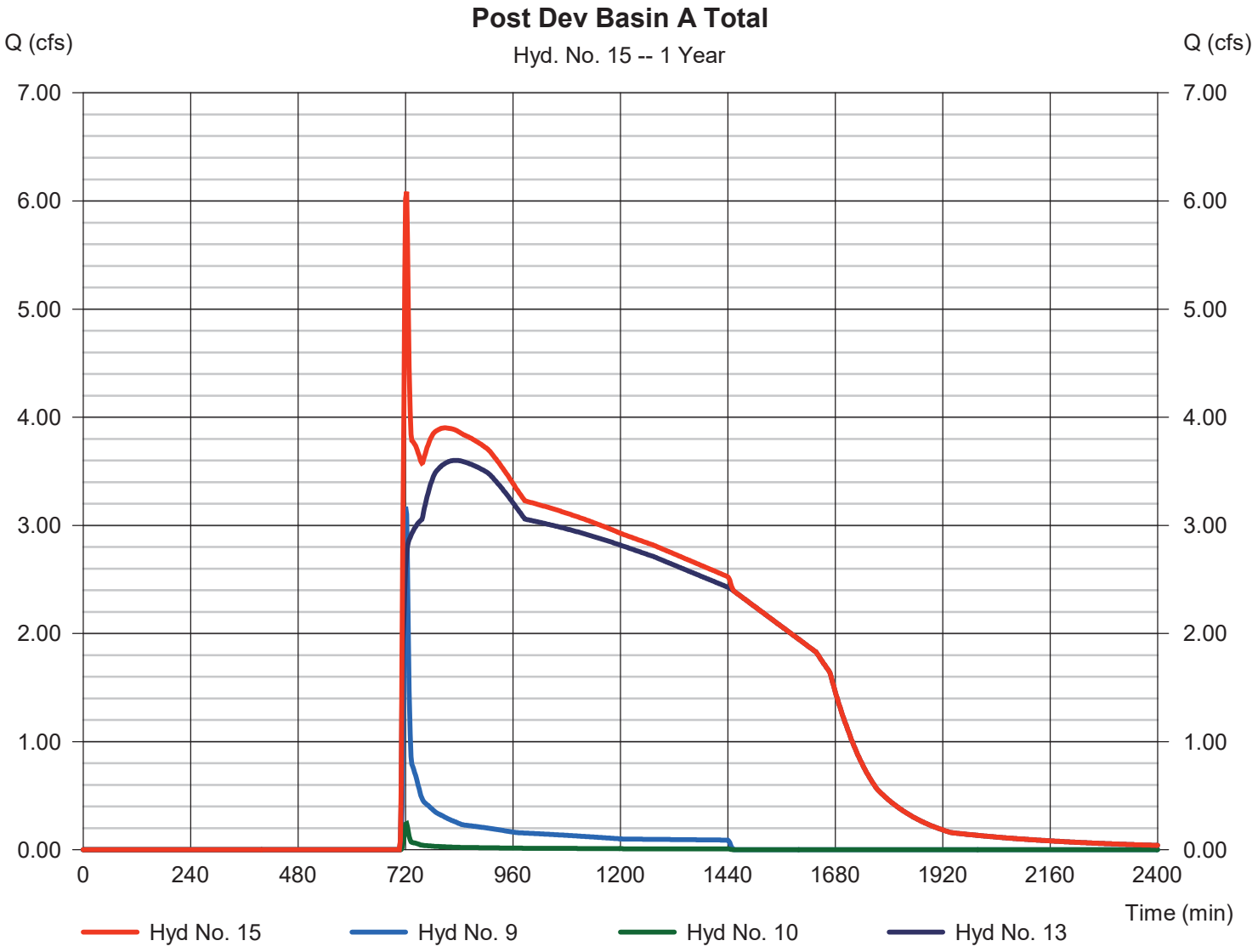
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 15

Post Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 6.085 cfs
Storm frequency	= 1 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 182,245 cuft
Inflow hyds.	= 9, 10, 13	Contrib. drain. area	= 6.620 ac



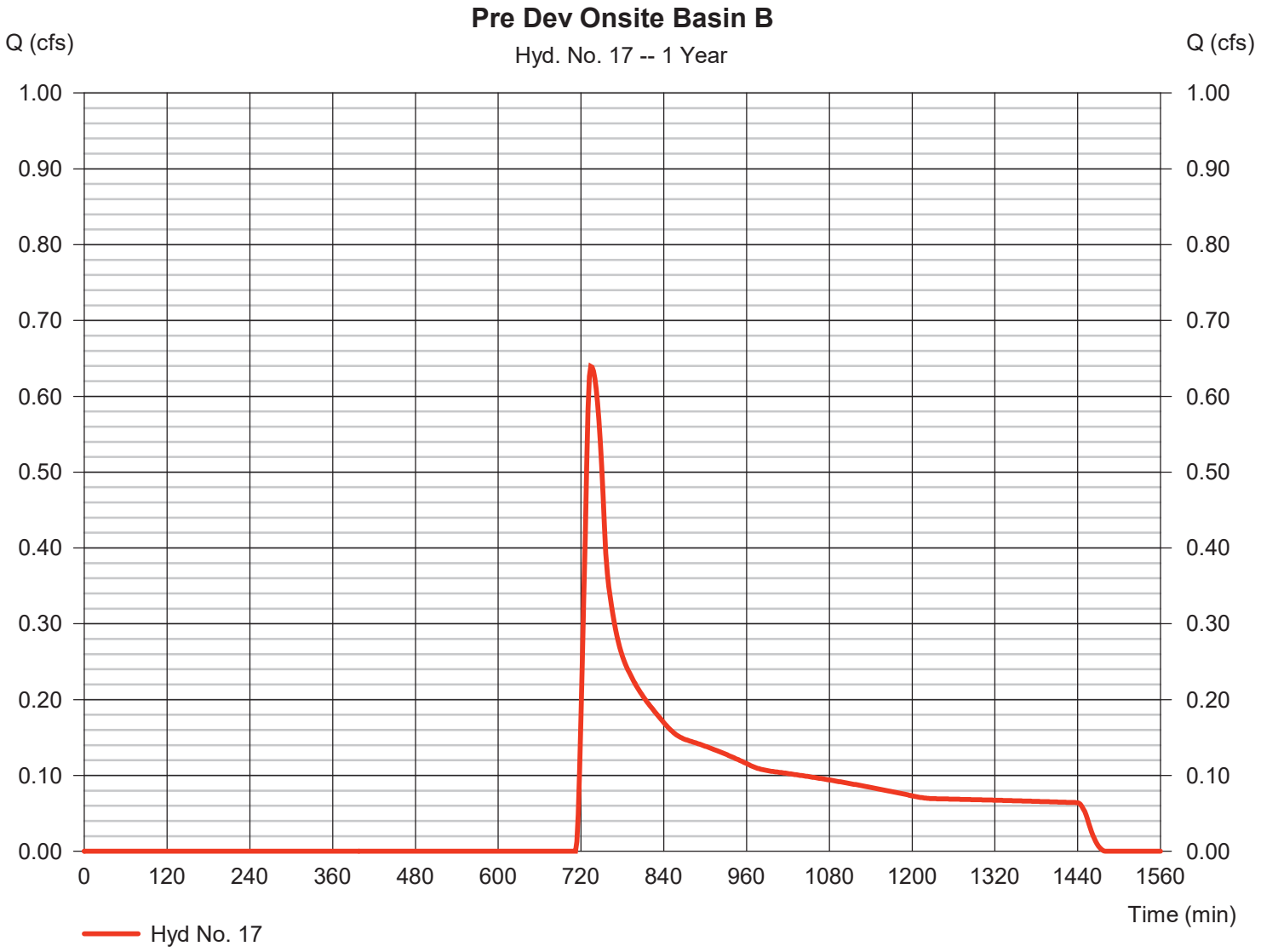
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 17

Pre Dev Onsite Basin B

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.639 cfs
Storm frequency	=	1 yrs	Time to peak	=	734 min
Time interval	=	2 min	Hyd. volume	=	5,716 cuft
Drainage area	=	5.700 ac	Curve number	=	55
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	25.00 min
Total precip.	=	3.30 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



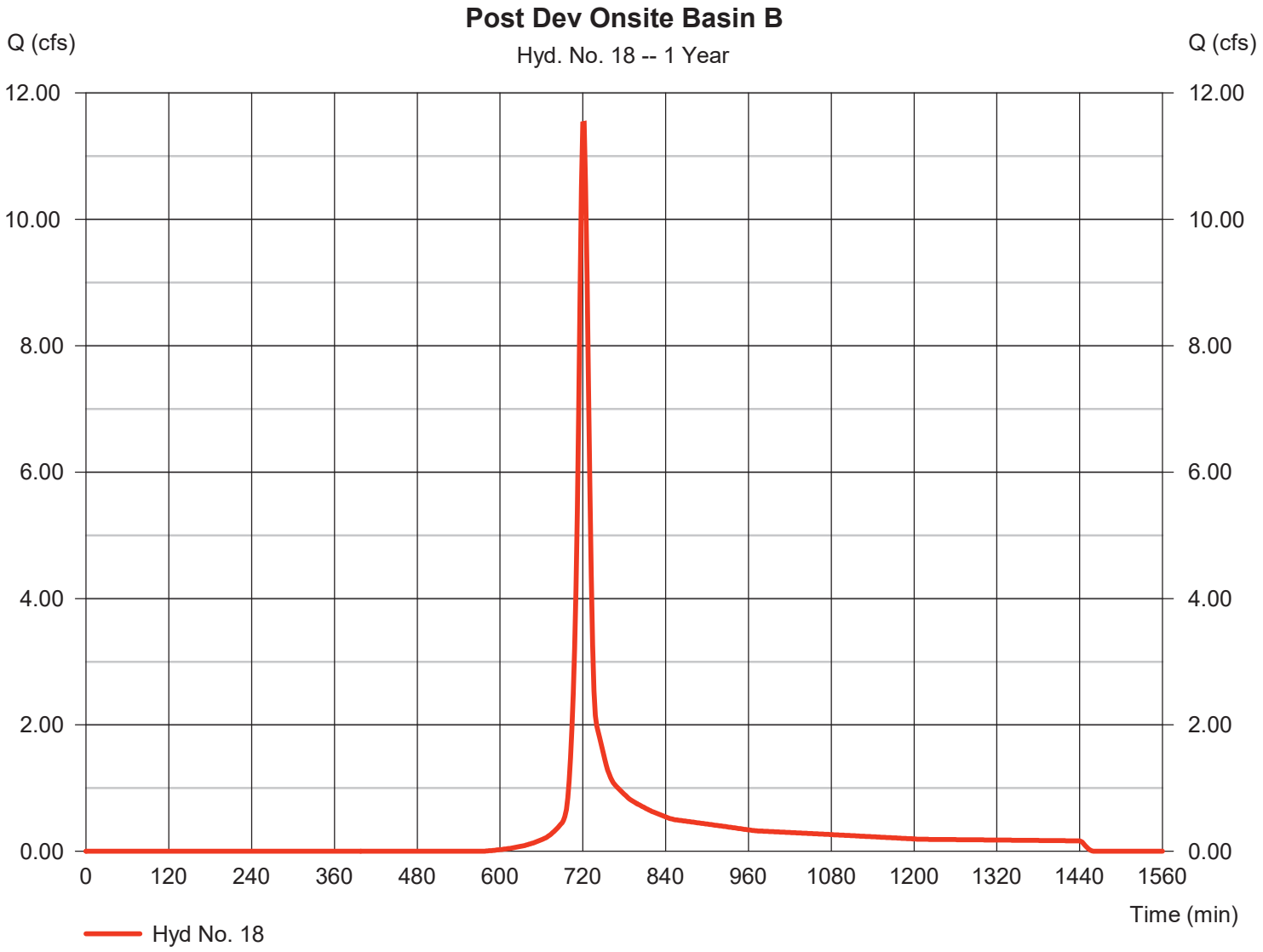
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 18

Post Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 11.52 cfs
Storm frequency	= 1 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 30,134 cuft
Drainage area	= 5.700 ac	Curve number	= 79
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



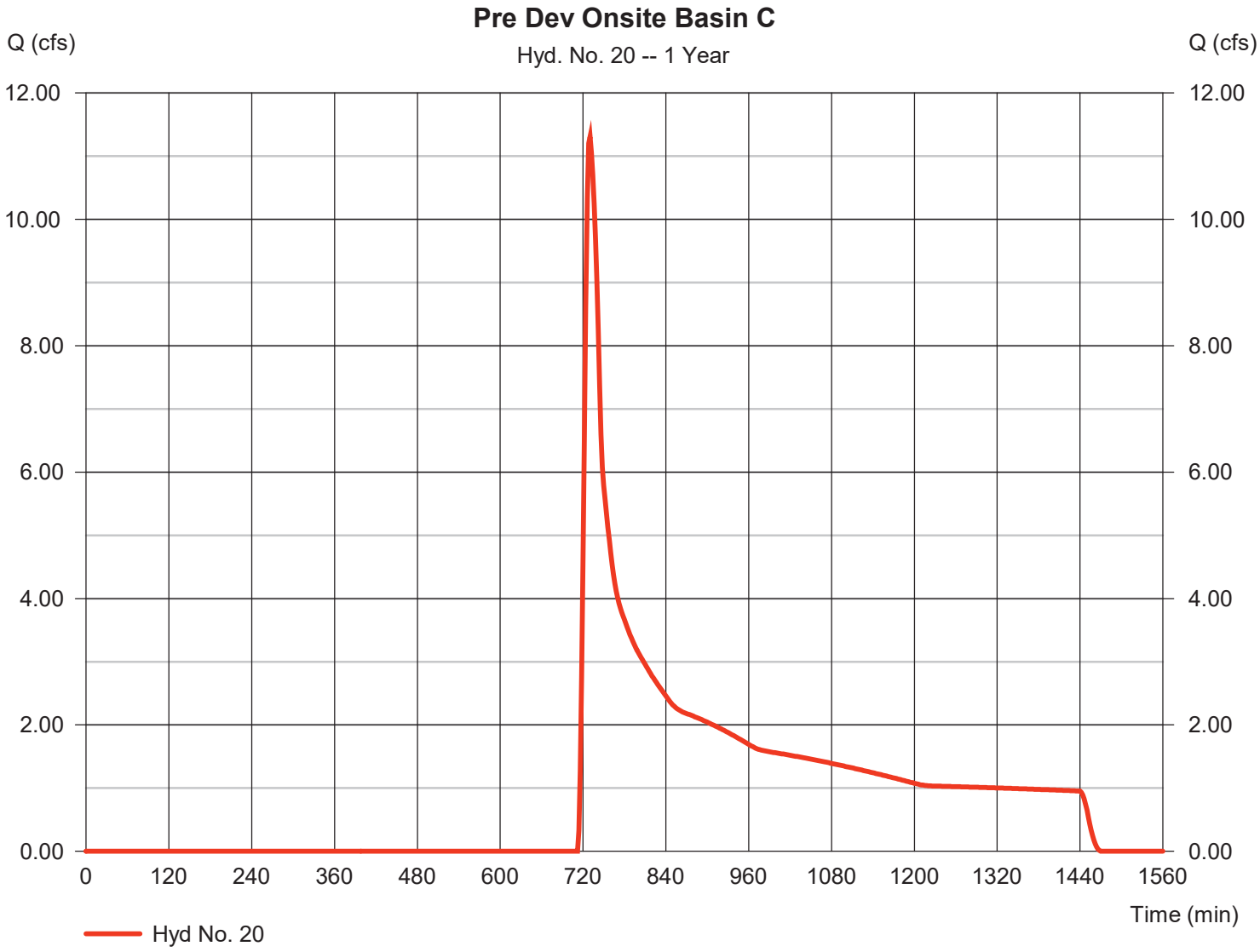
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 20

Pre Dev Onsite Basin C

Hydrograph type	=	SCS Runoff	Peak discharge	=	11.31 cfs
Storm frequency	=	1 yrs	Time to peak	=	730 min
Time interval	=	2 min	Hyd. volume	=	85,196 cuft
Drainage area	=	83.630 ac	Curve number	=	55
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	17.00 min
Total precip.	=	3.30 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



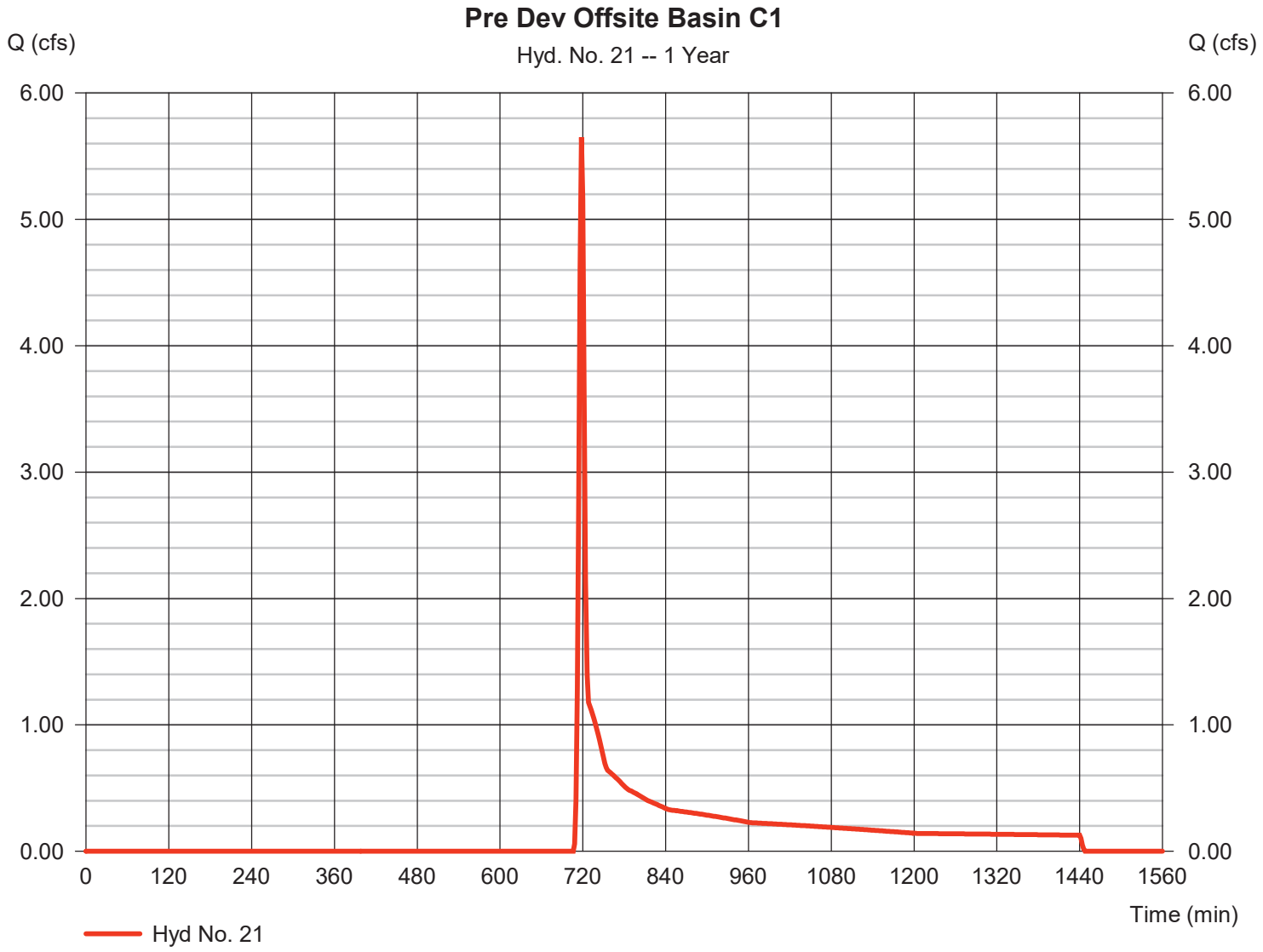
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 21

Pre Dev Offsite Basin C1

Hydrograph type	=	SCS Runoff	Peak discharge	=	5.649 cfs
Storm frequency	=	1 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	13,919 cuft
Drainage area	=	9.130 ac	Curve number	=	60
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	3.30 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



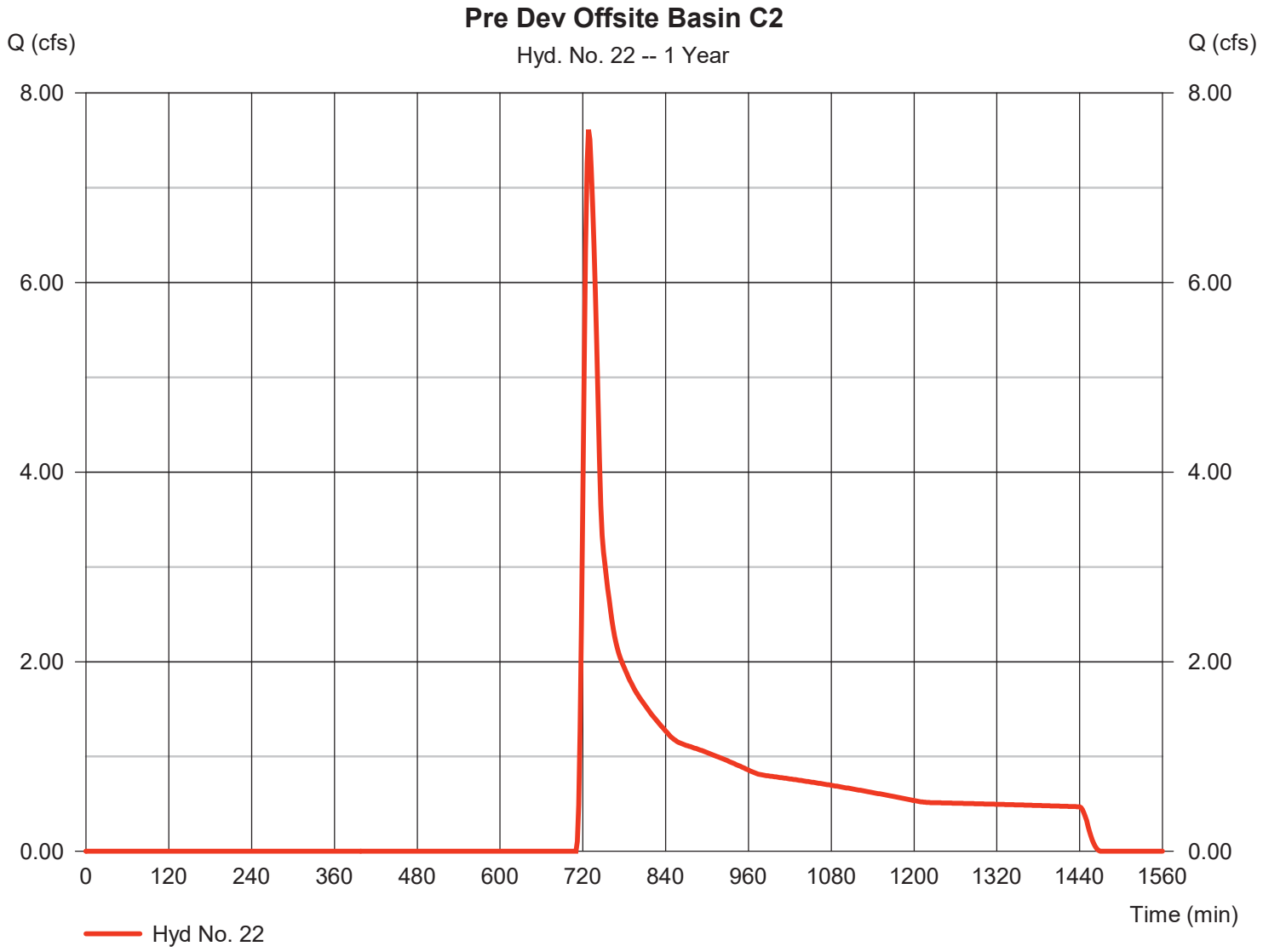
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 22

Pre Dev Offsite Basin C2

Hydrograph type	= SCS Runoff	Peak discharge	= 7.613 cfs
Storm frequency	= 1 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 45,786 cuft
Drainage area	= 36.720 ac	Curve number	= 57
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 18.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



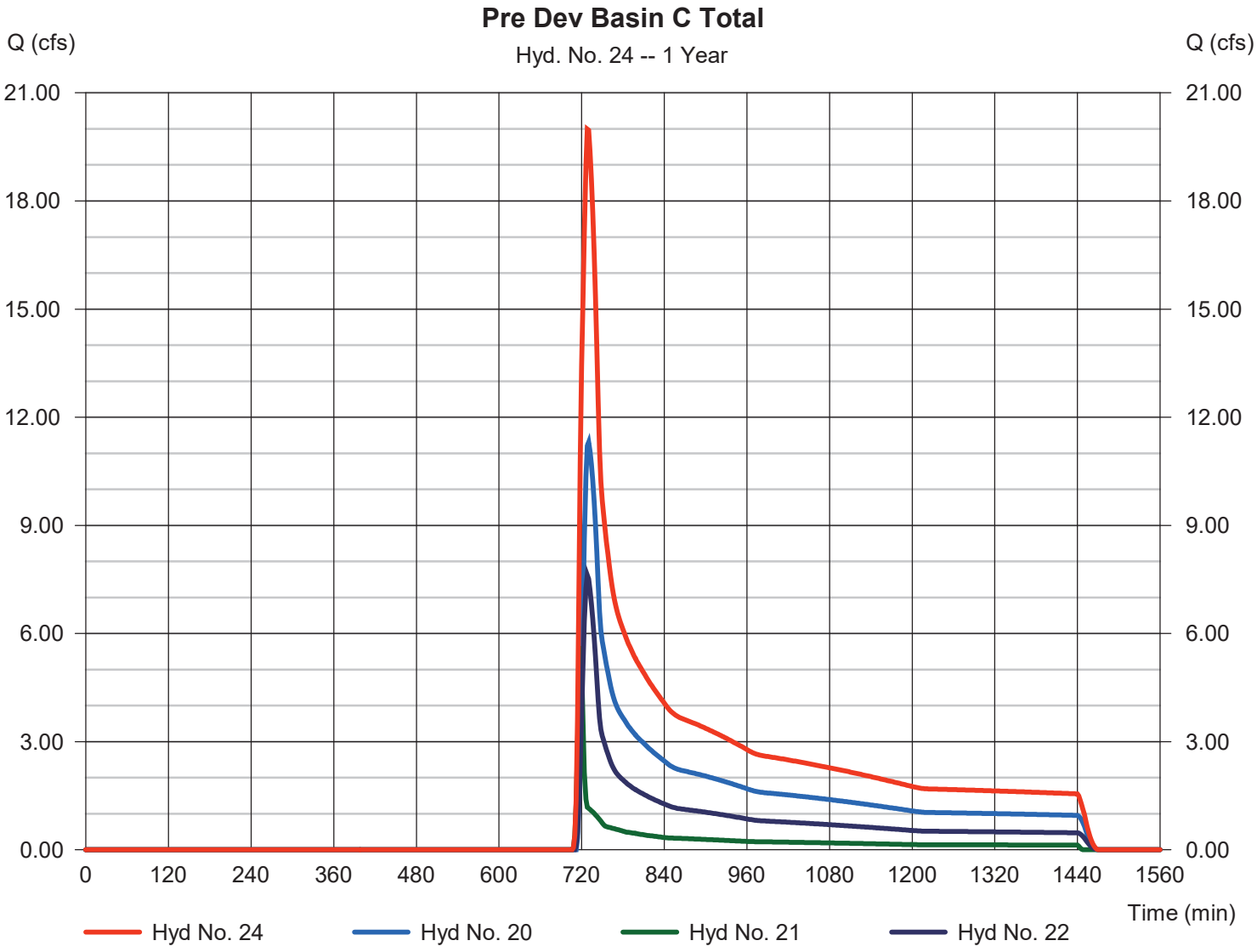
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 24

Pre Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 20.00 cfs
Storm frequency	= 1 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 144,901 cuft
Inflow hyds.	= 20, 21, 22	Contrib. drain. area	= 129.480 ac



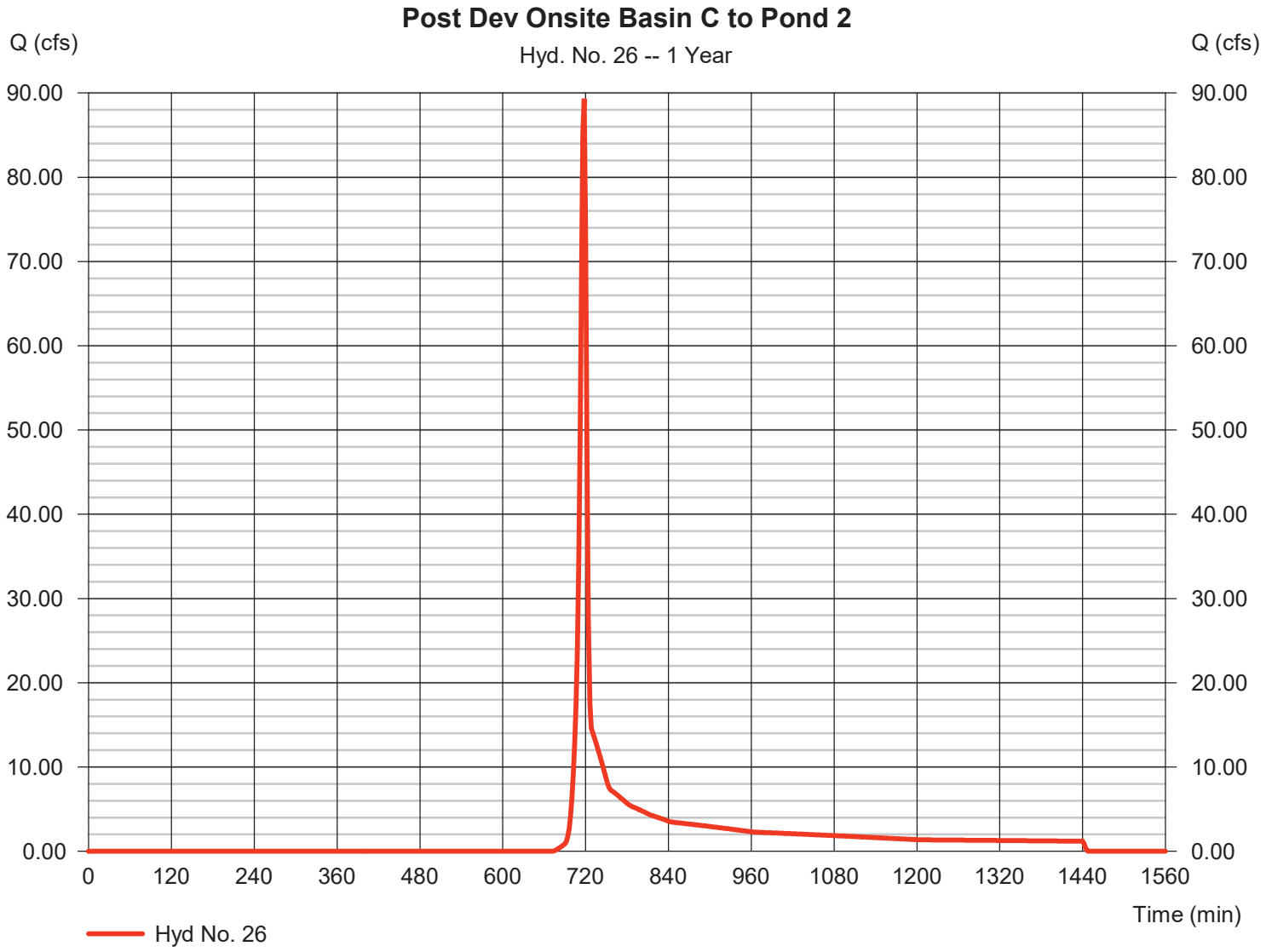
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 26

Post Dev Onsite Basin C to Pond 2

Hydrograph type	=	SCS Runoff	Peak discharge	=	89.33 cfs
Storm frequency	=	1 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	180,416 cuft
Drainage area	=	56.470 ac	Curve number	=	71
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	3.30 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



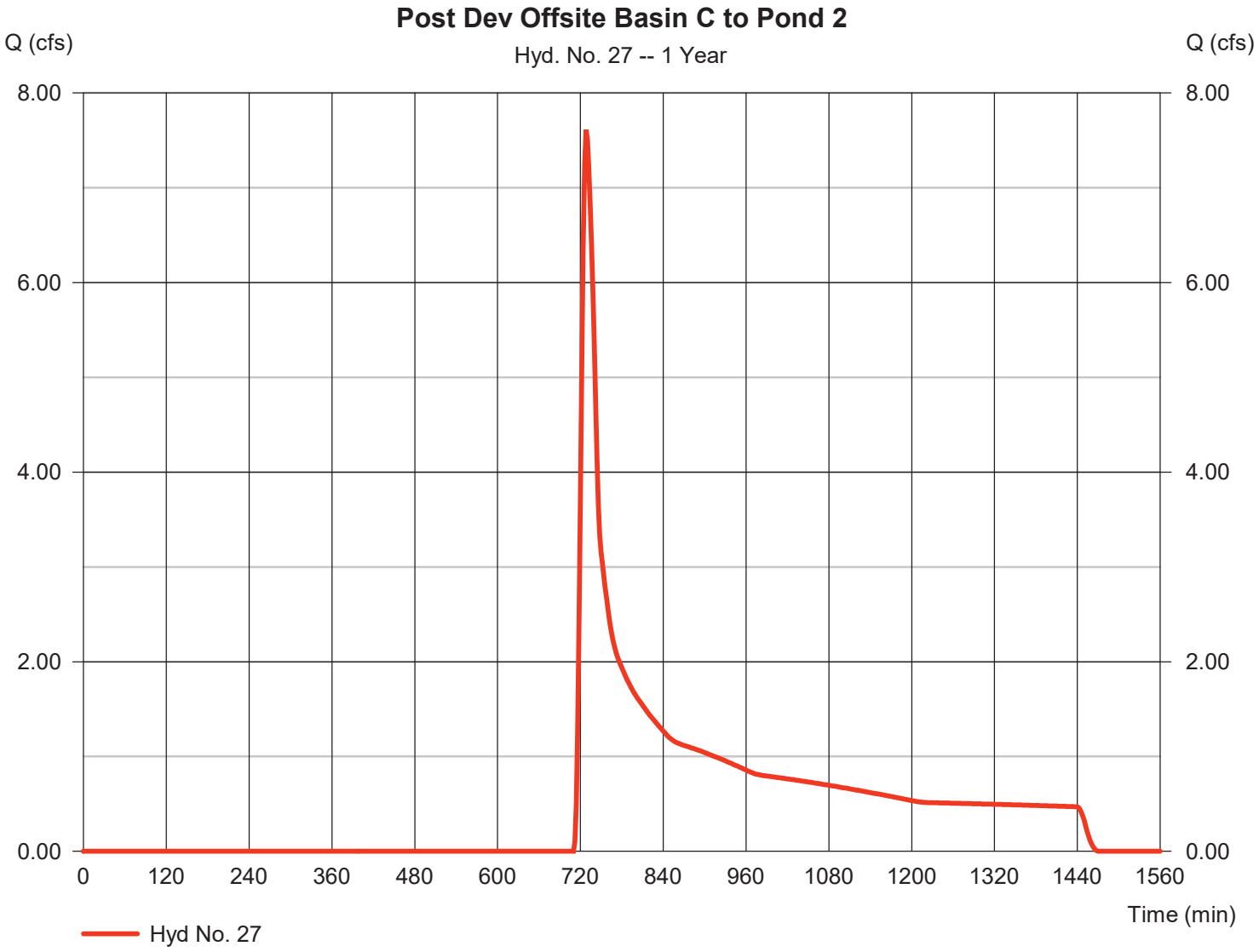
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 27

Post Dev Offsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 7.613 cfs
Storm frequency	= 1 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 45,786 cuft
Drainage area	= 36.720 ac	Curve number	= 57
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 18.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

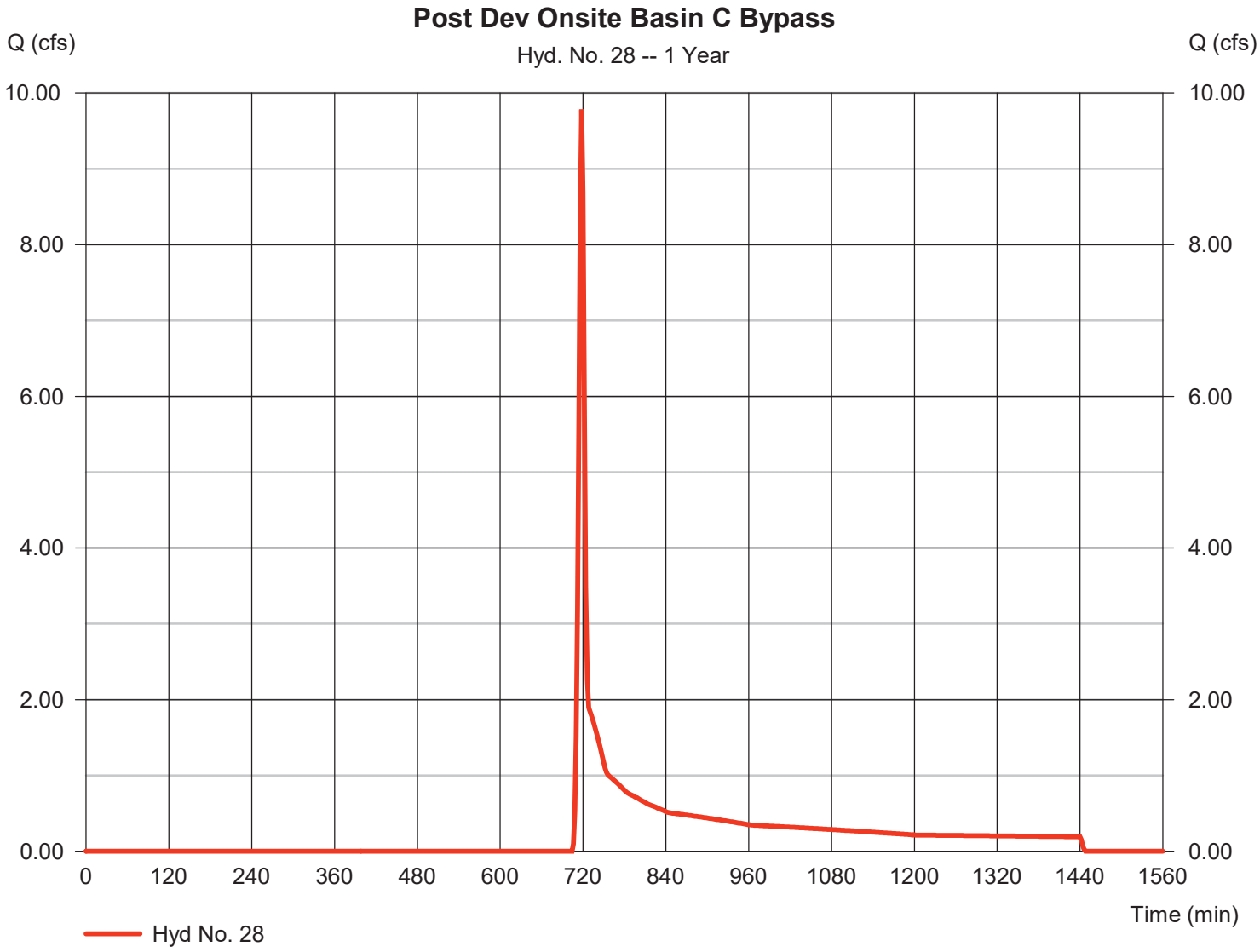


Hydrograph Report

Hyd. No. 28

Post Dev Onsite Basin C Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 9.782 cfs
Storm frequency	= 1 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 22,362 cuft
Drainage area	= 12.530 ac	Curve number	= 62
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

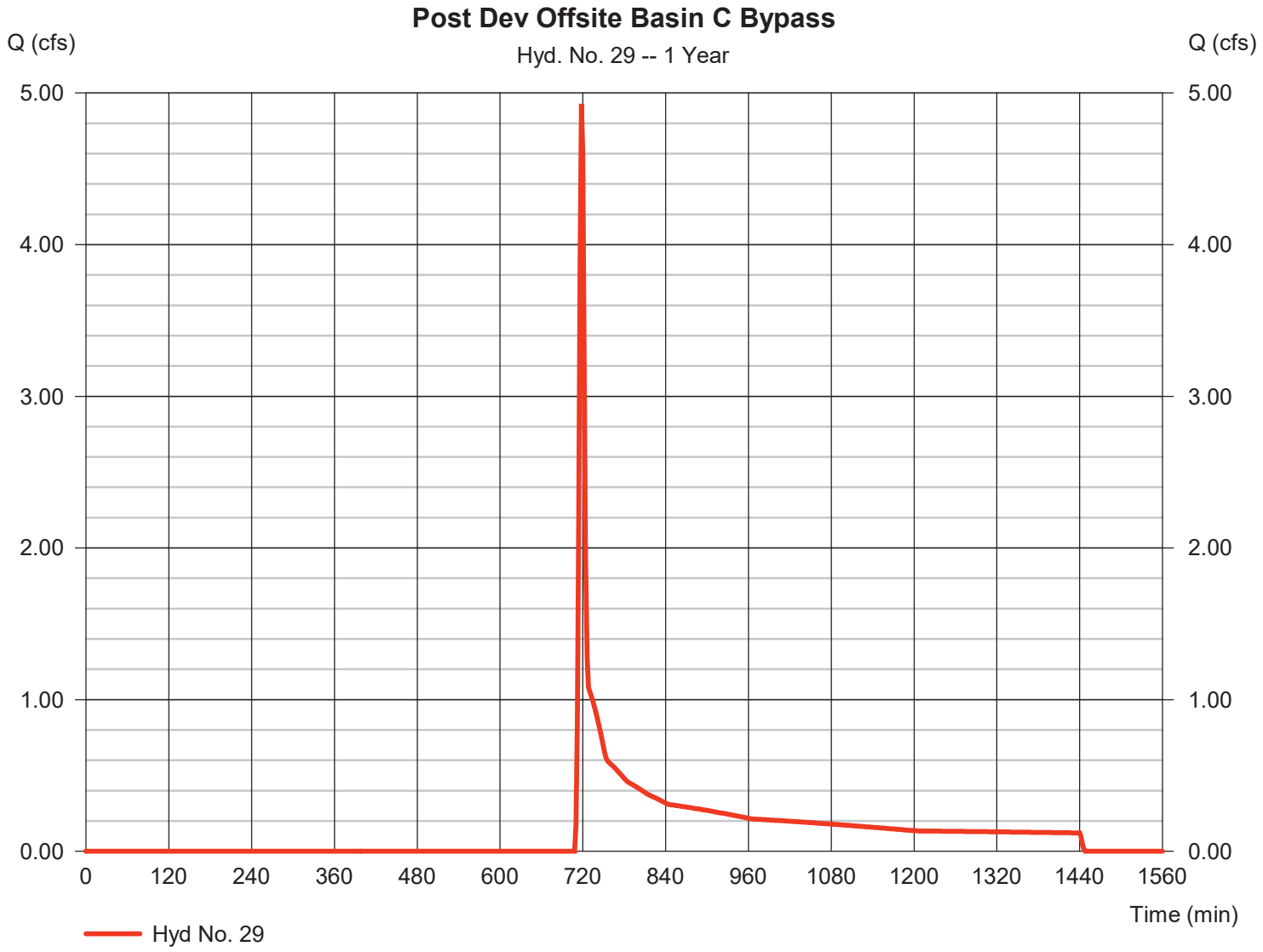


Hydrograph Report

Hyd. No. 29

Post Dev Offsite Basin C Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 4.930 cfs
Storm frequency	= 1 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 12,792 cuft
Drainage area	= 9.130 ac	Curve number	= 59
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

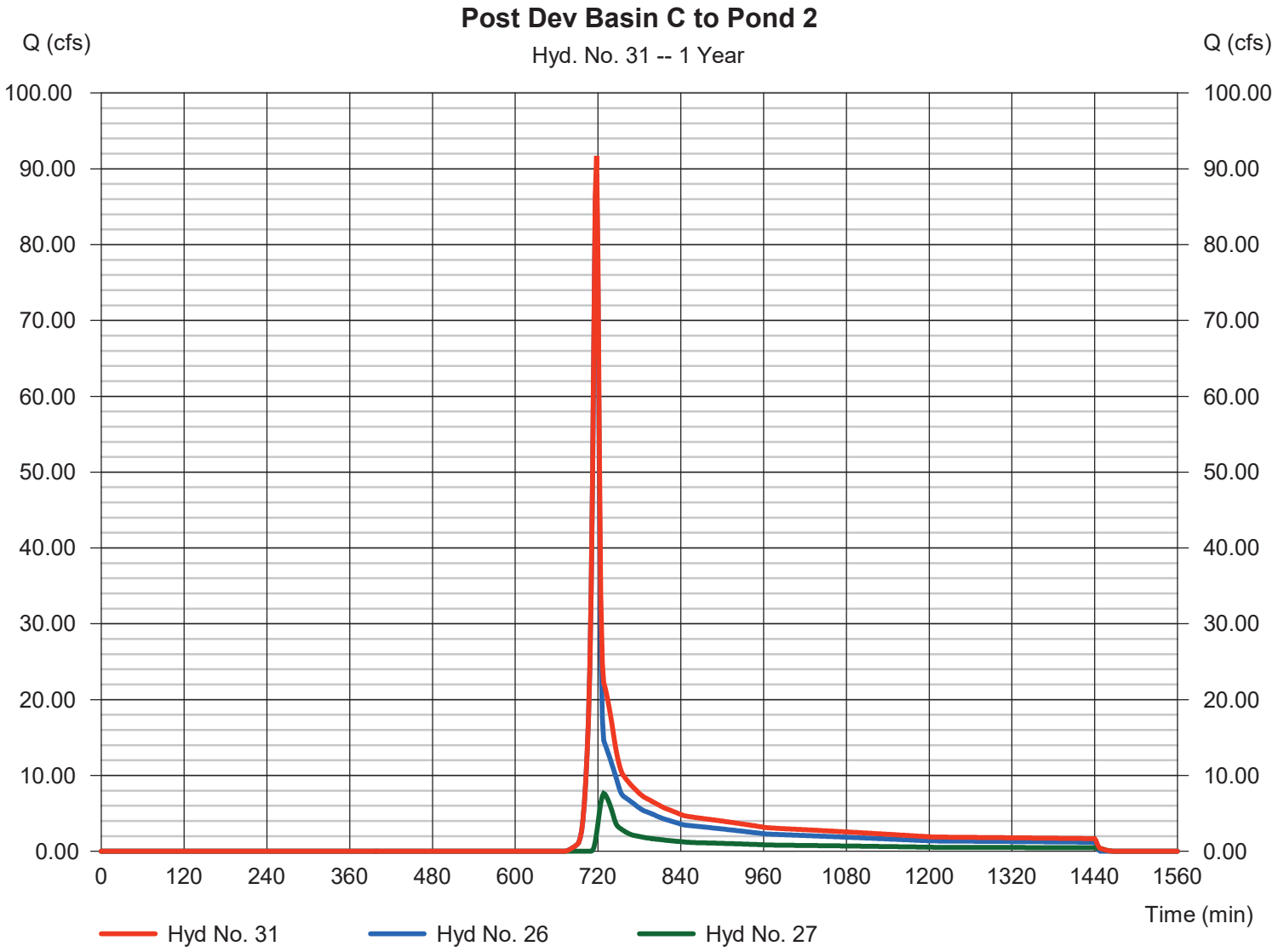


Hydrograph Report

Hyd. No. 31

Post Dev Basin C to Pond 2

Hydrograph type	= Combine	Peak discharge	= 91.72 cfs
Storm frequency	= 1 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 226,203 cuft
Inflow hyds.	= 26, 27	Contrib. drain. area	= 93.190 ac



Hydrograph Report

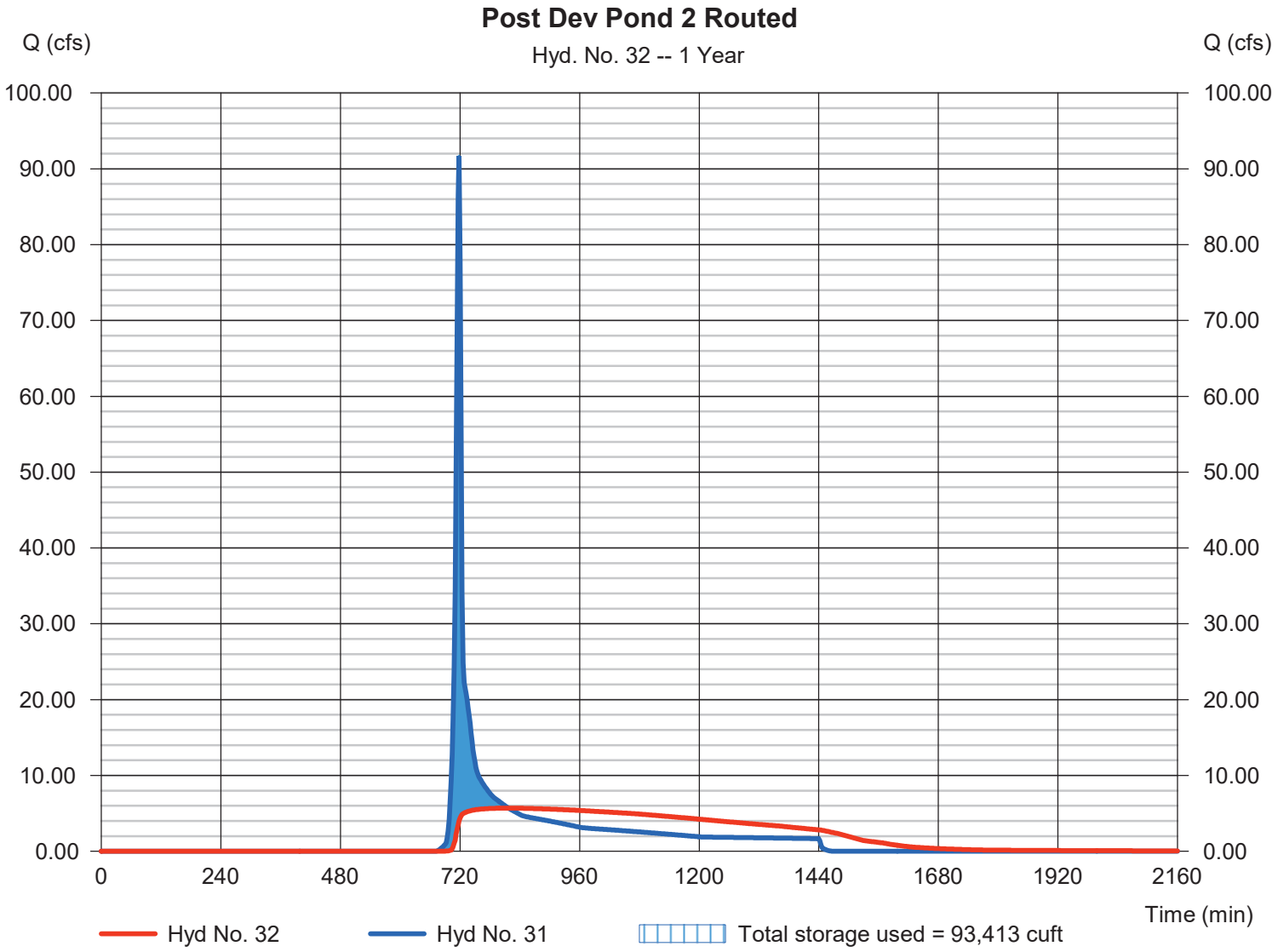
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 32

Post Dev Pond 2 Routed

Hydrograph type	= Reservoir	Peak discharge	= 5.690 cfs
Storm frequency	= 1 yrs	Time to peak	= 818 min
Time interval	= 2 min	Hyd. volume	= 226,184 cuft
Inflow hyd. No.	= 31 - Post Dev Basin C to Pond 2	Max. Elevation	= 1106.11 ft
Reservoir name	= Pond 2	Max. Storage	= 93,413 cuft

Storage Indication method used.



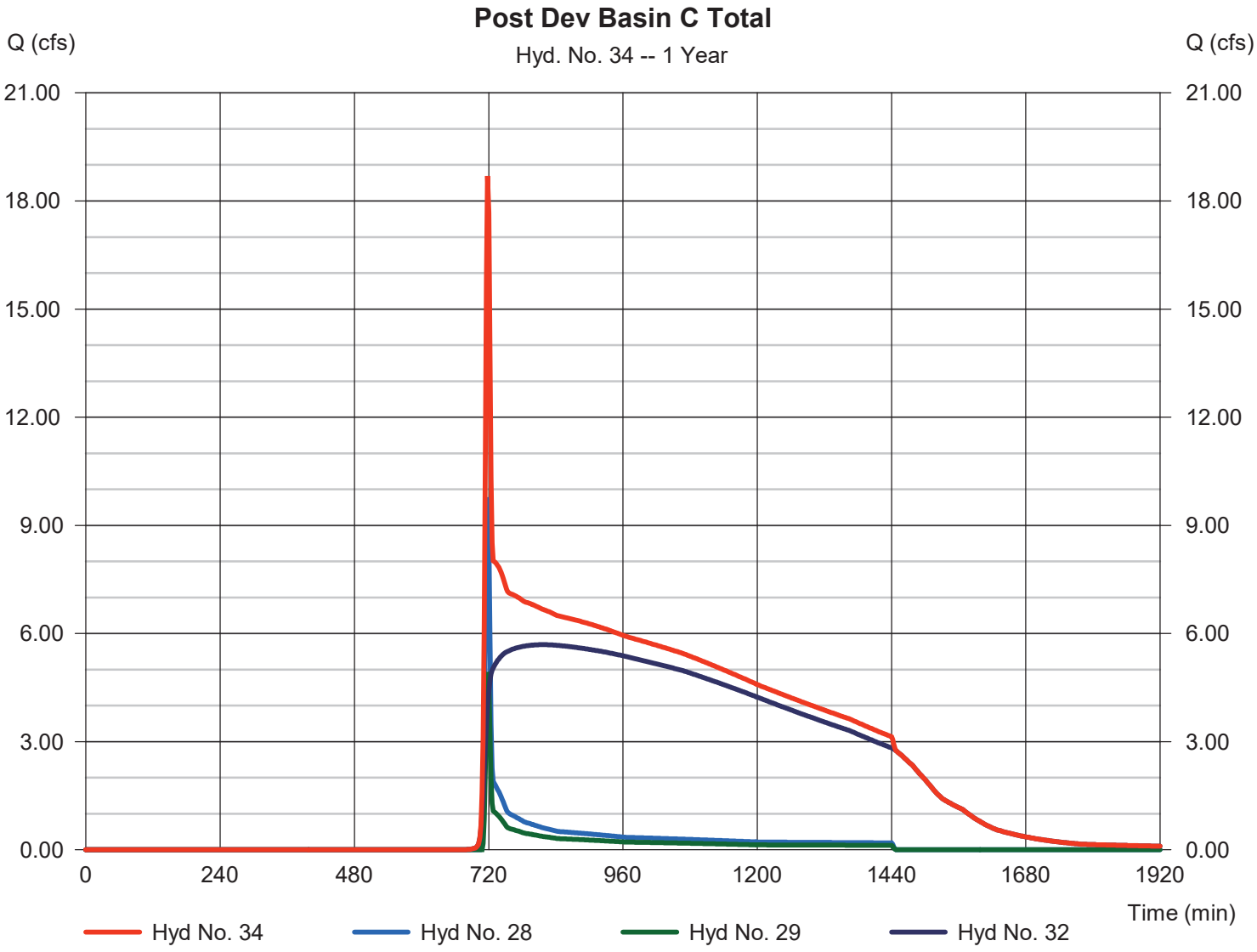
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 34

Post Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 18.69 cfs
Storm frequency	= 1 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 261,338 cuft
Inflow hyds.	= 28, 29, 32	Contrib. drain. area	= 21.660 ac



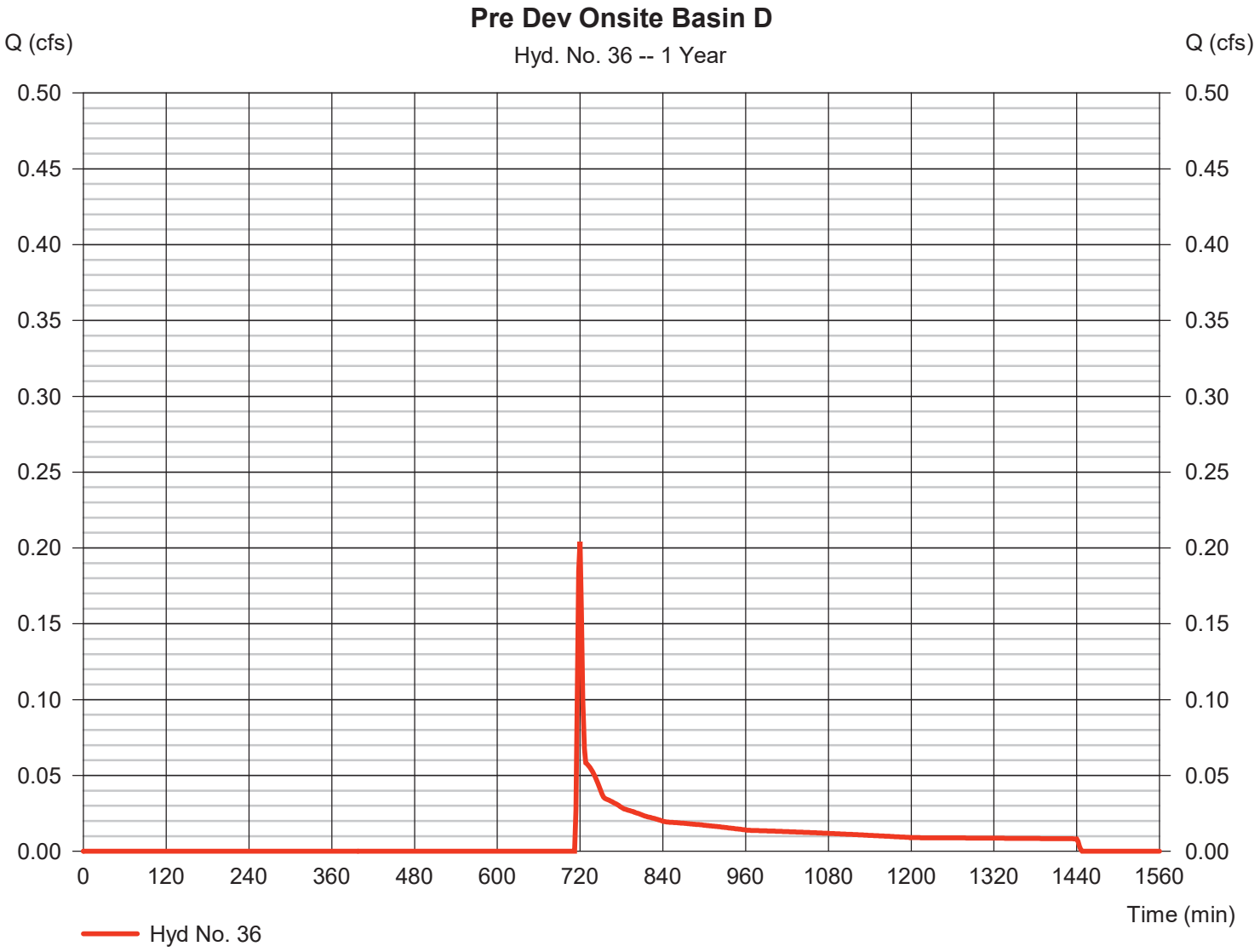
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 36

Pre Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 0.204 cfs
Storm frequency	= 1 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 735 cuft
Drainage area	= 0.770 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



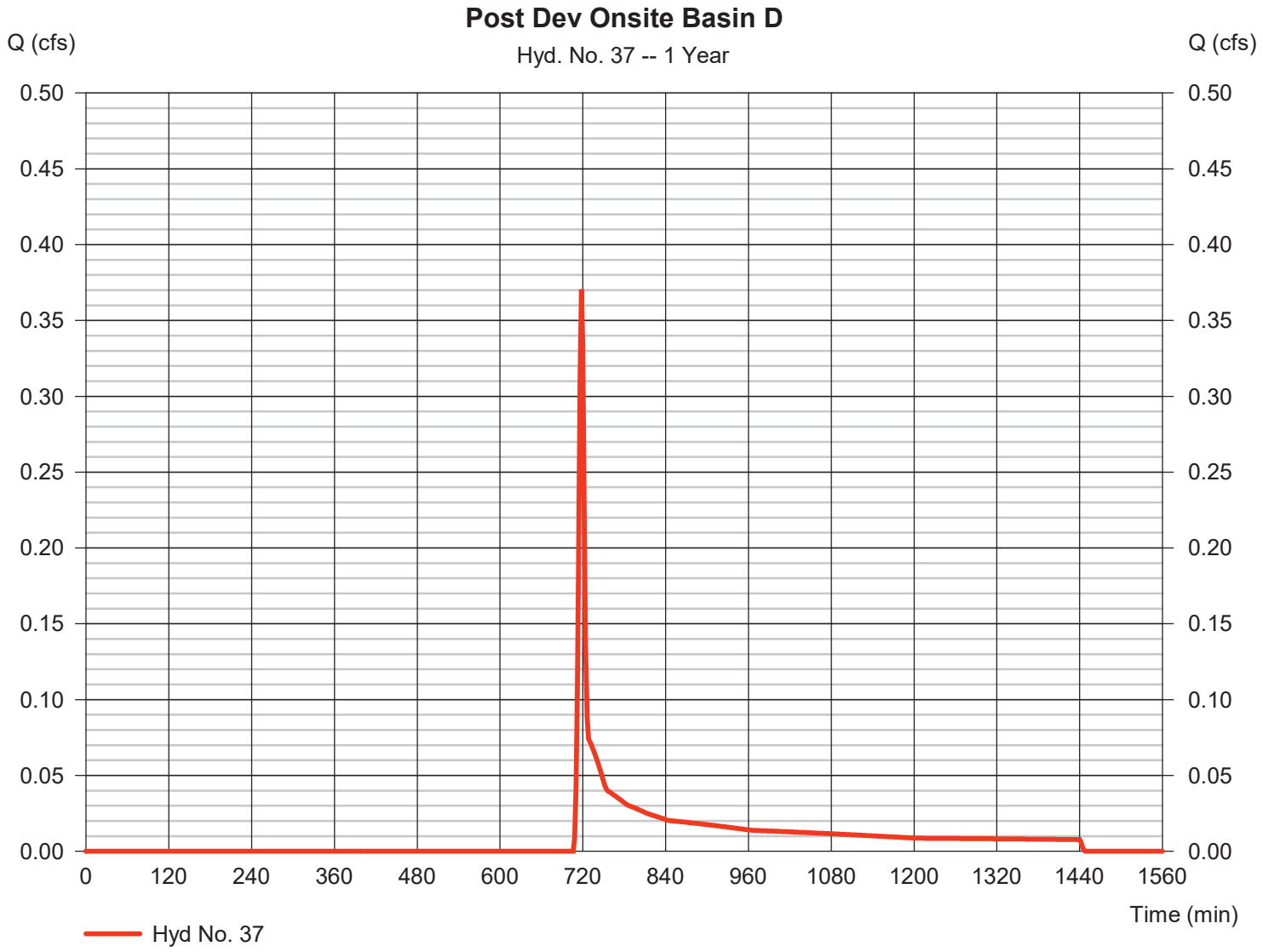
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 37

Post Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 0.370 cfs
Storm frequency	= 1 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 875 cuft
Drainage area	= 0.530 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	12.88	2	730	79,788	------	------	------	Pre Dev Onsite Basin A
2	SCS Runoff	6.488	2	722	20,256	------	------	------	Pre Dev Offite Basin A1
3	SCS Runoff	0.426	2	720	1,239	------	------	------	Pre Dev Offsite Basin A2
5	Combine	17.34	2	728	101,283	1, 2, 3,	------	------	Pre Dev Basin A Total
7	SCS Runoff	115.48	2	718	231,769	------	------	------	Post Dev Onsite Basin A to Pond 1
8	SCS Runoff	1.259	2	722	4,246	------	------	------	Post Dev Offsite Basin A to Pond 1
9	SCS Runoff	5.166	2	720	13,903	------	------	------	Post Dev Offsite Basin A1 Bypass
10	SCS Runoff	0.426	2	720	1,239	------	------	------	Post Dev Offsite Basin A2 Bypass
12	Combine	116.38	2	718	236,015	7, 8,	------	------	Post Dev Basin A to Pond 1
13	Reservoir	4.149	2	838	220,044	12	1057.49	131,311	Post Dev Pond 1 Routed
15	Combine	8.550	2	720	235,186	9, 10, 13,	------	------	Post Dev Basin A Total
17	SCS Runoff	1.324	2	732	8,762	------	------	------	Pre Dev Onsite Basin B
18	SCS Runoff	14.39	2	720	37,439	------	------	------	Post Dev Onsite Basin B
20	SCS Runoff	23.85	2	728	130,589	------	------	------	Pre Dev Onsite Basin C
21	SCS Runoff	8.905	2	718	19,834	------	------	------	Pre Dev Offsite Basin C1
22	SCS Runoff	14.18	2	728	67,882	------	------	------	Pre Dev Offsite Basin C2
24	Combine	39.71	2	728	218,305	20, 21, 22,	------	------	Pre Dev Basin C Total
26	SCS Runoff	116.93	2	718	234,322	------	------	------	Post Dev Onsite Basin C to Pond 2
27	SCS Runoff	14.18	2	728	67,882	------	------	------	Post Dev Offsite Basin C to Pond 2
28	SCS Runoff	14.57	2	718	31,180	------	------	------	Post Dev Onsite Basin C Bypass
29	SCS Runoff	8.069	2	718	18,453	------	------	------	Post Dev Offsite Basin C Bypass
31	Combine	122.76	2	718	302,204	26, 27,	------	------	Post Dev Basin C to Pond 2
32	Reservoir	10.34	2	776	302,184	31	1107.38	125,945	Post Dev Pond 2 Routed
34	Combine	27.42	2	718	351,817	28, 29, 32,	------	------	Post Dev Basin C Total
36	SCS Runoff	0.409	2	718	1,127	------	------	------	Pre Dev Onsite Basin D
37	SCS Runoff	0.566	2	718	1,234	------	------	------	Post Dev Onsite Basin D

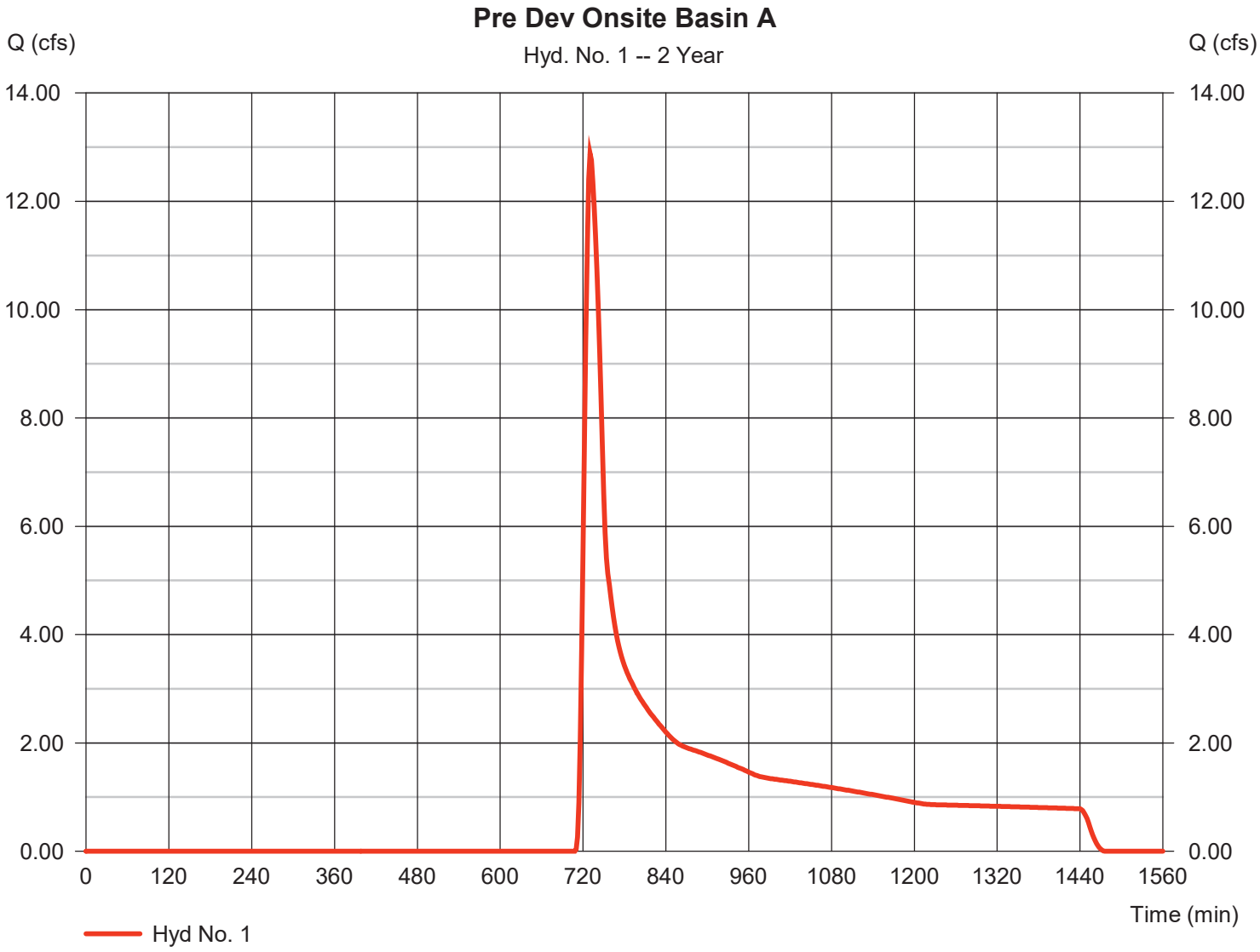
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 1

Pre Dev Onsite Basin A

Hydrograph type	= SCS Runoff	Peak discharge	= 12.88 cfs
Storm frequency	= 2 yrs	Time to peak	= 730 min
Time interval	= 2 min	Hyd. volume	= 79,788 cuft
Drainage area	= 50.200 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 22.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



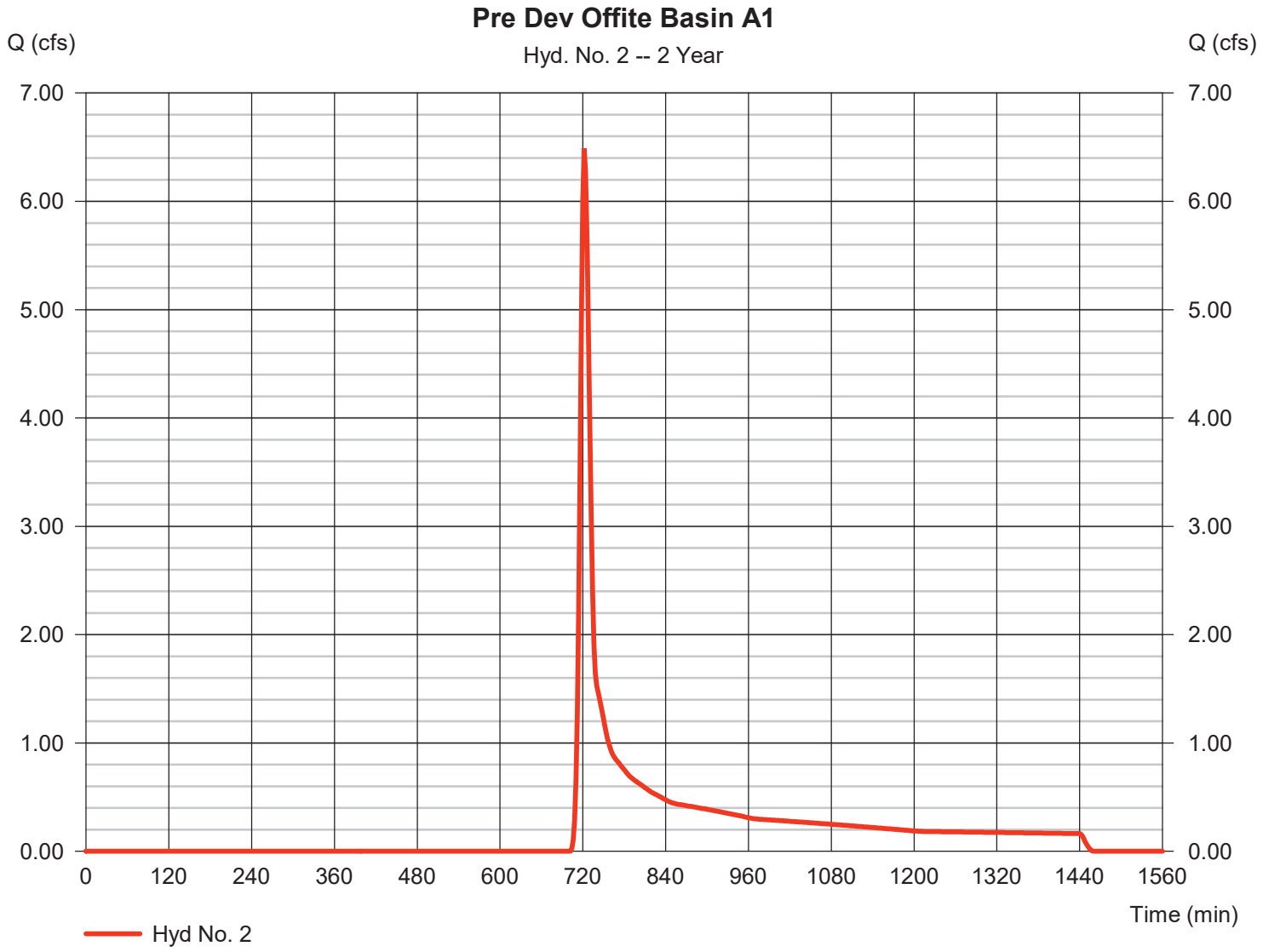
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 2

Pre Dev Offite Basin A1

Hydrograph type	= SCS Runoff	Peak discharge	= 6.488 cfs
Storm frequency	= 2 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 20,256 cuft
Drainage area	= 7.910 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



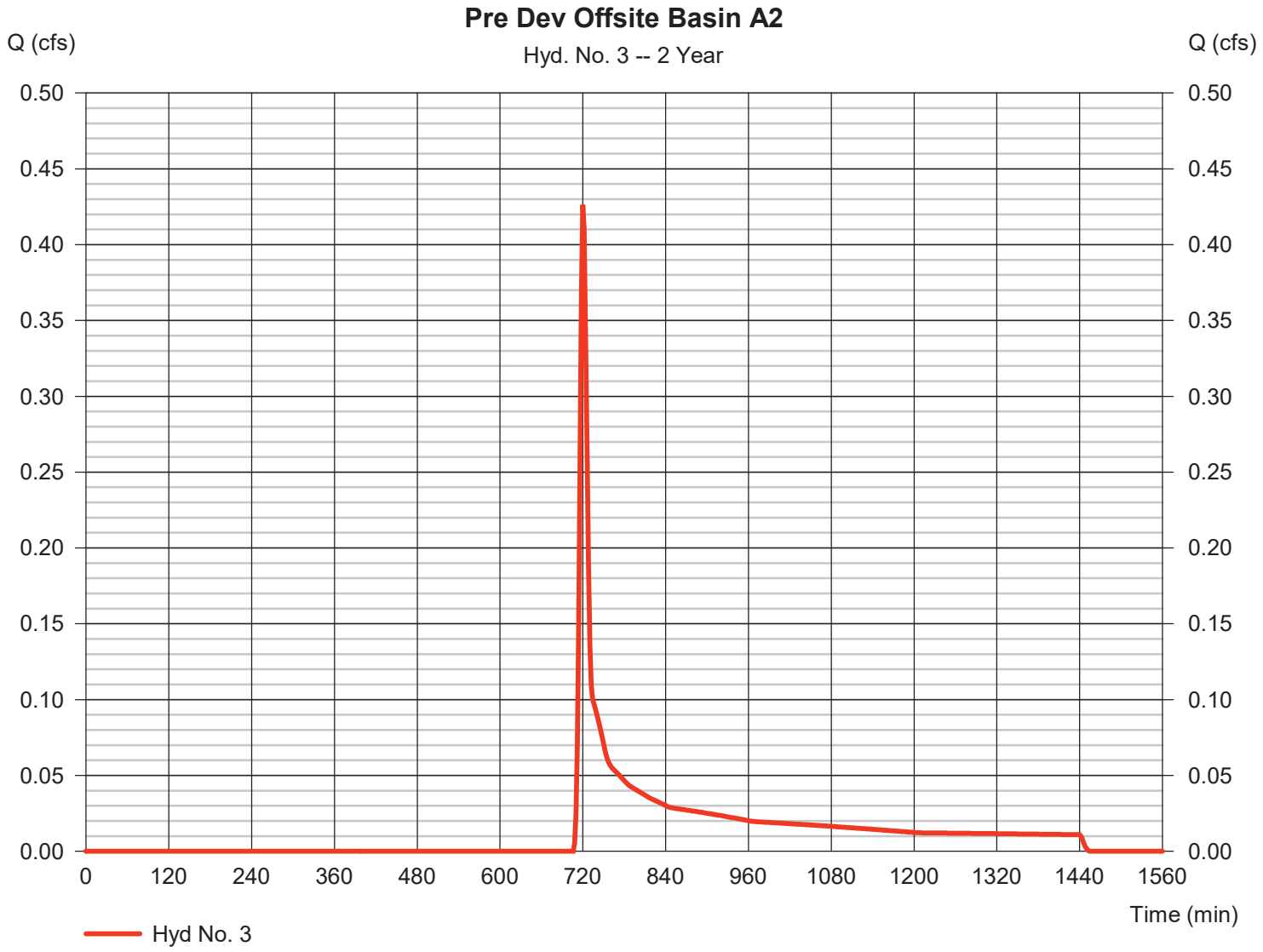
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 3

Pre Dev Offsite Basin A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.426 cfs
Storm frequency	=	2 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	1,239 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	3.74 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



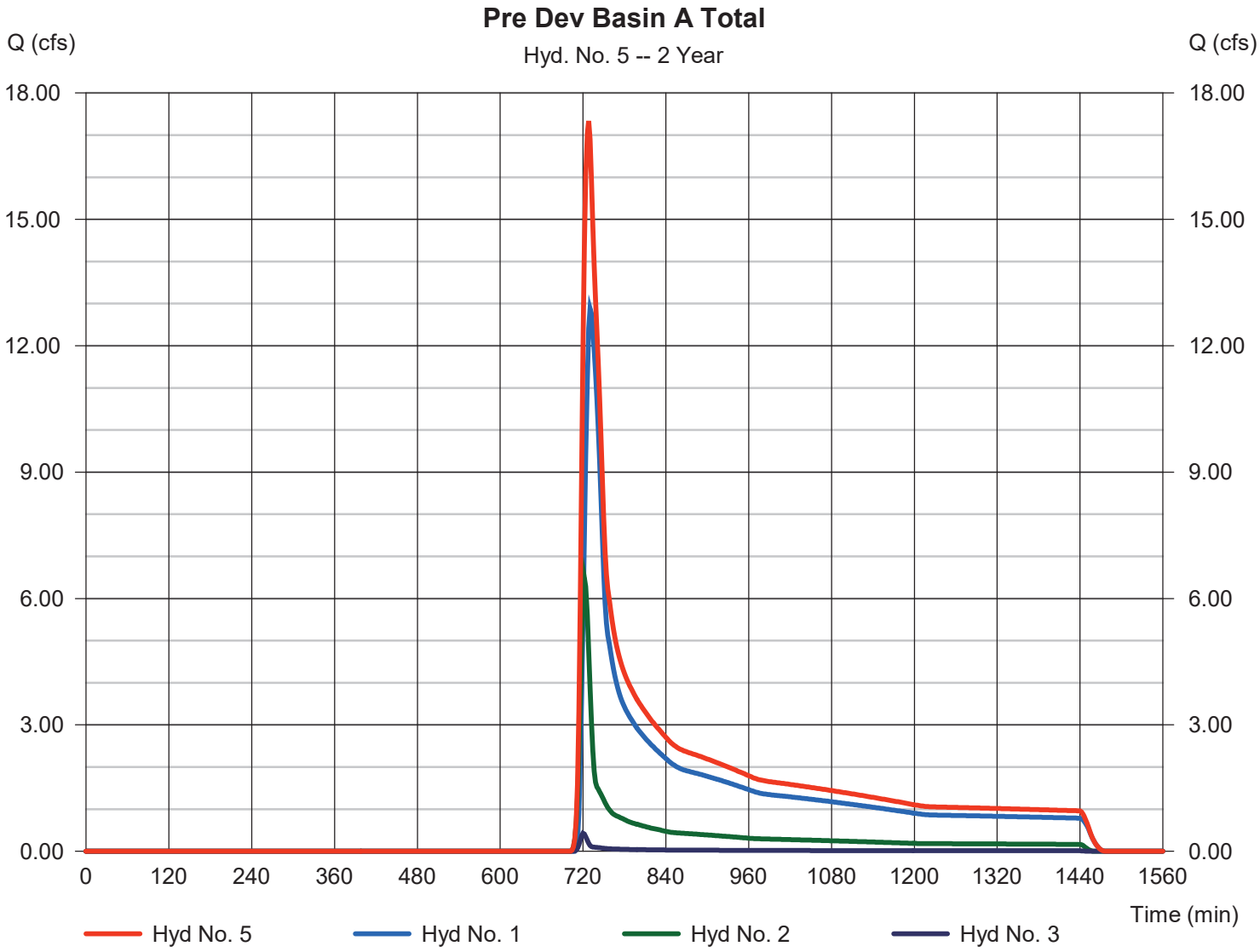
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 5

Pre Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 17.34 cfs
Storm frequency	= 2 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 101,283 cuft
Inflow hyds.	= 1, 2, 3	Contrib. drain. area	= 58.730 ac



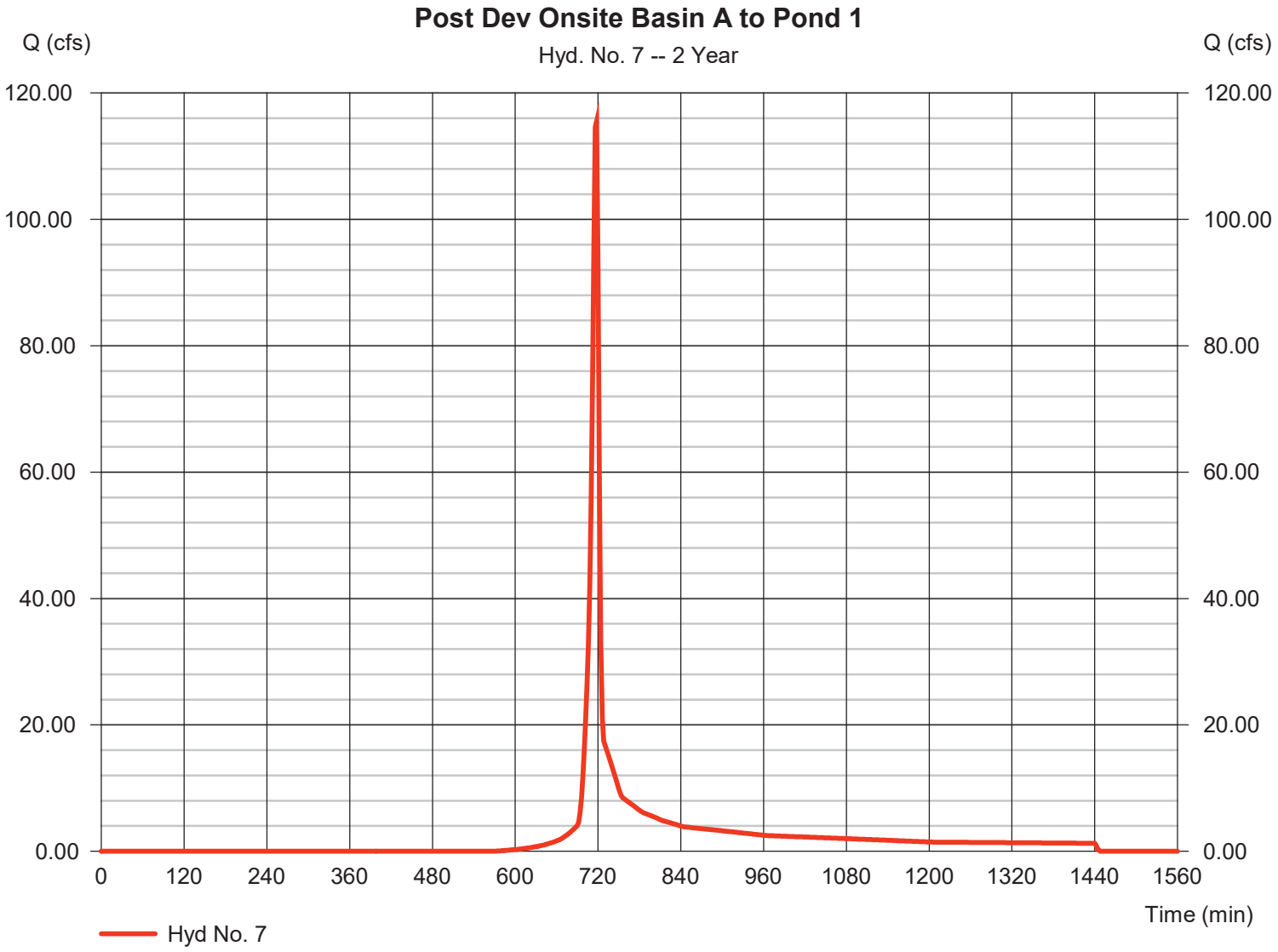
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 7

Post Dev Onsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	115.48 cfs
Storm frequency	=	2 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	231,769 cuft
Drainage area	=	42.270 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	3.74 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



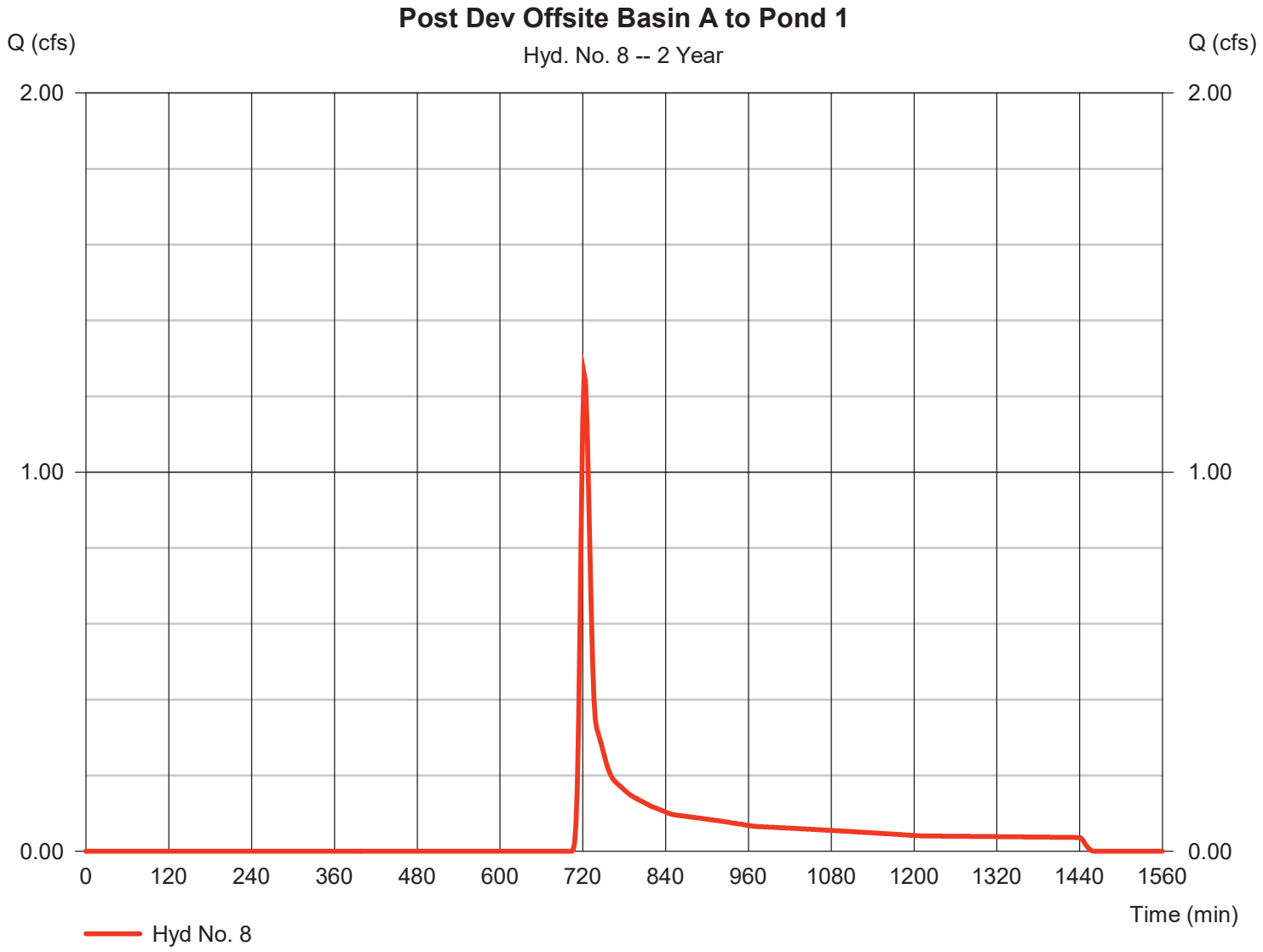
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 8

Post Dev Offsite Basin A to Pond 1

Hydrograph type	= SCS Runoff	Peak discharge	= 1.259 cfs
Storm frequency	= 2 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 4,246 cuft
Drainage area	= 1.910 ac	Curve number	= 59
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



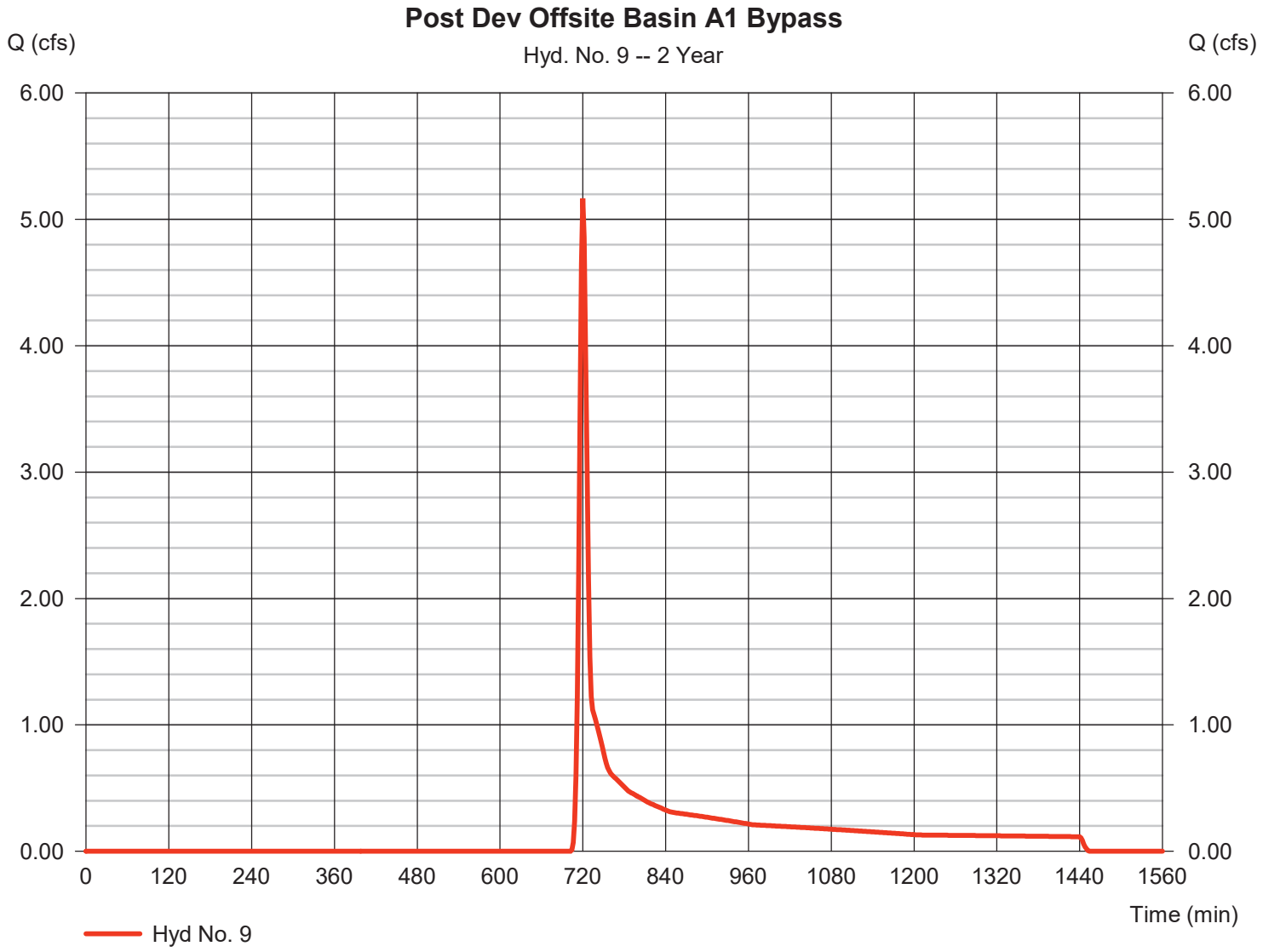
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 9

Post Dev Offsite Basin A1 Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	5.166 cfs
Storm frequency	=	2 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	13,903 cuft
Drainage area	=	6.000 ac	Curve number	=	60
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	3.74 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



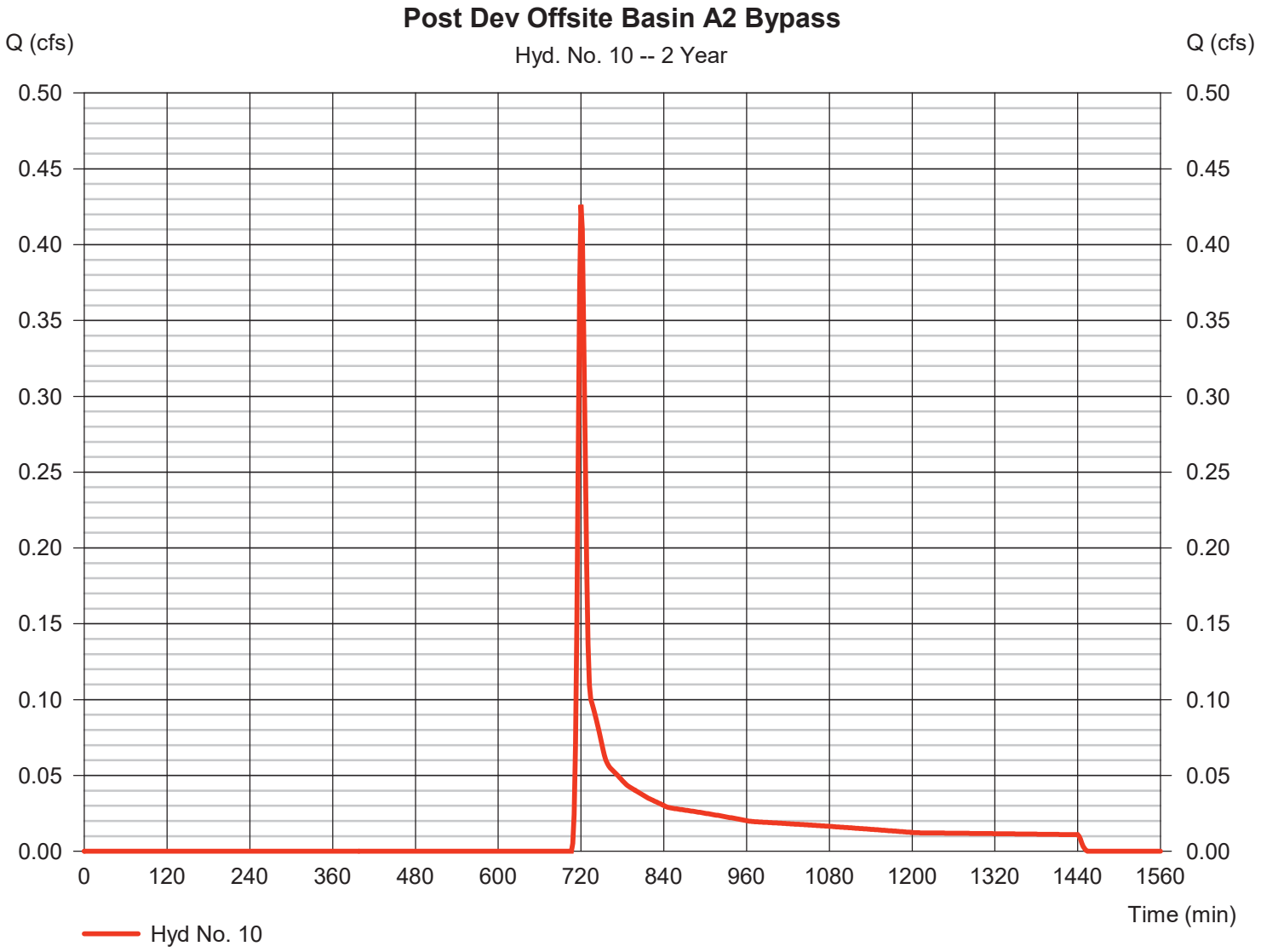
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 10

Post Dev Offsite Basin A2 Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.426 cfs
Storm frequency	=	2 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	1,239 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	3.74 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

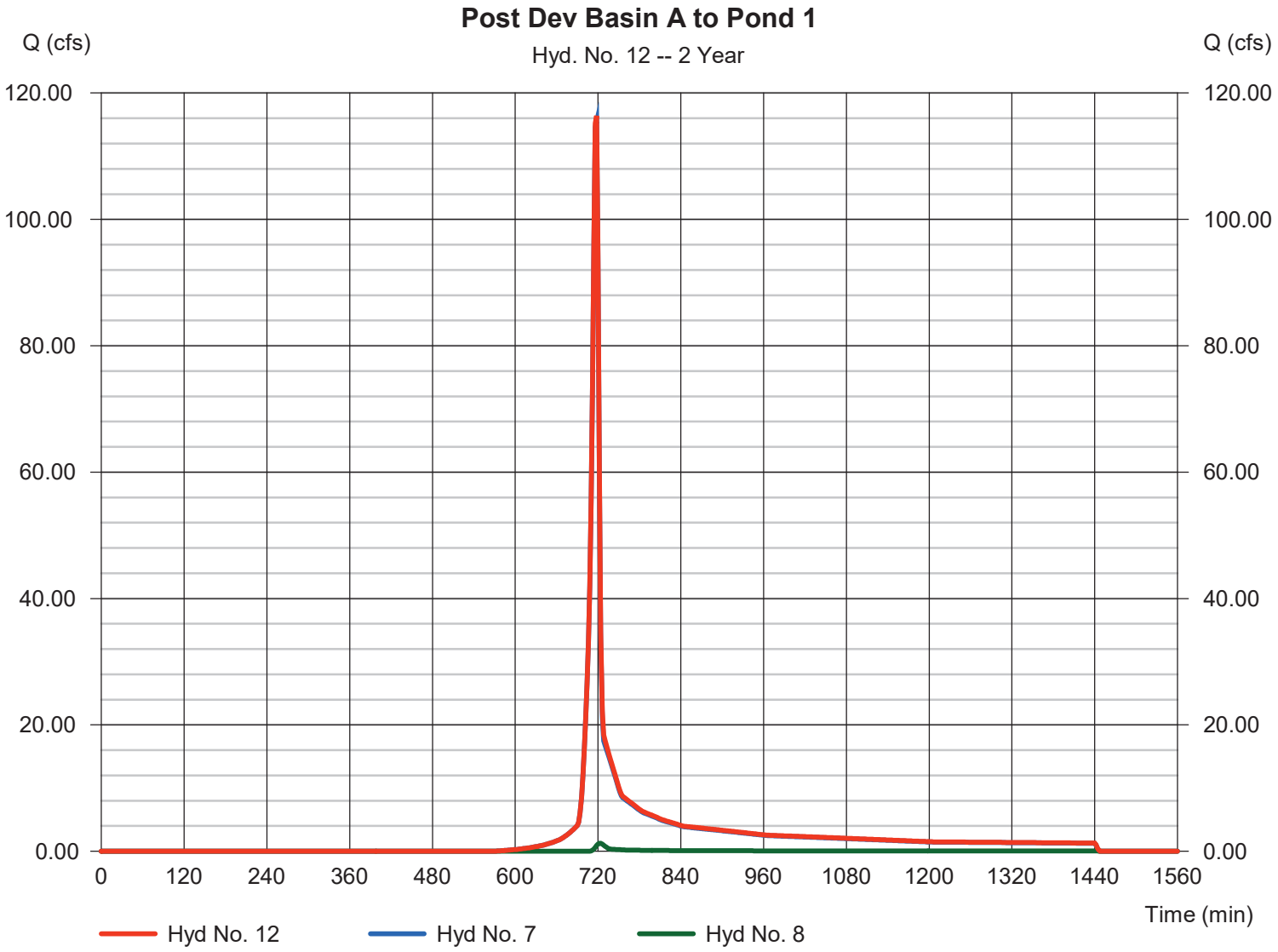


Hydrograph Report

Hyd. No. 12

Post Dev Basin A to Pond 1

Hydrograph type	= Combine	Peak discharge	= 116.38 cfs
Storm frequency	= 2 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 236,015 cuft
Inflow hyds.	= 7, 8	Contrib. drain. area	= 44.180 ac



Hydrograph Report

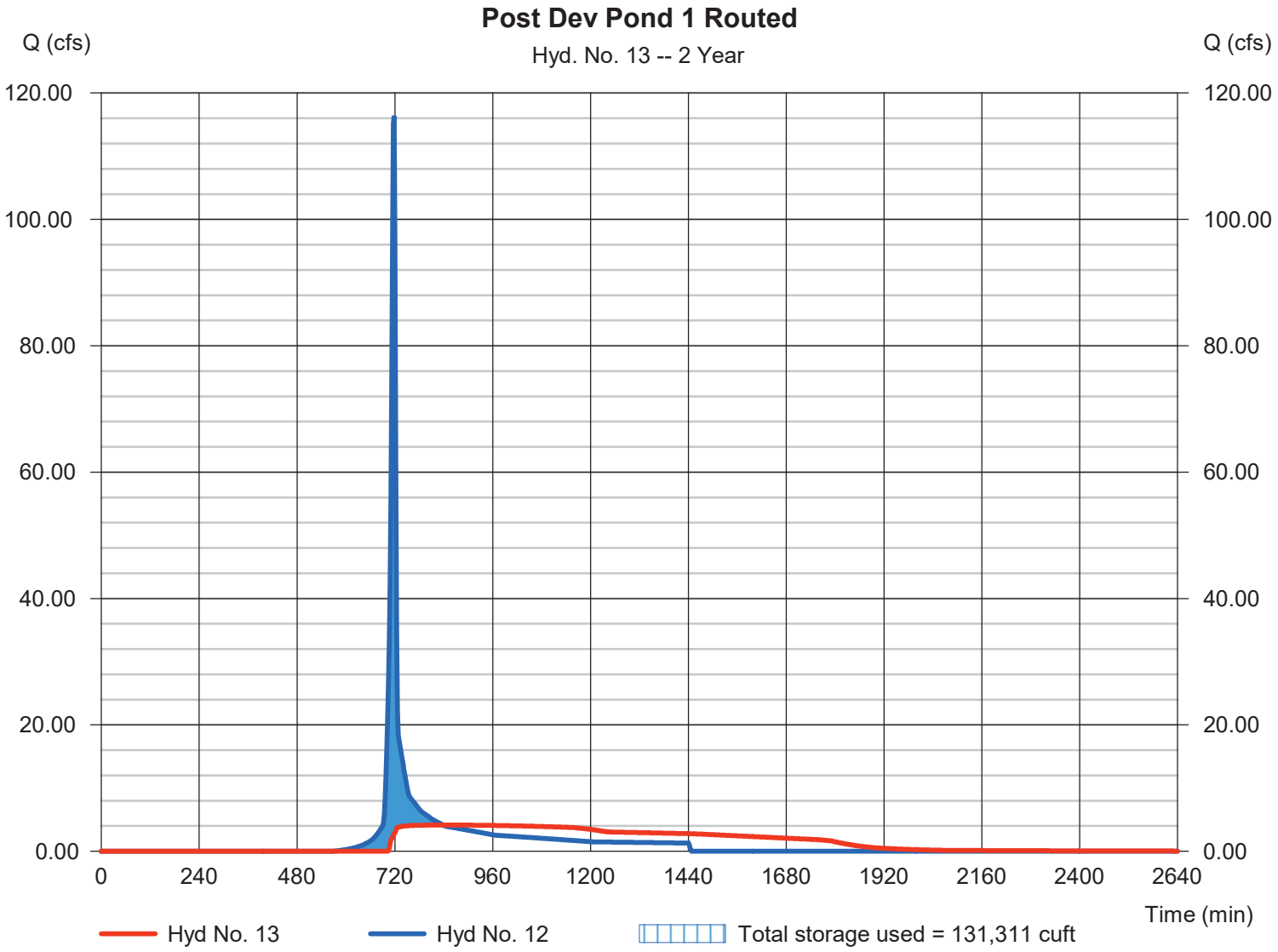
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 13

Post Dev Pond 1 Routed

Hydrograph type	= Reservoir	Peak discharge	= 4.149 cfs
Storm frequency	= 2 yrs	Time to peak	= 838 min
Time interval	= 2 min	Hyd. volume	= 220,044 cuft
Inflow hyd. No.	= 12 - Post Dev Basin A to Pond 1	Max. Elevation	= 1057.49 ft
Reservoir name	= Pond 1	Max. Storage	= 131,311 cuft

Storage Indication method used.

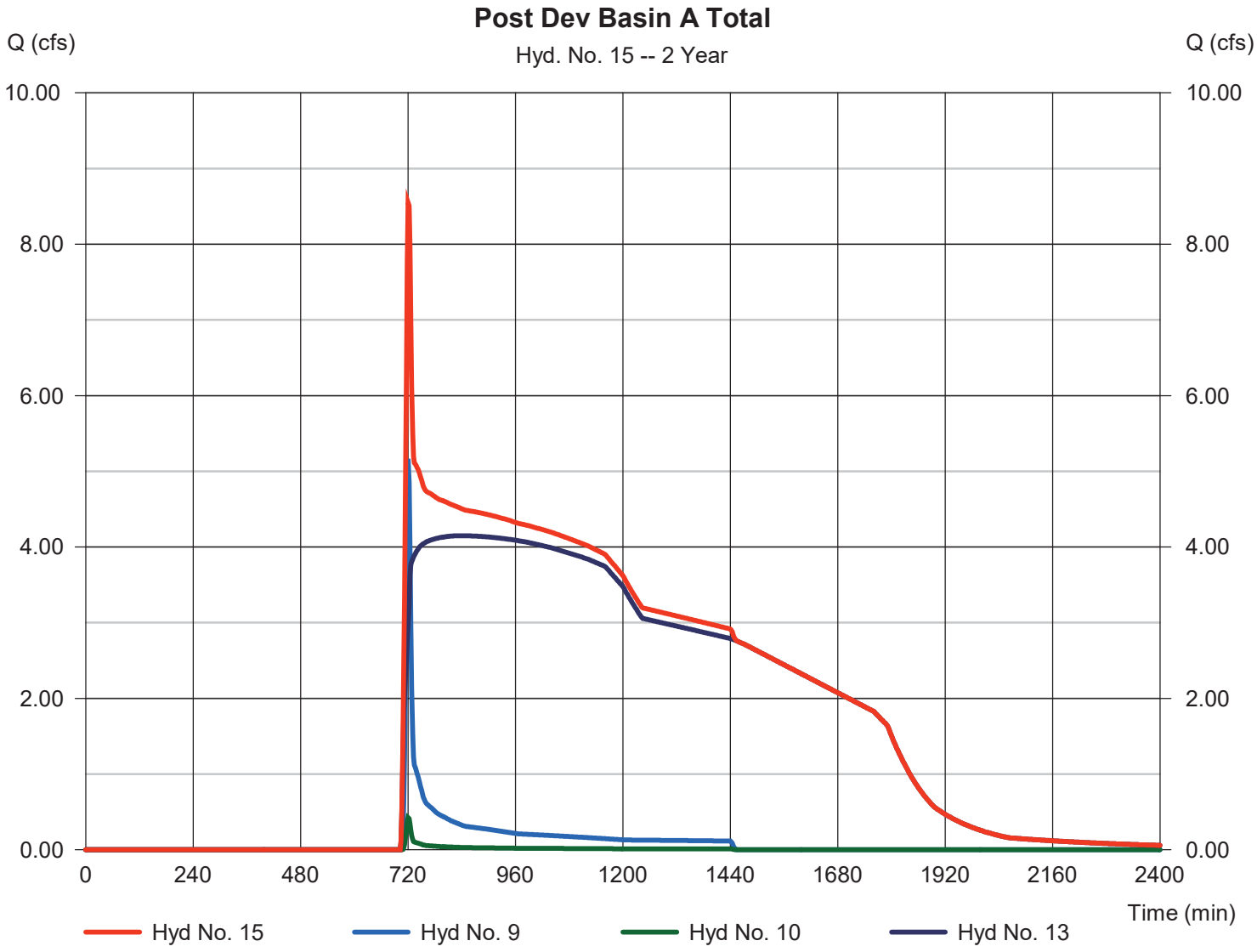


Hydrograph Report

Hyd. No. 15

Post Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 8.550 cfs
Storm frequency	= 2 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 235,186 cuft
Inflow hyds.	= 9, 10, 13	Contrib. drain. area	= 6.620 ac



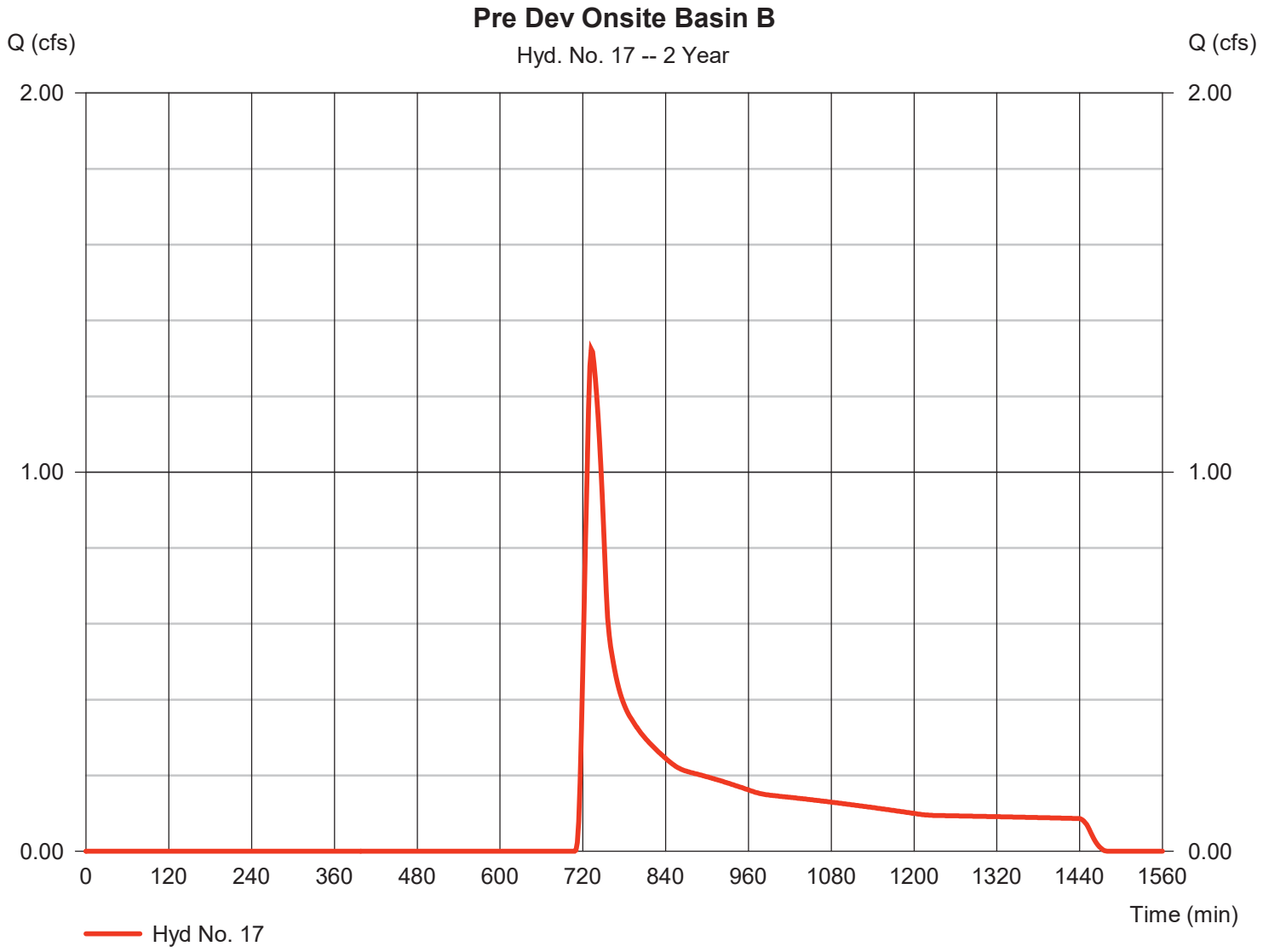
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 17

Pre Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 1.324 cfs
Storm frequency	= 2 yrs	Time to peak	= 732 min
Time interval	= 2 min	Hyd. volume	= 8,762 cuft
Drainage area	= 5.700 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 25.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



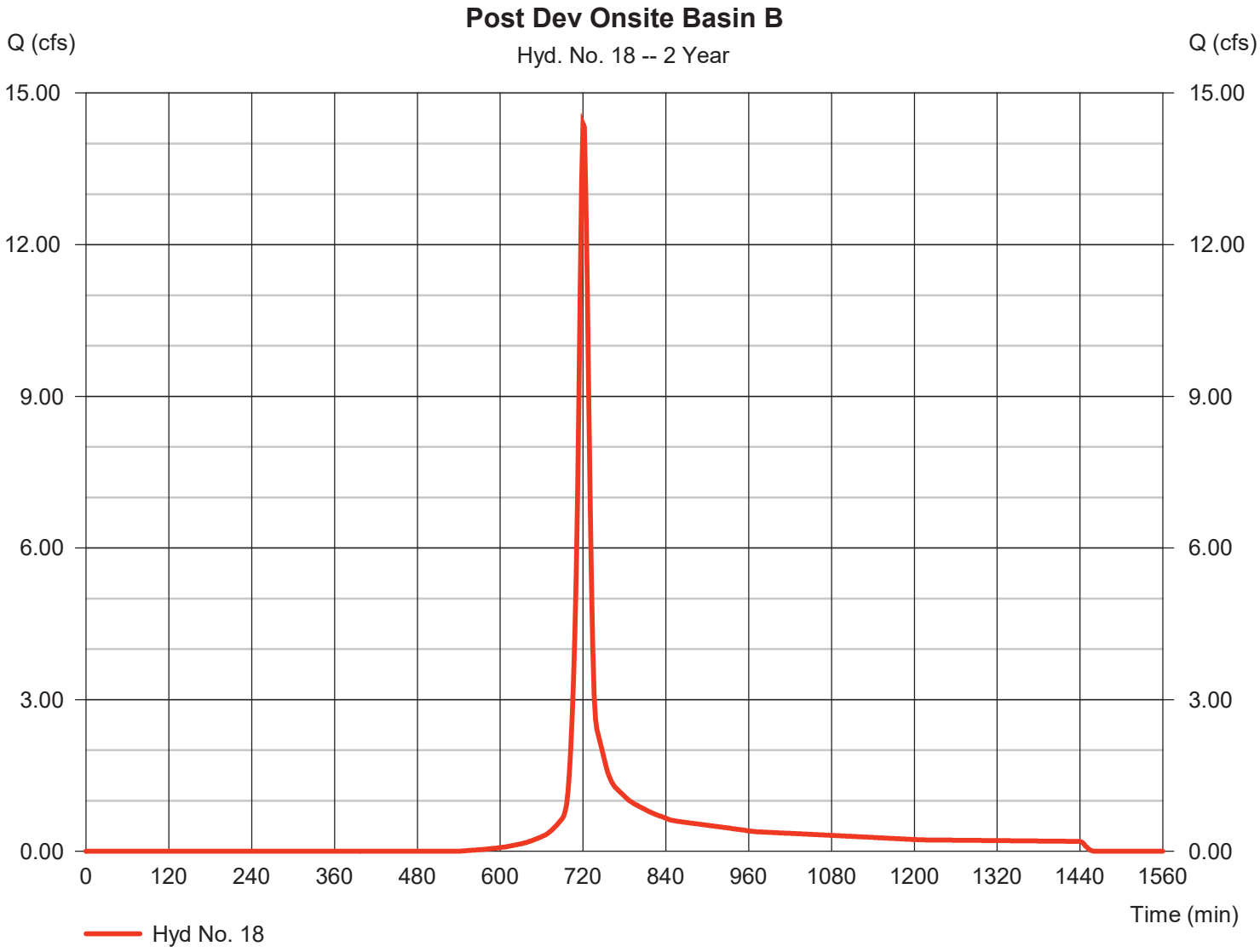
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 18

Post Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 14.39 cfs
Storm frequency	= 2 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 37,439 cuft
Drainage area	= 5.700 ac	Curve number	= 79
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



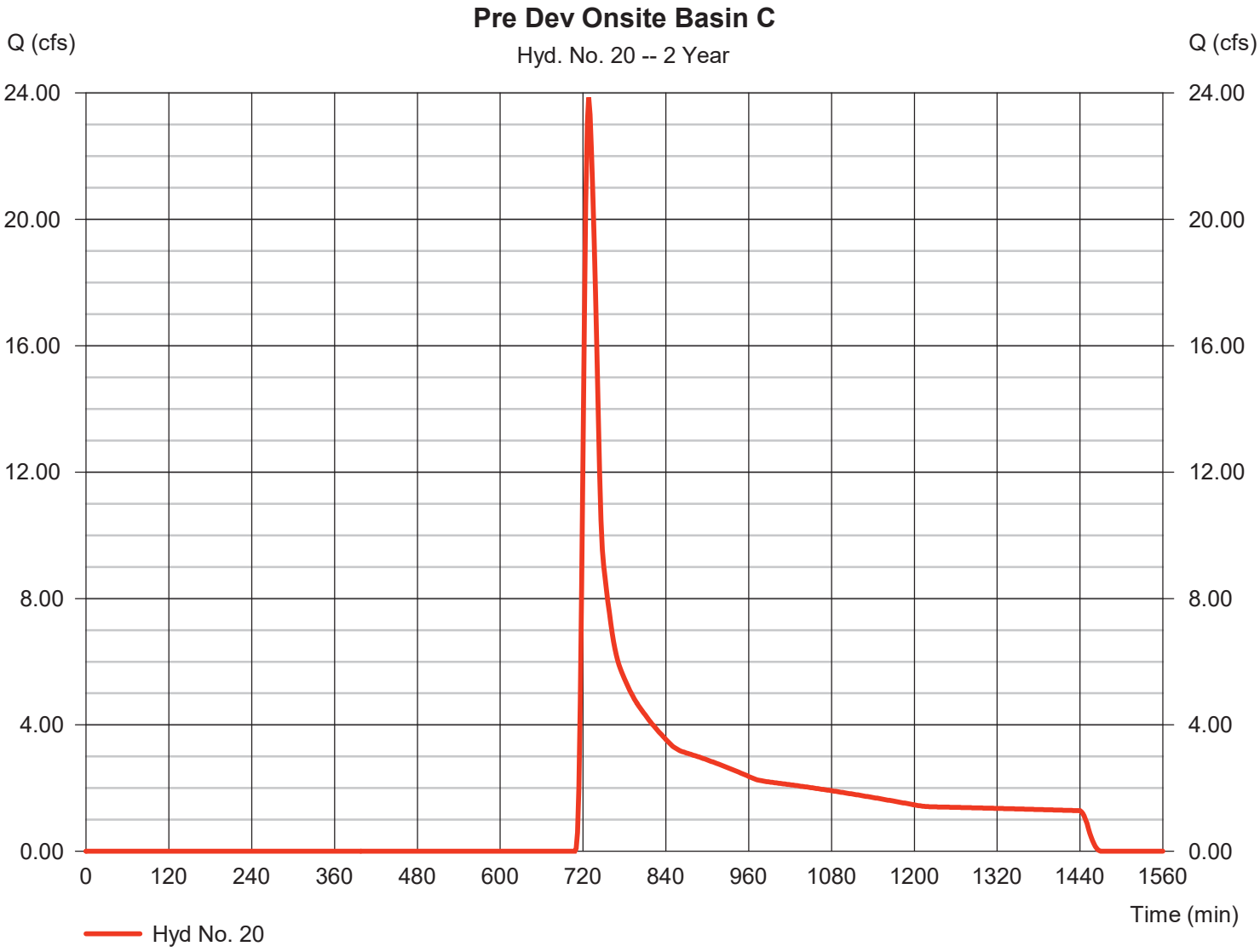
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 20

Pre Dev Onsite Basin C

Hydrograph type	=	SCS Runoff	Peak discharge	=	23.85 cfs
Storm frequency	=	2 yrs	Time to peak	=	728 min
Time interval	=	2 min	Hyd. volume	=	130,589 cuft
Drainage area	=	83.630 ac	Curve number	=	55
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	17.00 min
Total precip.	=	3.74 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

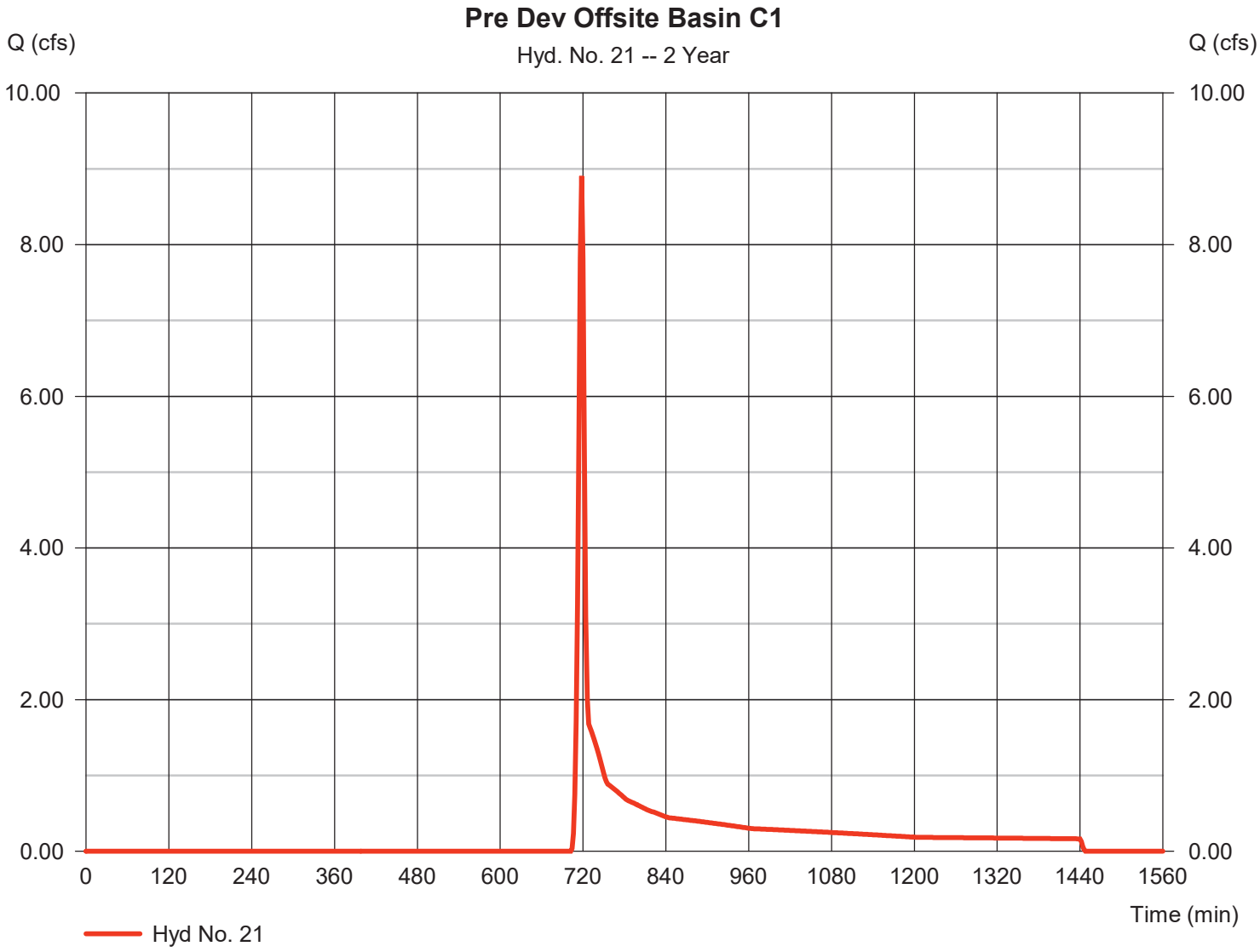


Hydrograph Report

Hyd. No. 21

Pre Dev Offsite Basin C1

Hydrograph type	=	SCS Runoff	Peak discharge	=	8.905 cfs
Storm frequency	=	2 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	19,834 cuft
Drainage area	=	9.130 ac	Curve number	=	60
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	3.74 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

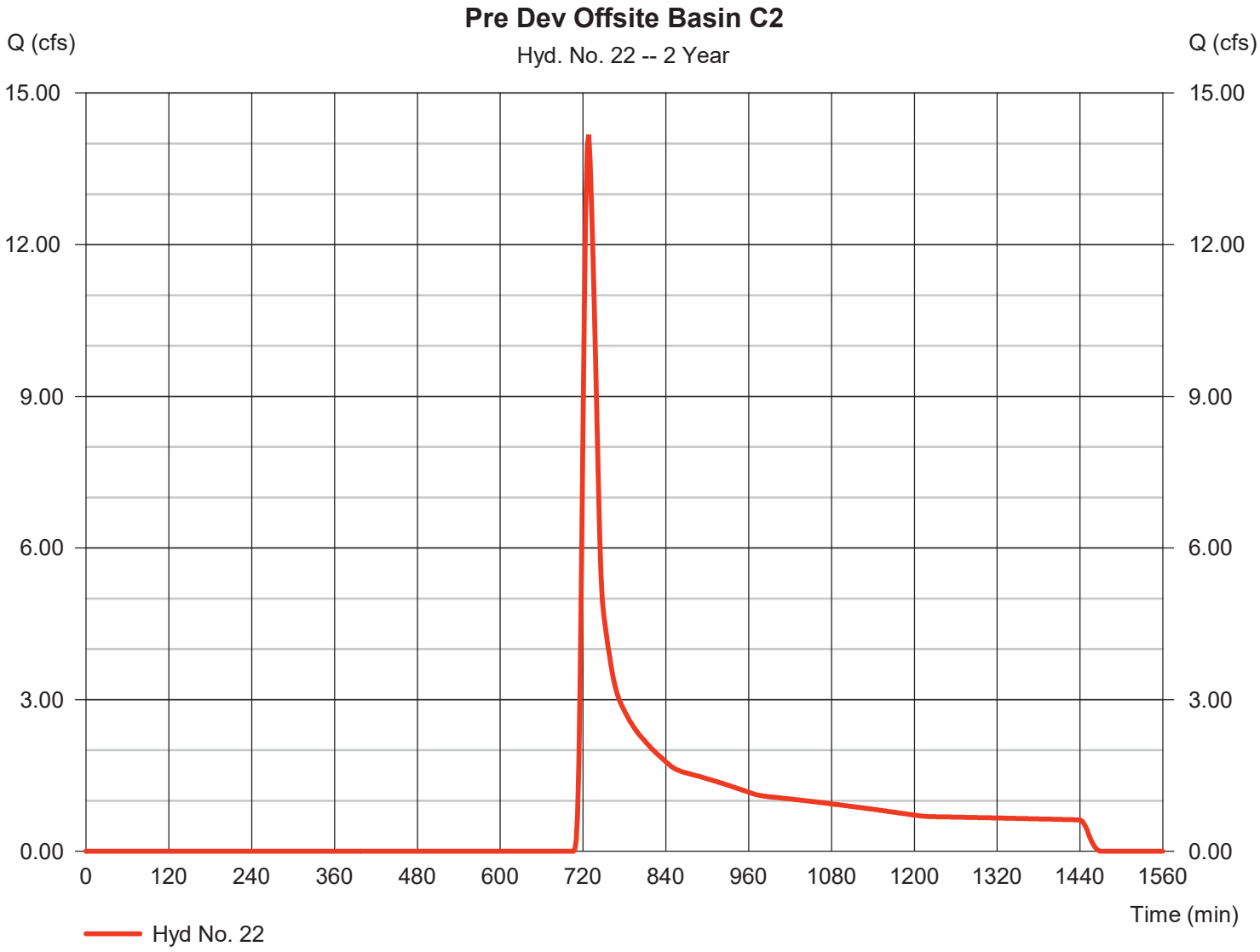


Hydrograph Report

Hyd. No. 22

Pre Dev Offsite Basin C2

Hydrograph type	= SCS Runoff	Peak discharge	= 14.18 cfs
Storm frequency	= 2 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 67,882 cuft
Drainage area	= 36.720 ac	Curve number	= 57
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 18.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



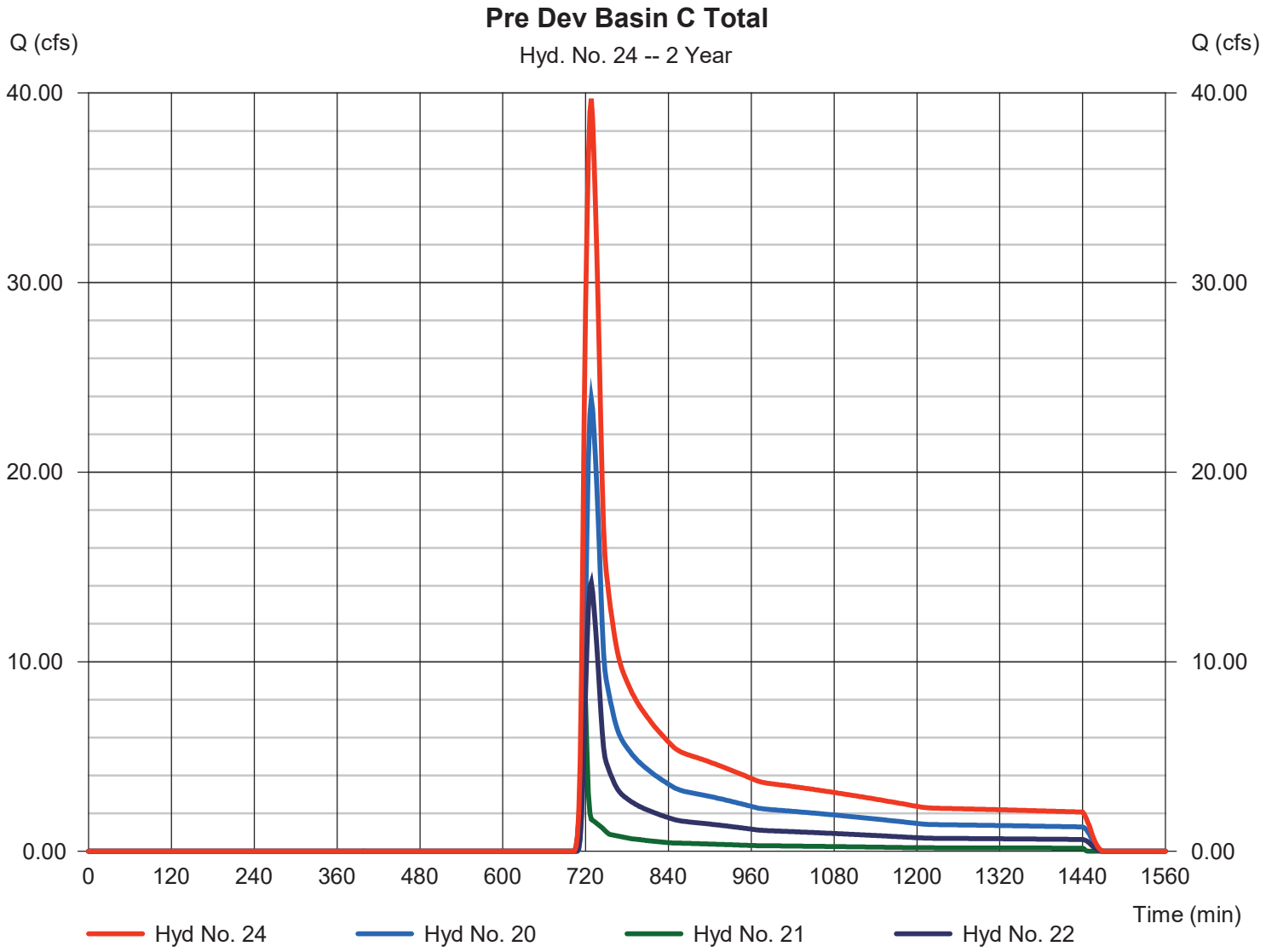
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 24

Pre Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 39.71 cfs
Storm frequency	= 2 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 218,305 cuft
Inflow hyds.	= 20, 21, 22	Contrib. drain. area	= 129.480 ac



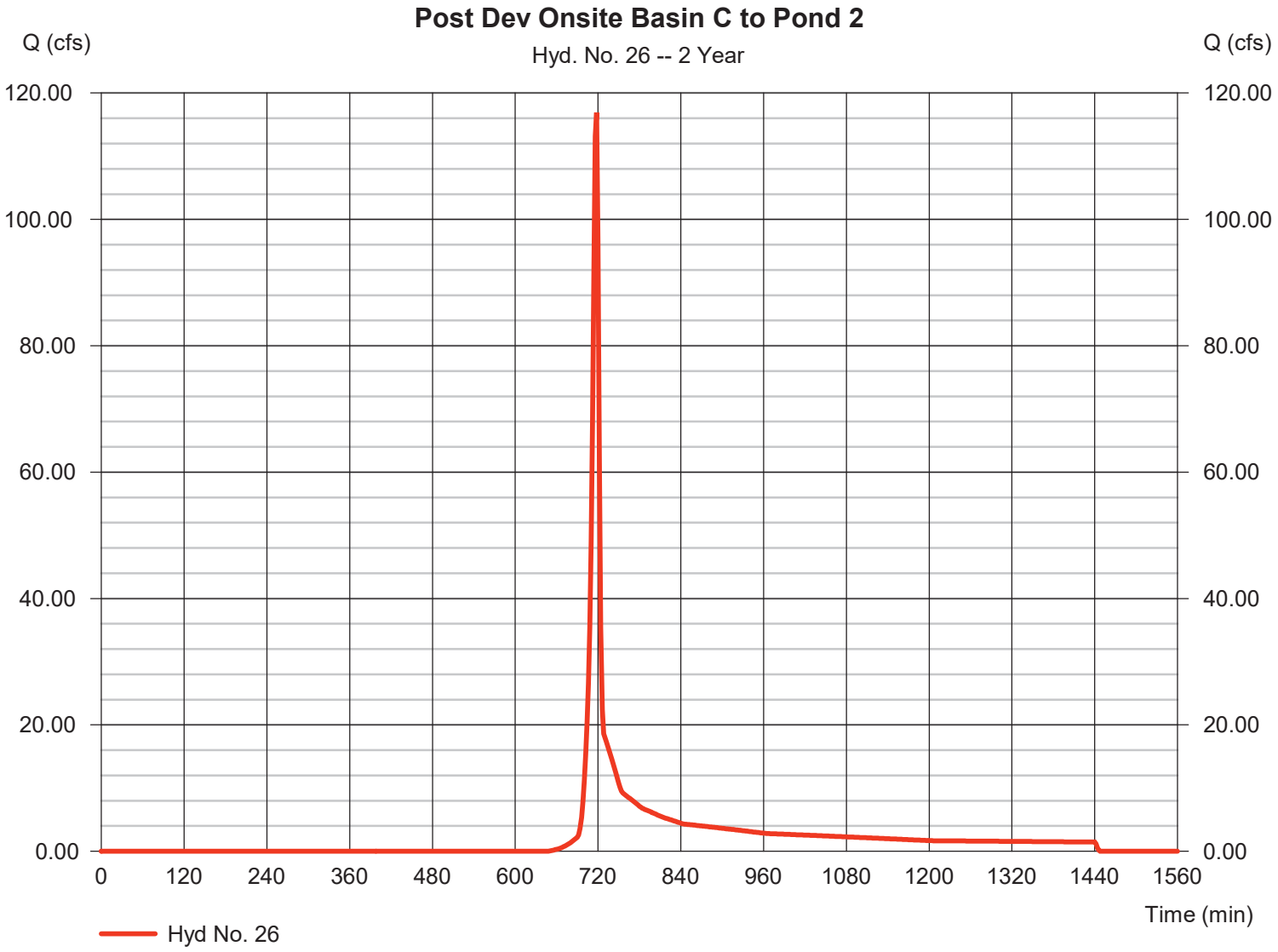
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 26

Post Dev Onsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 116.93 cfs
Storm frequency	= 2 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 234,322 cuft
Drainage area	= 56.470 ac	Curve number	= 71
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



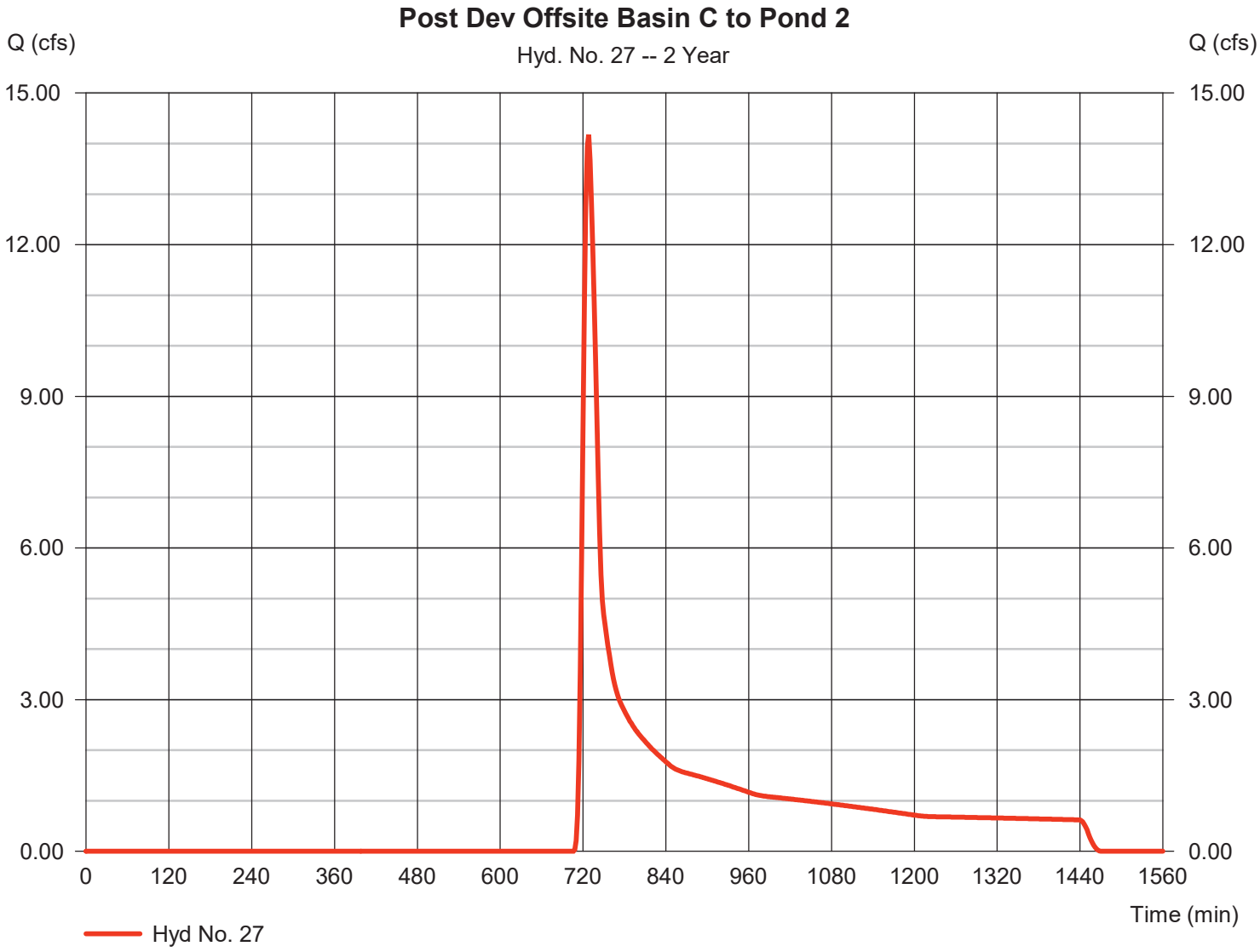
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 27

Post Dev Offsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 14.18 cfs
Storm frequency	= 2 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 67,882 cuft
Drainage area	= 36.720 ac	Curve number	= 57
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 18.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

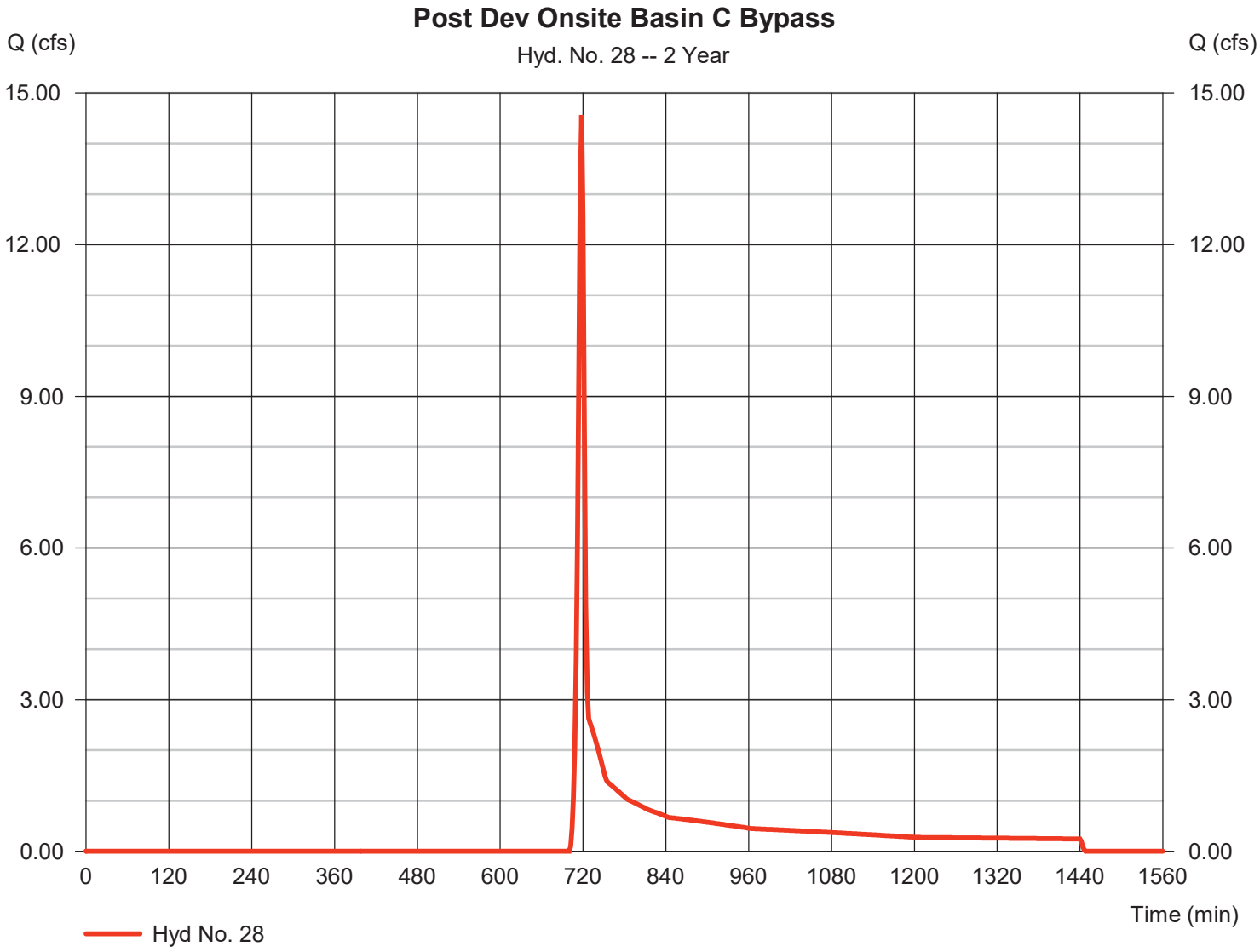


Hydrograph Report

Hyd. No. 28

Post Dev Onsite Basin C Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 14.57 cfs
Storm frequency	= 2 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 31,180 cuft
Drainage area	= 12.530 ac	Curve number	= 62
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

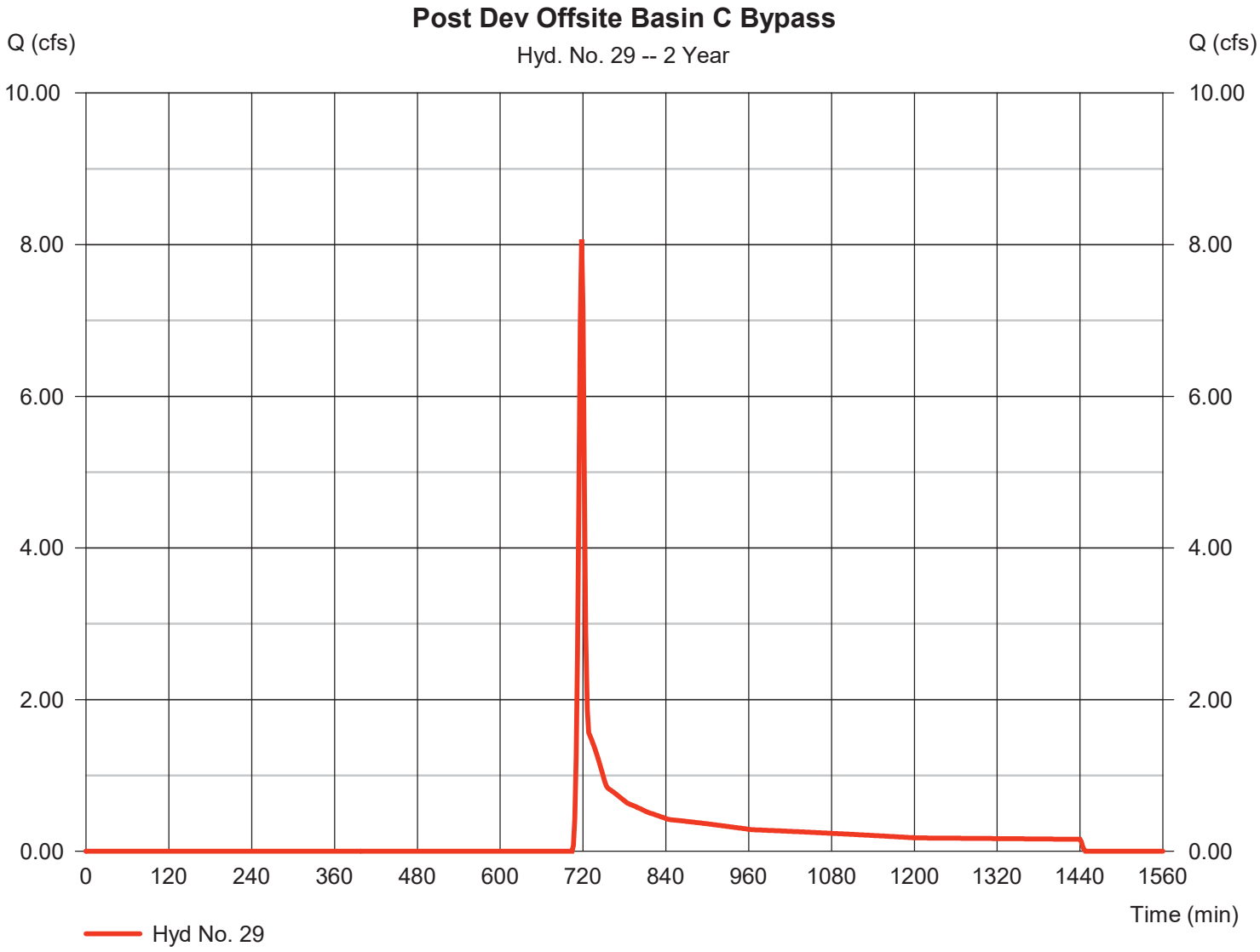


Hydrograph Report

Hyd. No. 29

Post Dev Offsite Basin C Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	8.069 cfs
Storm frequency	=	2 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	18,453 cuft
Drainage area	=	9.130 ac	Curve number	=	59
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	3.74 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



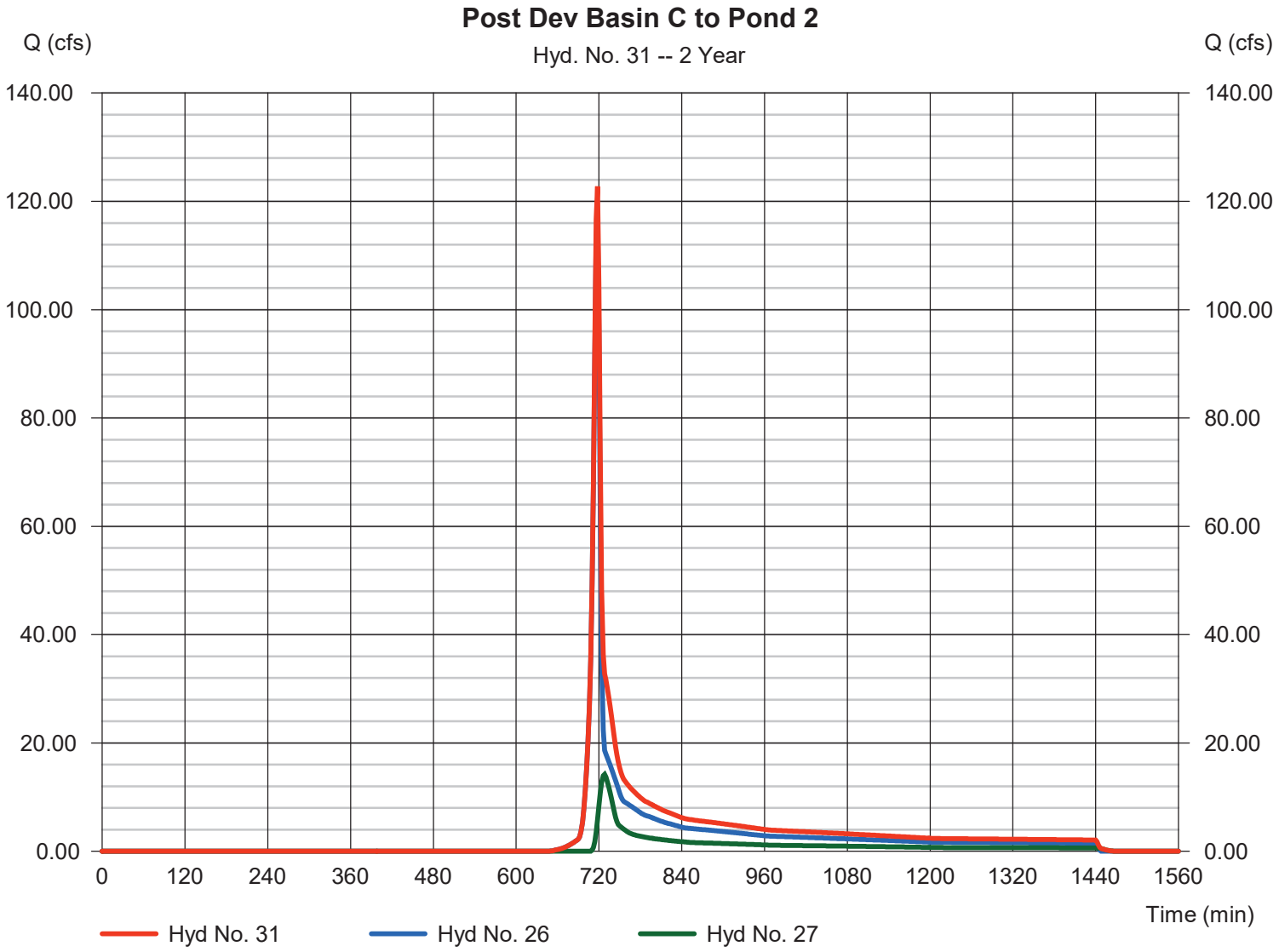
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 31

Post Dev Basin C to Pond 2

Hydrograph type	= Combine	Peak discharge	= 122.76 cfs
Storm frequency	= 2 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 302,204 cuft
Inflow hyds.	= 26, 27	Contrib. drain. area	= 93.190 ac



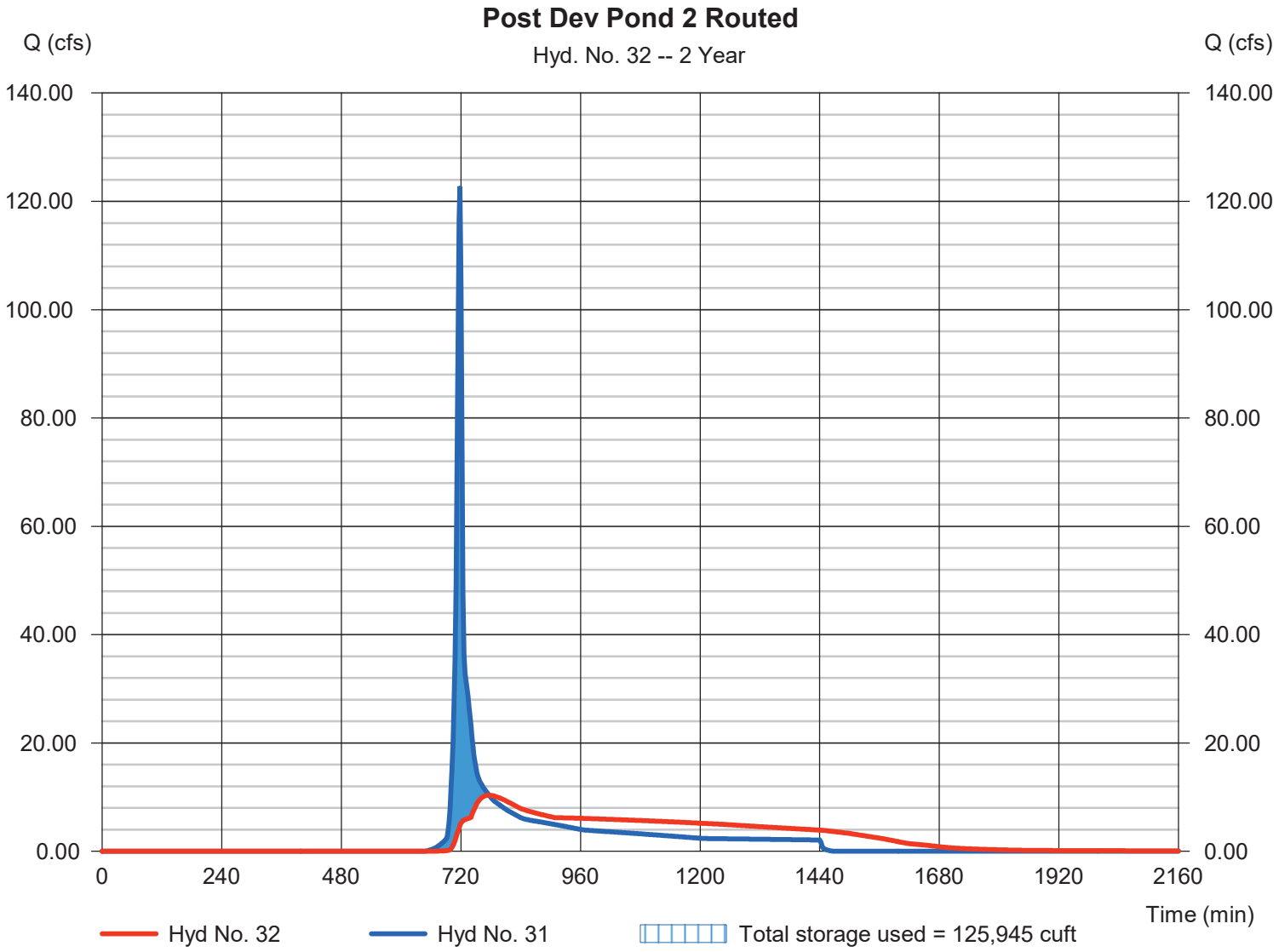
Hydrograph Report

Hyd. No. 32

Post Dev Pond 2 Routed

Hydrograph type	= Reservoir	Peak discharge	= 10.34 cfs
Storm frequency	= 2 yrs	Time to peak	= 776 min
Time interval	= 2 min	Hyd. volume	= 302,184 cuft
Inflow hyd. No.	= 31 - Post Dev Basin C to Pond 2	Max. Elevation	= 1107.38 ft
Reservoir name	= Pond 2	Max. Storage	= 125,945 cuft

Storage Indication method used.



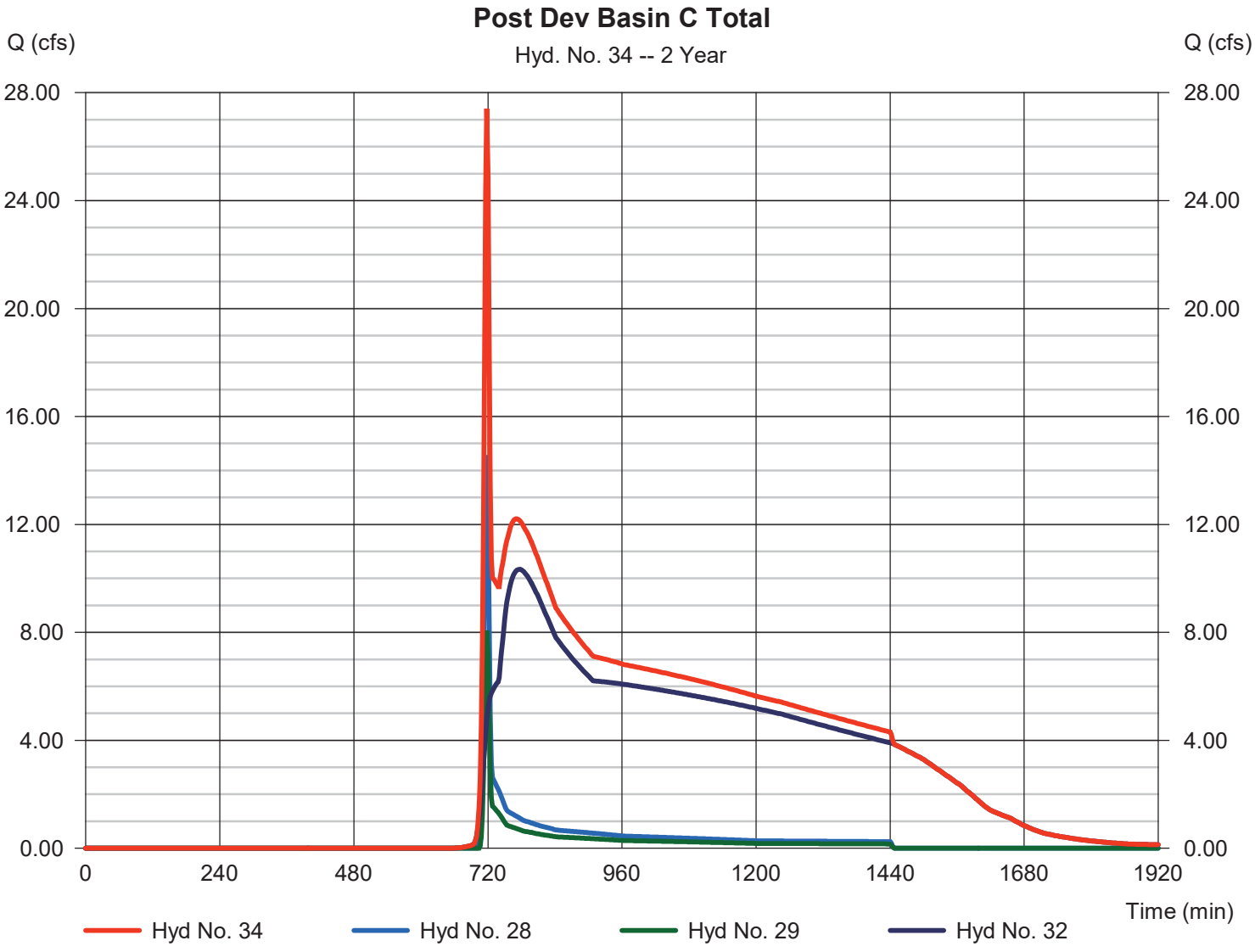
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 34

Post Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 27.42 cfs
Storm frequency	= 2 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 351,817 cuft
Inflow hyds.	= 28, 29, 32	Contrib. drain. area	= 21.660 ac



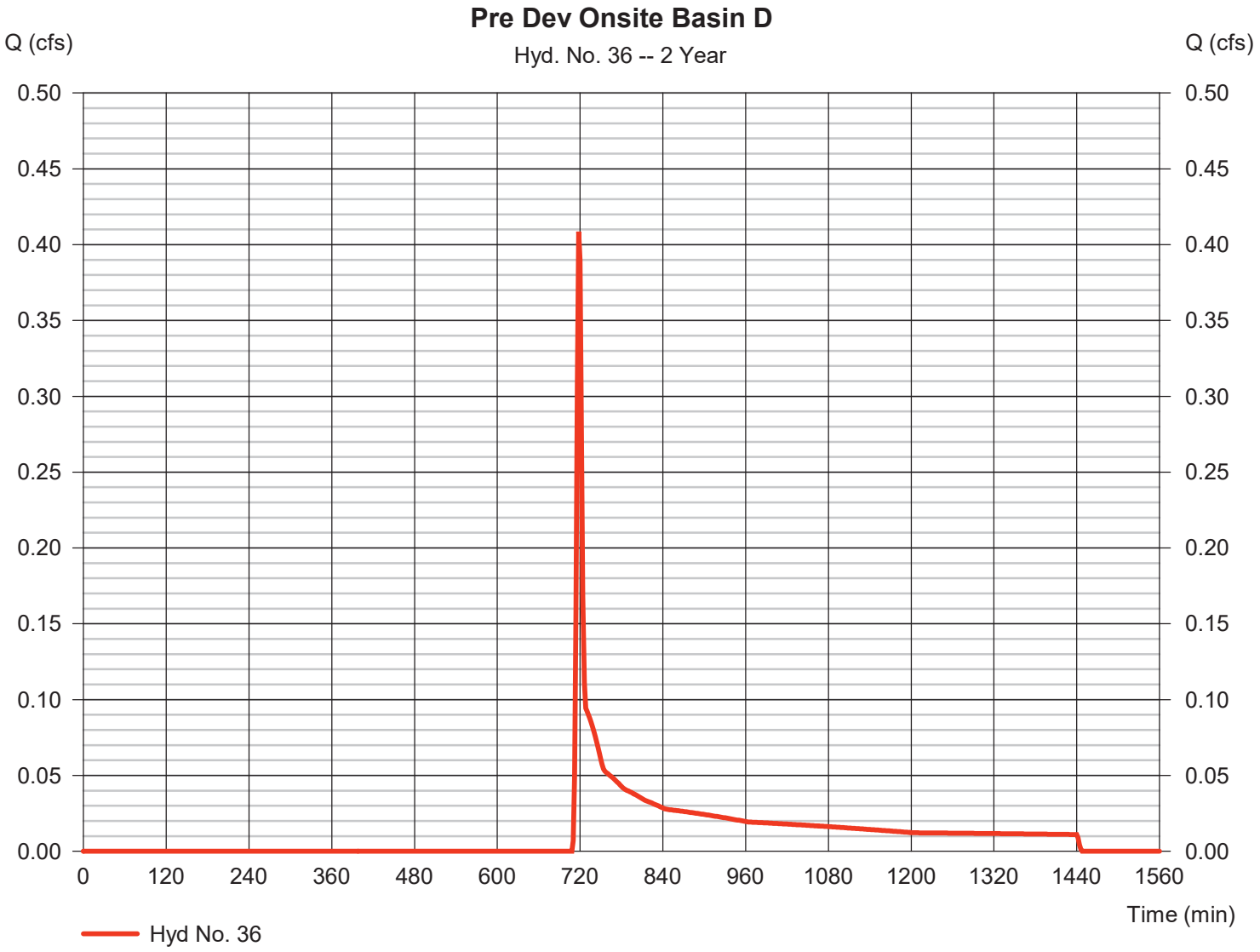
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 36

Pre Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 0.409 cfs
Storm frequency	= 2 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 1,127 cuft
Drainage area	= 0.770 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



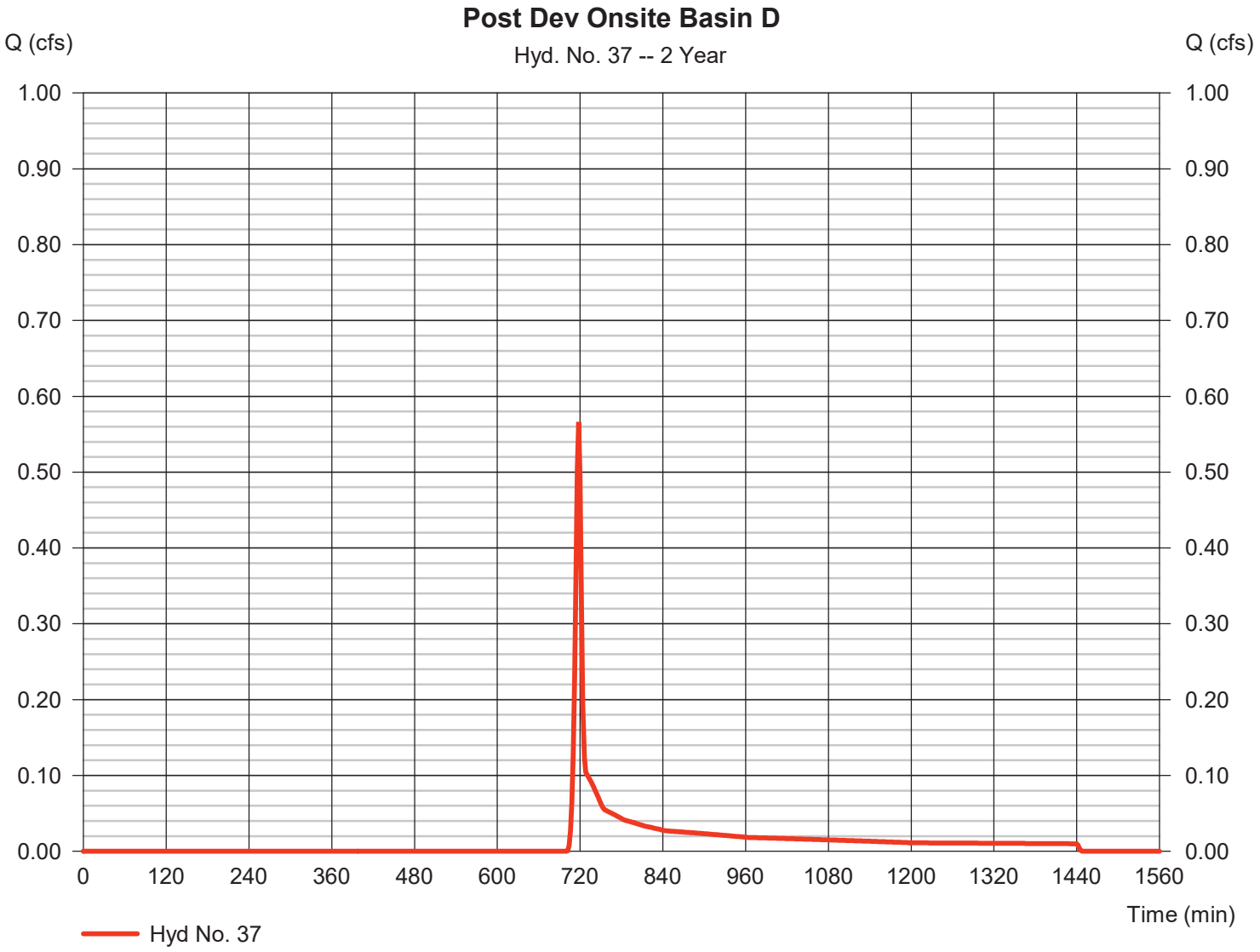
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 37

Post Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 0.566 cfs
Storm frequency	= 2 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 1,234 cuft
Drainage area	= 0.530 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.74 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	29.06	2	730	138,510	------	------	------	Pre Dev Onsite Basin A
2	SCS Runoff	11.35	2	722	32,123	------	------	------	Pre Dev Offite Basin A1
3	SCS Runoff	0.810	2	720	2,048	------	------	------	Pre Dev Offsite Basin A2
5	Combine	37.00	2	728	172,680	1, 2, 3,	------	------	Pre Dev Basin A Total
7	SCS Runoff	158.06	2	716	319,165	------	------	------	Post Dev Onsite Basin A to Pond 1
8	SCS Runoff	2.360	2	722	6,913	------	------	------	Post Dev Offsite Basin A to Pond 1
9	SCS Runoff	9.128	2	720	22,328	------	------	------	Post Dev Offsite Basin A1 Bypass
10	SCS Runoff	0.810	2	720	2,048	------	------	------	Post Dev Offsite Basin A2 Bypass
12	Combine	159.50	2	718	326,078	7, 8,	------	------	Post Dev Basin A to Pond 1
13	Reservoir	4.804	2	870	310,107	12	1059.66	193,778	Post Dev Pond 1 Routed
15	Combine	14.07	2	720	334,483	9, 10, 13,	------	------	Post Dev Basin A Total
17	SCS Runoff	2.983	2	732	15,210	------	------	------	Pre Dev Onsite Basin B
18	SCS Runoff	19.63	2	720	50,887	------	------	------	Post Dev Onsite Basin B
20	SCS Runoff	53.58	2	726	226,700	------	------	------	Pre Dev Onsite Basin C
21	SCS Runoff	15.35	2	718	31,853	------	------	------	Pre Dev Offsite Basin C1
22	SCS Runoff	29.06	2	726	113,856	------	------	------	Pre Dev Offsite Basin C2
24	Combine	85.81	2	726	372,409	20, 21, 22,	------	------	Pre Dev Basin C Total
26	SCS Runoff	168.45	2	718	337,001	------	------	------	Post Dev Onsite Basin C to Pond 2
27	SCS Runoff	29.06	2	726	113,856	------	------	------	Post Dev Offsite Basin C to Pond 2
28	SCS Runoff	23.92	2	718	48,859	------	------	------	Post Dev Onsite Basin C Bypass
29	SCS Runoff	14.32	2	718	30,040	------	------	------	Post Dev Offsite Basin C Bypass
31	Combine	184.02	2	718	450,857	26, 27,	------	------	Post Dev Basin C to Pond 2
32	Reservoir	38.65	2	738	450,839	31	1108.53	159,944	Post Dev Pond 2 Routed
34	Combine	44.14	2	718	529,738	28, 29, 32,	------	------	Post Dev Basin C Total
36	SCS Runoff	0.870	2	718	1,957	------	------	------	Pre Dev Onsite Basin D
37	SCS Runoff	0.951	2	718	1,957	------	------	------	Post Dev Onsite Basin D

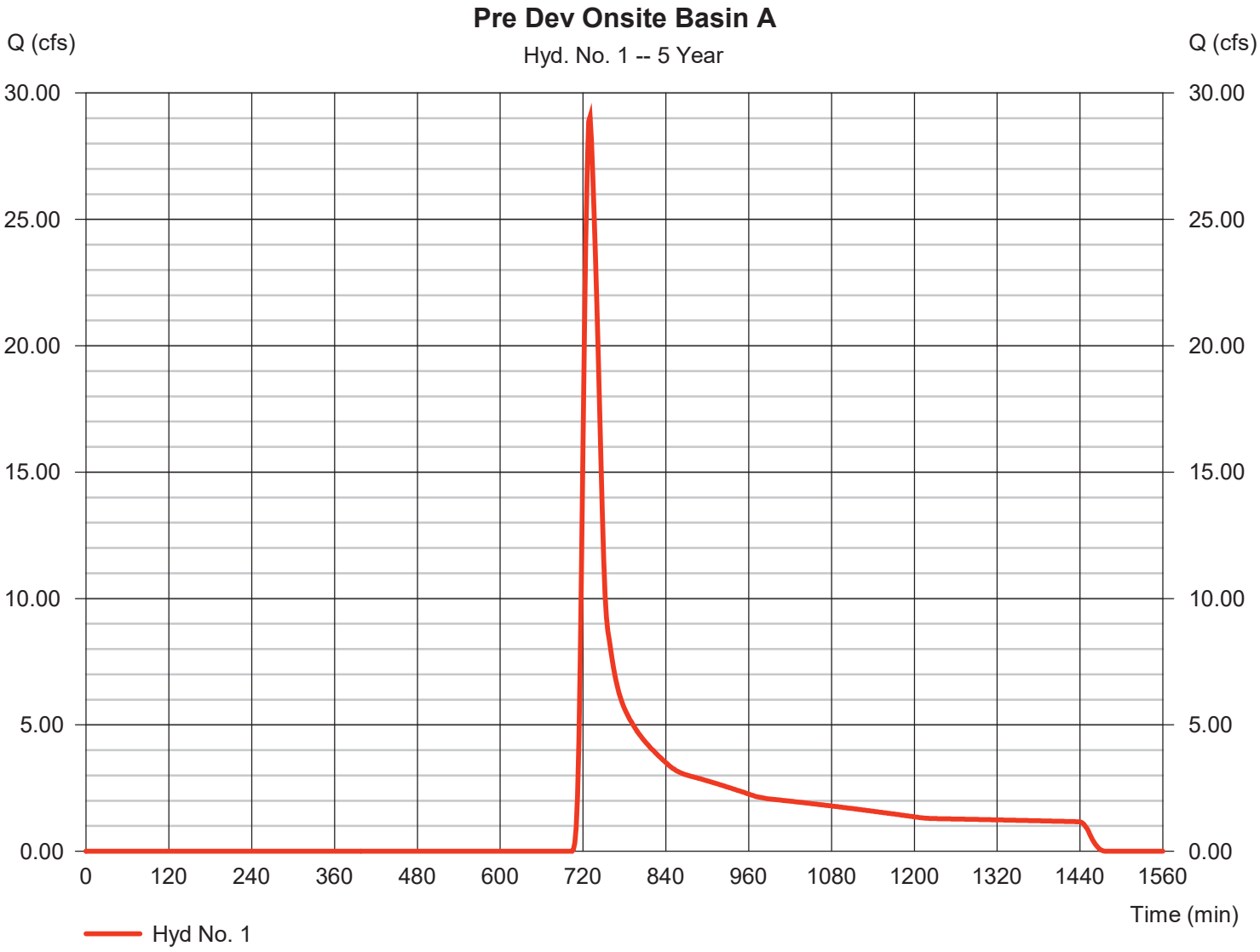
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 1

Pre Dev Onsite Basin A

Hydrograph type	= SCS Runoff	Peak discharge	= 29.06 cfs
Storm frequency	= 5 yrs	Time to peak	= 730 min
Time interval	= 2 min	Hyd. volume	= 138,510 cuft
Drainage area	= 50.200 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 22.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



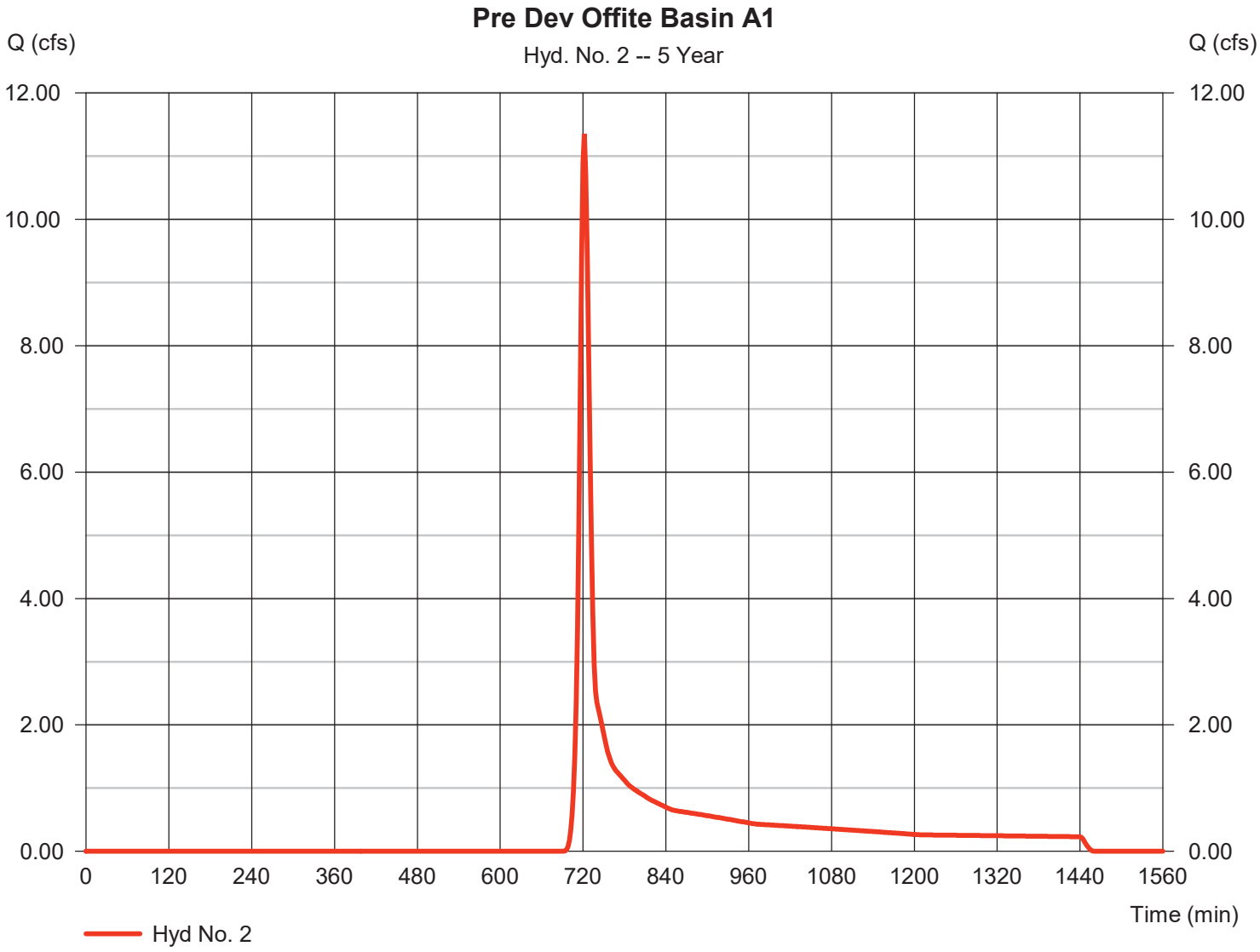
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 2

Pre Dev Offite Basin A1

Hydrograph type	= SCS Runoff	Peak discharge	= 11.35 cfs
Storm frequency	= 5 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 32,123 cuft
Drainage area	= 7.910 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

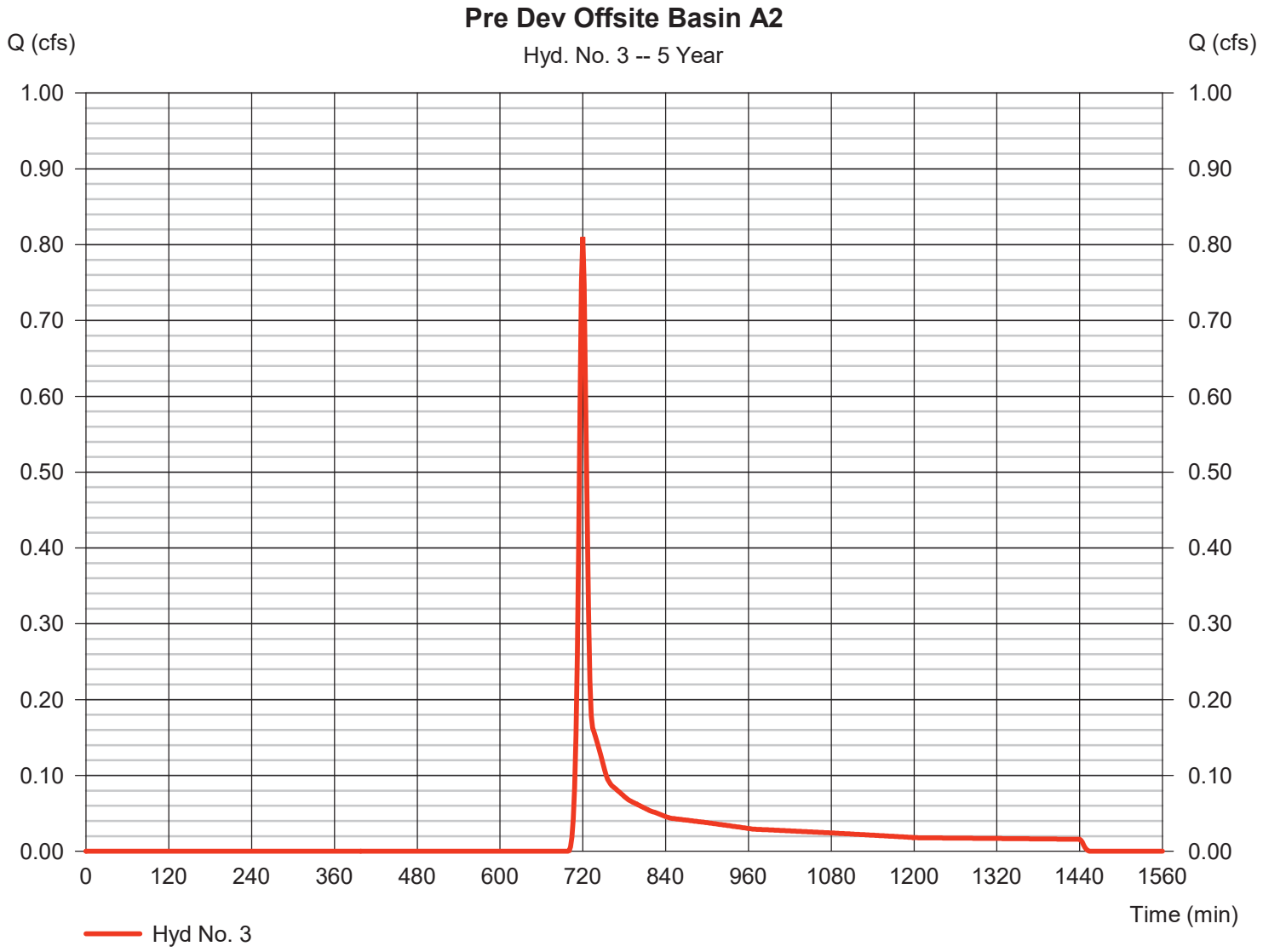


Hydrograph Report

Hyd. No. 3

Pre Dev Offsite Basin A2

Hydrograph type	= SCS Runoff	Peak discharge	= 0.810 cfs
Storm frequency	= 5 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 2,048 cuft
Drainage area	= 0.620 ac	Curve number	= 58
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



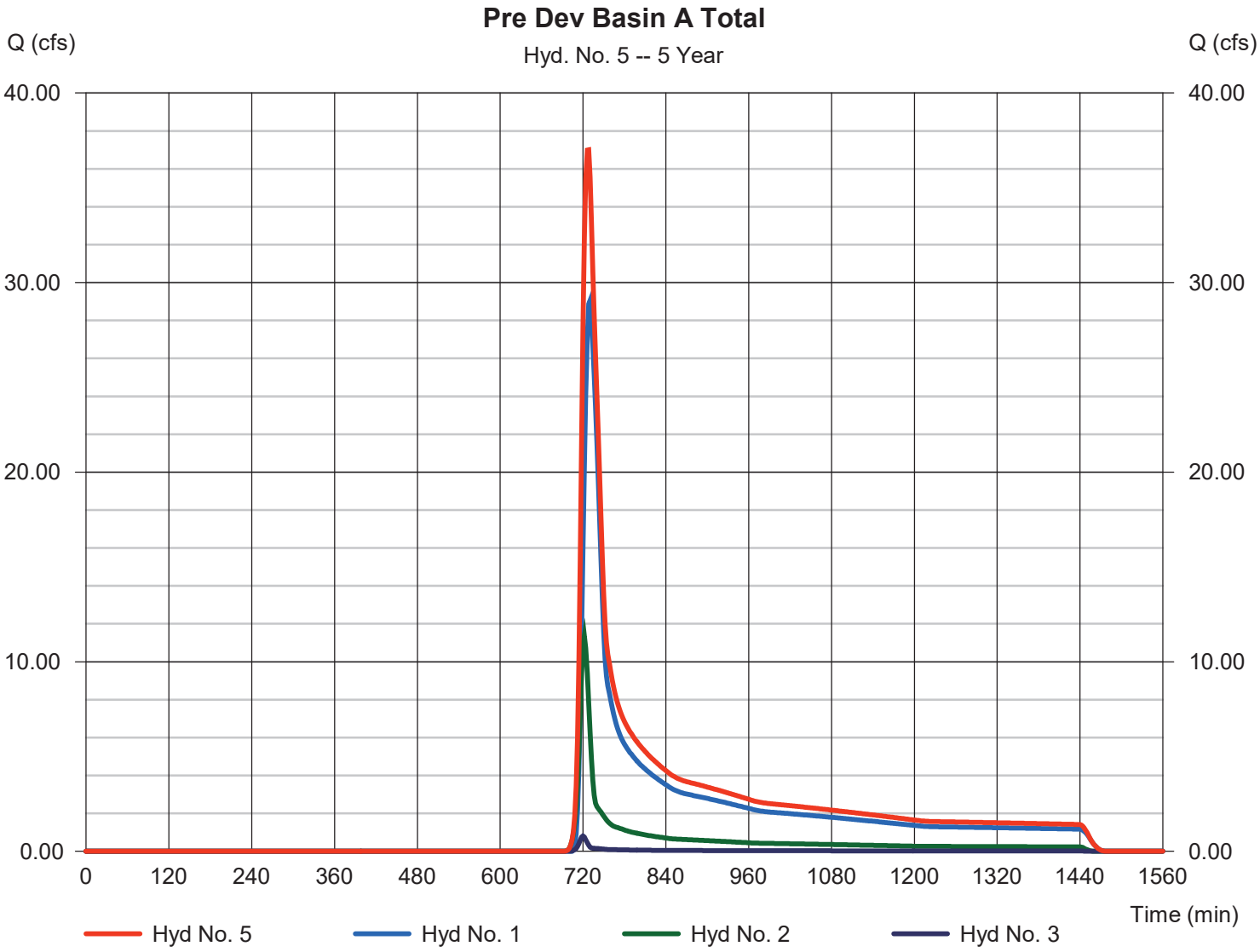
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 5

Pre Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 37.00 cfs
Storm frequency	= 5 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 172,680 cuft
Inflow hyds.	= 1, 2, 3	Contrib. drain. area	= 58.730 ac

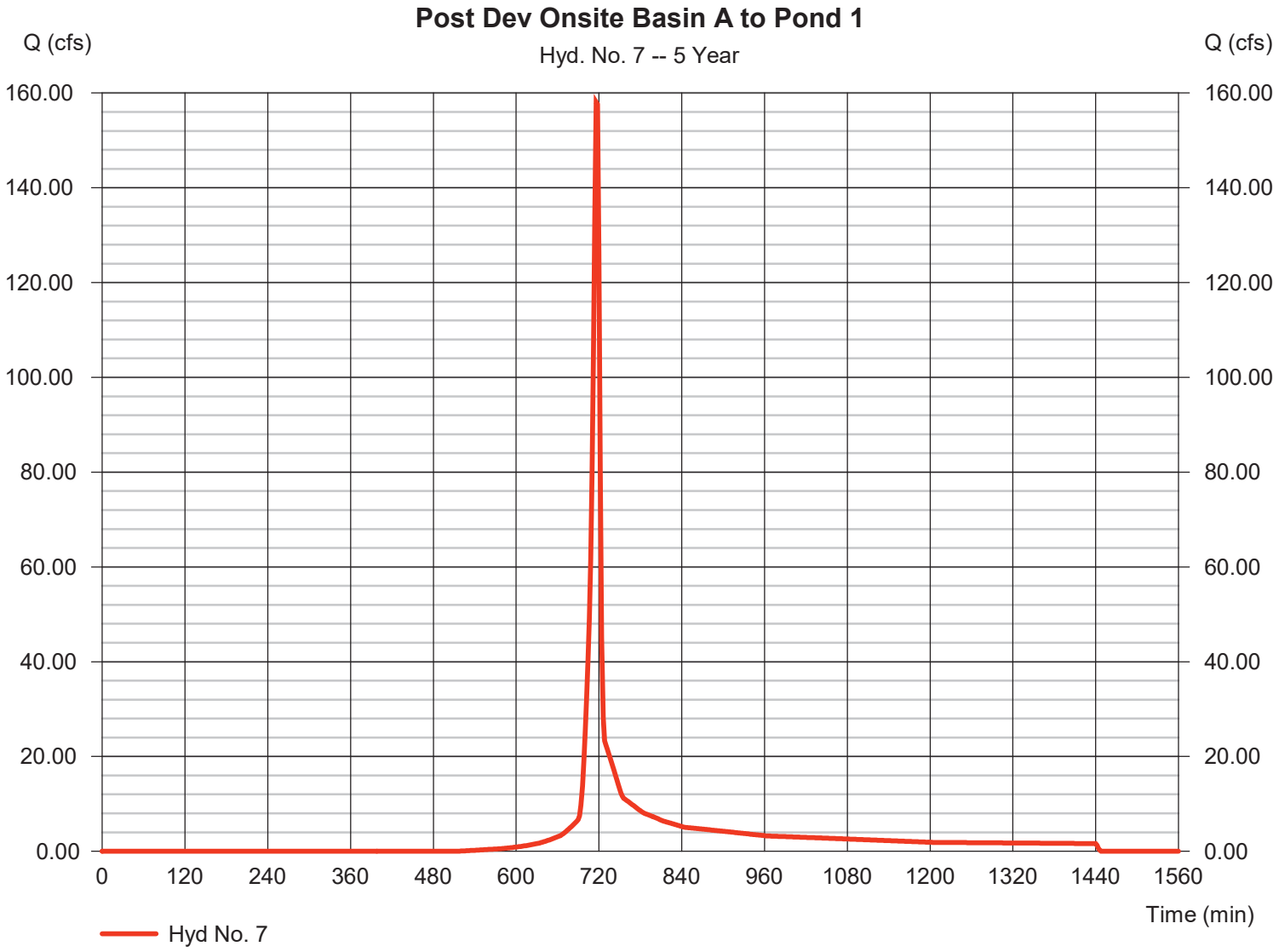


Hydrograph Report

Hyd. No. 7

Post Dev Onsite Basin A to Pond 1

Hydrograph type	= SCS Runoff	Peak discharge	= 158.06 cfs
Storm frequency	= 5 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 319,165 cuft
Drainage area	= 42.270 ac	Curve number	= 77
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



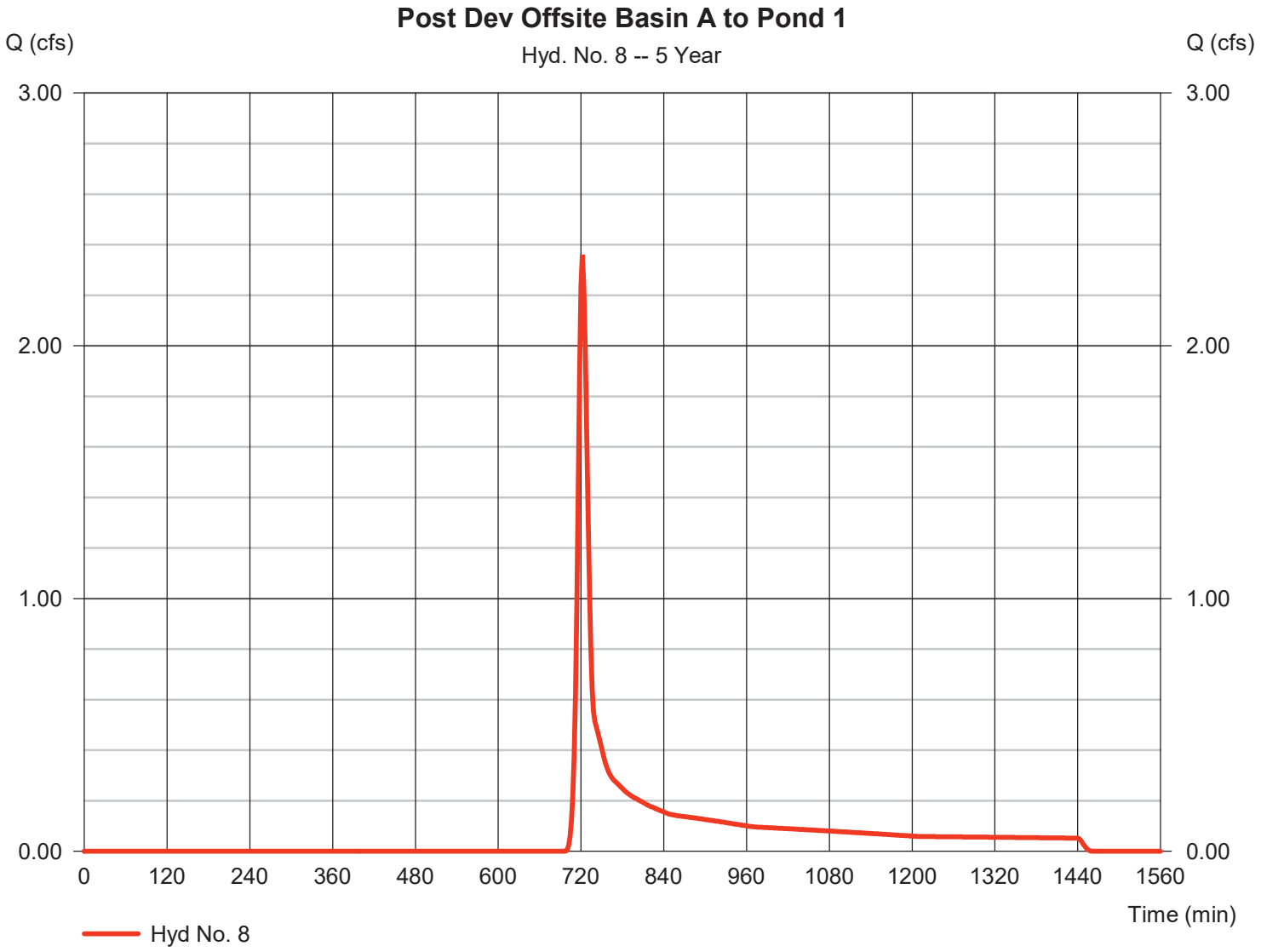
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 8

Post Dev Offsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	2.360 cfs
Storm frequency	=	5 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	6,913 cuft
Drainage area	=	1.910 ac	Curve number	=	59
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	12.00 min
Total precip.	=	4.51 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



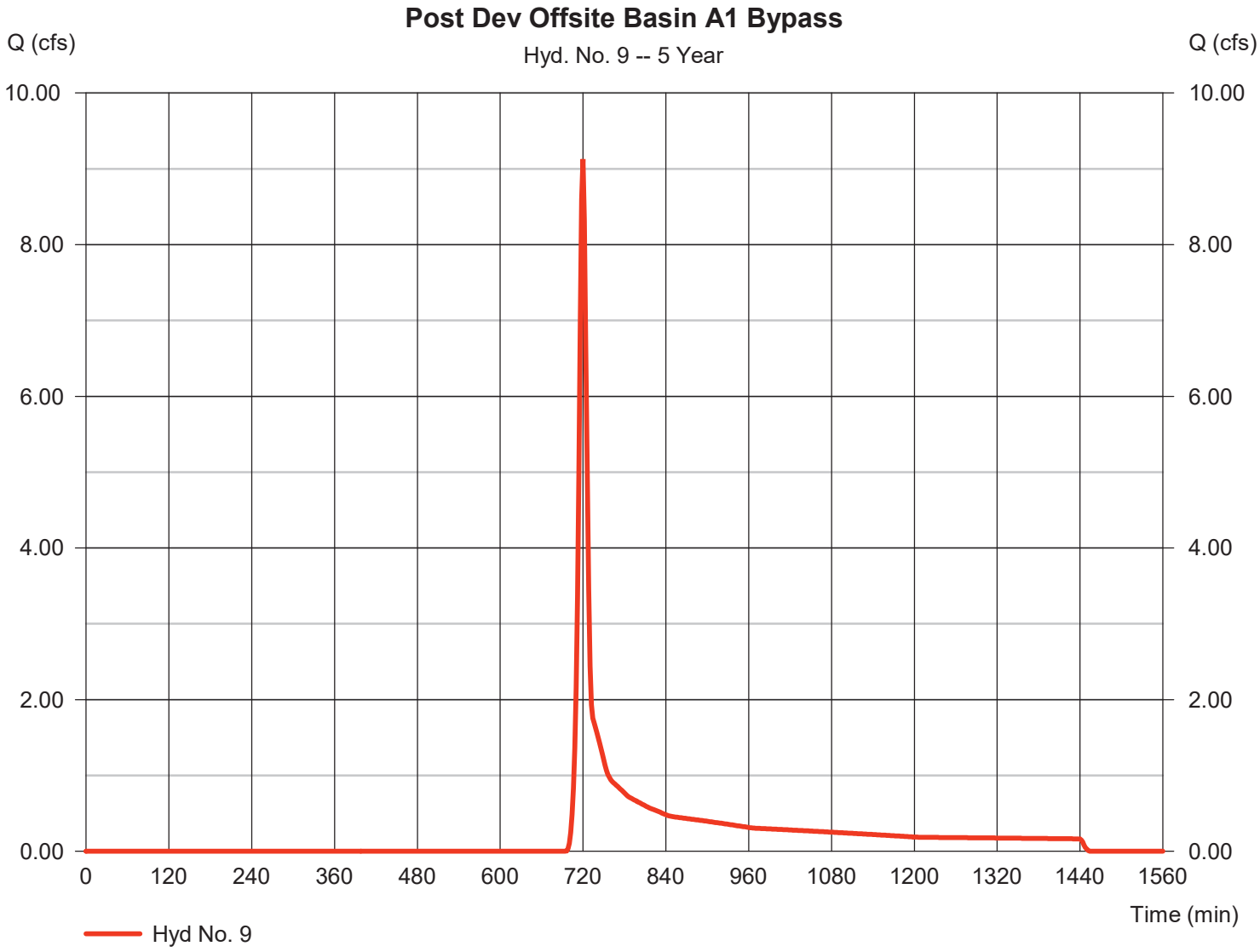
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 9

Post Dev Offsite Basin A1 Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 9.128 cfs
Storm frequency	= 5 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 22,328 cuft
Drainage area	= 6.000 ac	Curve number	= 60
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



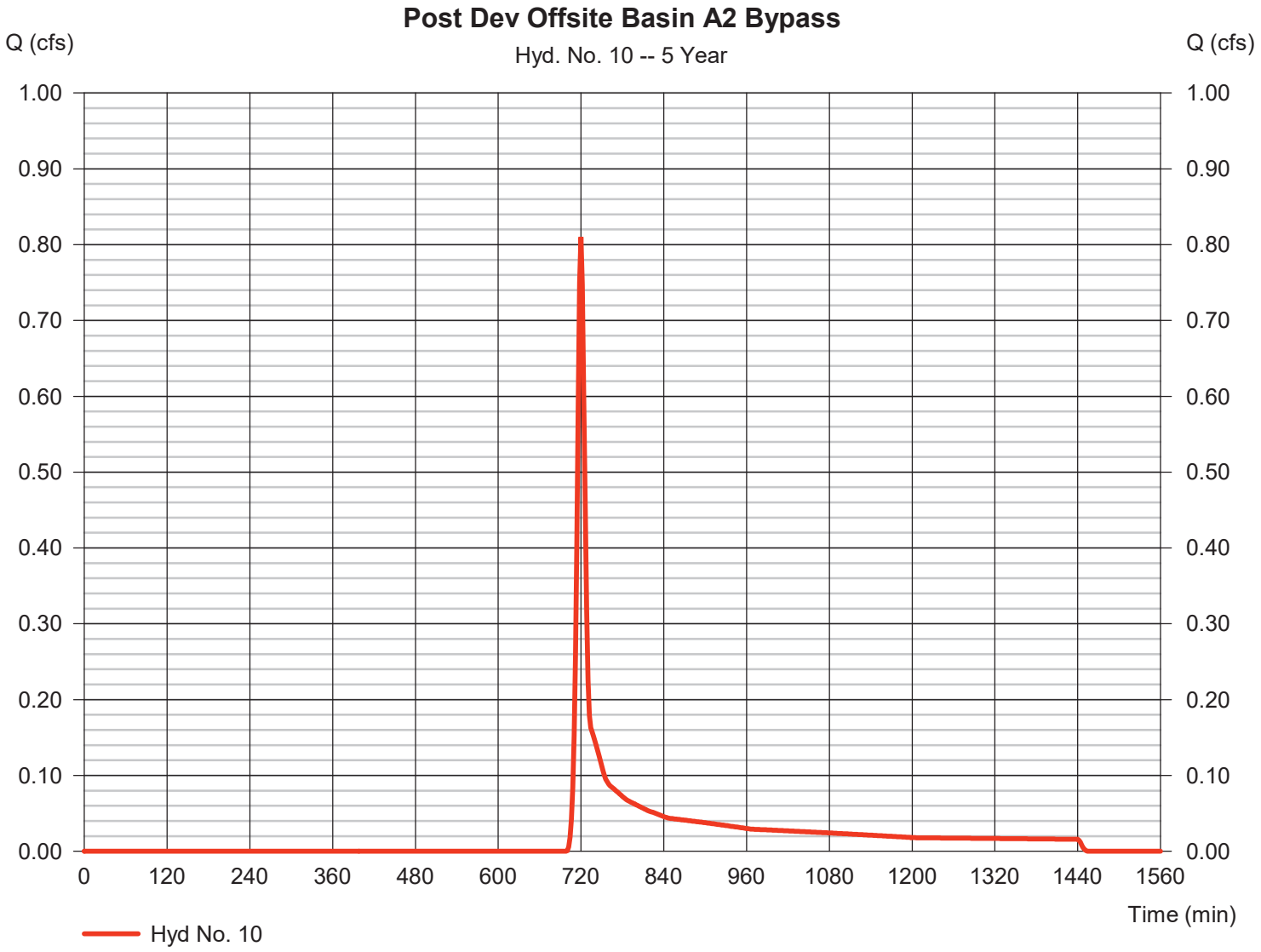
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 10

Post Dev Offsite Basin A2 Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.810 cfs
Storm frequency	=	5 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	2,048 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	4.51 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



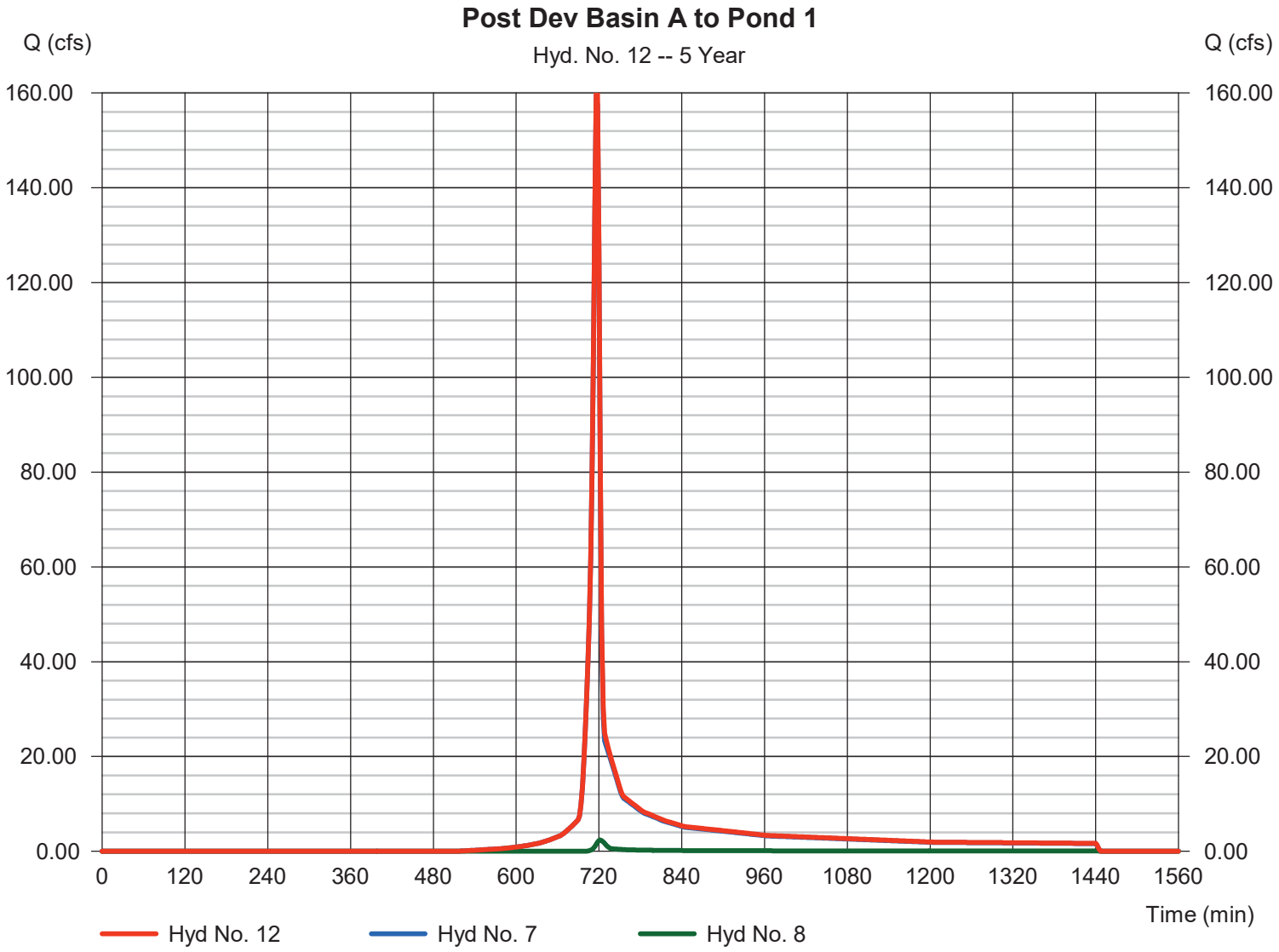
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 12

Post Dev Basin A to Pond 1

Hydrograph type	= Combine	Peak discharge	= 159.50 cfs
Storm frequency	= 5 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 326,078 cuft
Inflow hyds.	= 7, 8	Contrib. drain. area	= 44.180 ac



Hydrograph Report

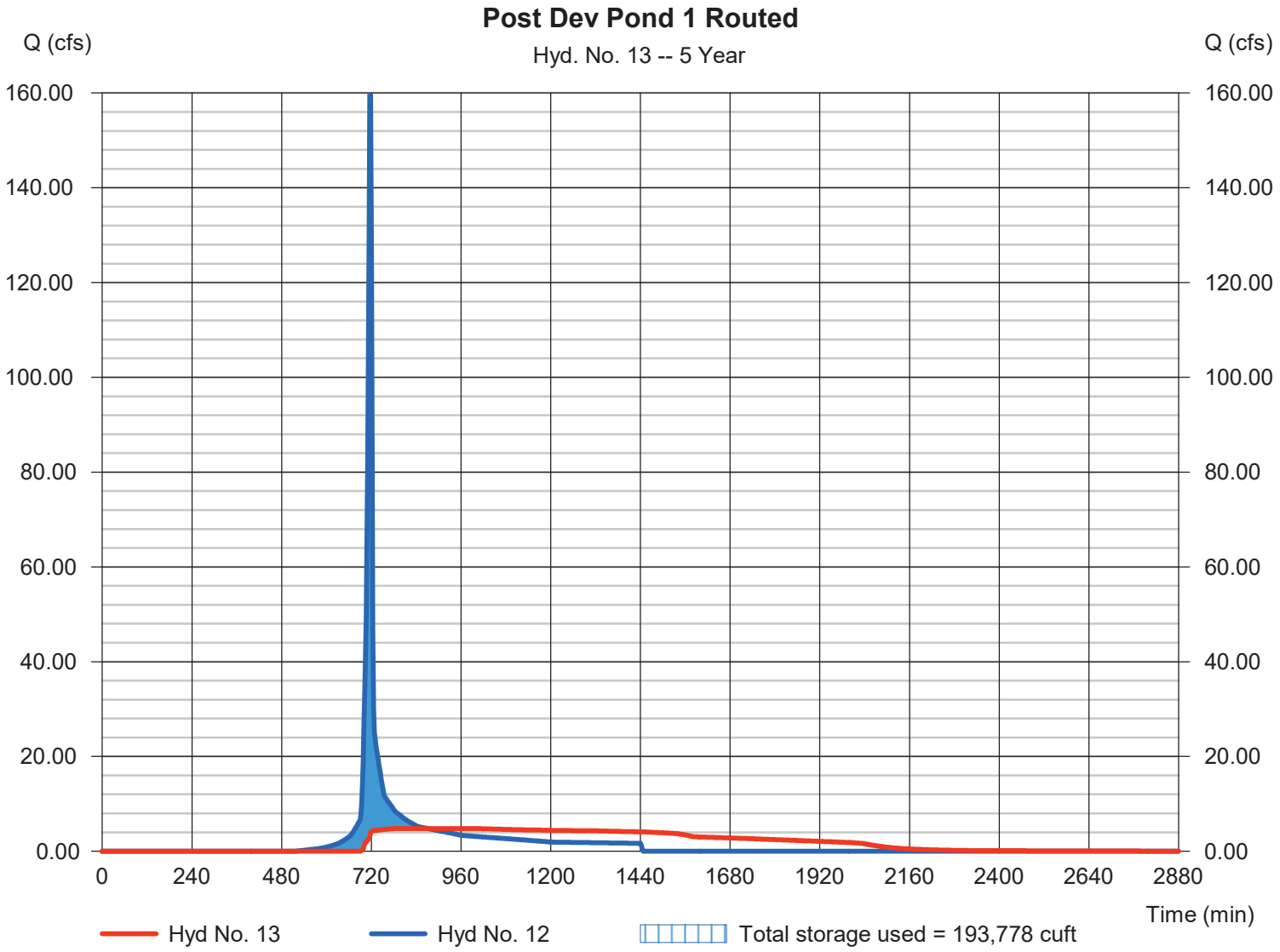
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 13

Post Dev Pond 1 Routed

Hydrograph type	= Reservoir	Peak discharge	= 4.804 cfs
Storm frequency	= 5 yrs	Time to peak	= 870 min
Time interval	= 2 min	Hyd. volume	= 310,107 cuft
Inflow hyd. No.	= 12 - Post Dev Basin A to Pond 1	Max. Elevation	= 1059.66 ft
Reservoir name	= Pond 1	Max. Storage	= 193,778 cuft

Storage Indication method used.



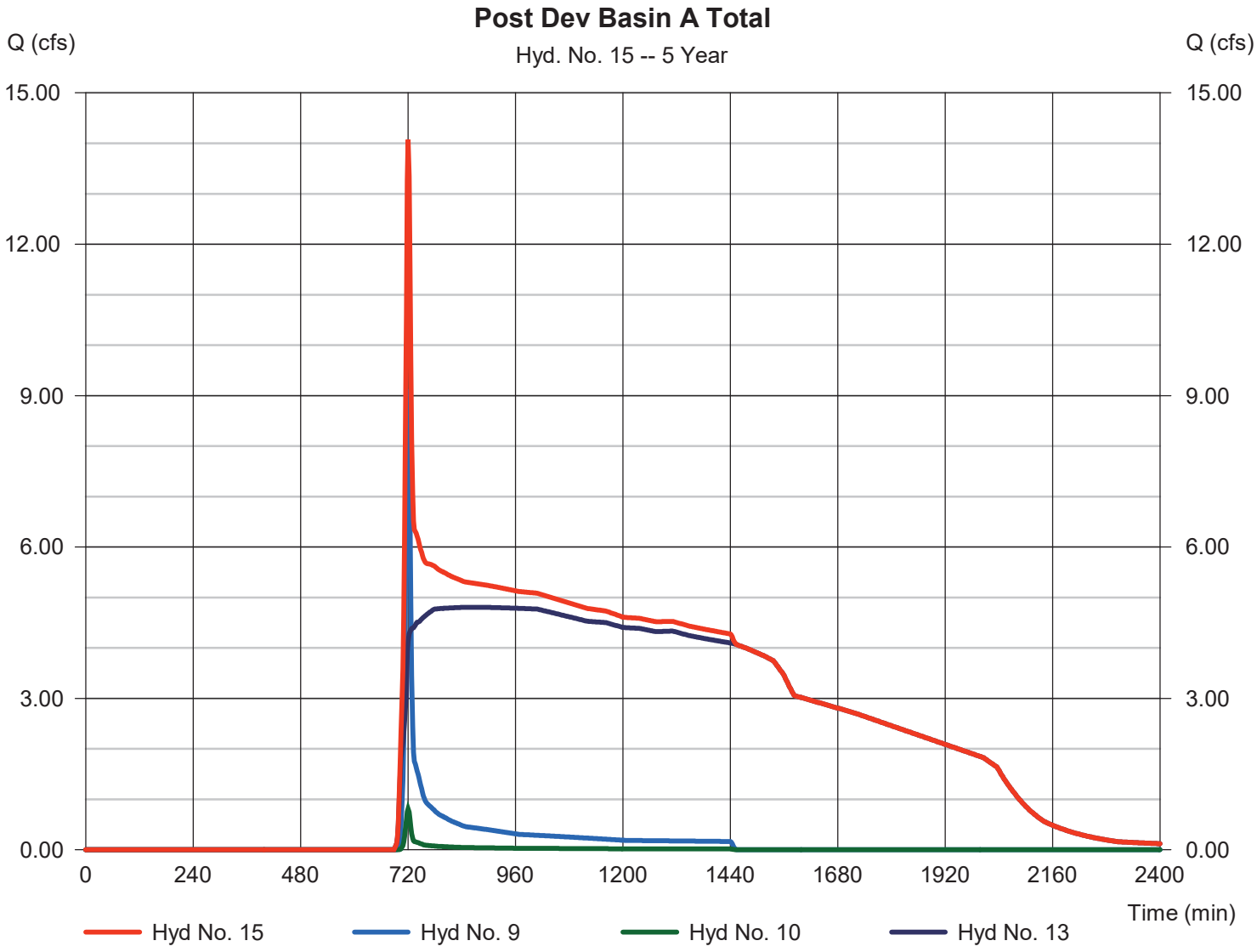
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 15

Post Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 14.07 cfs
Storm frequency	= 5 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 334,483 cuft
Inflow hyds.	= 9, 10, 13	Contrib. drain. area	= 6.620 ac



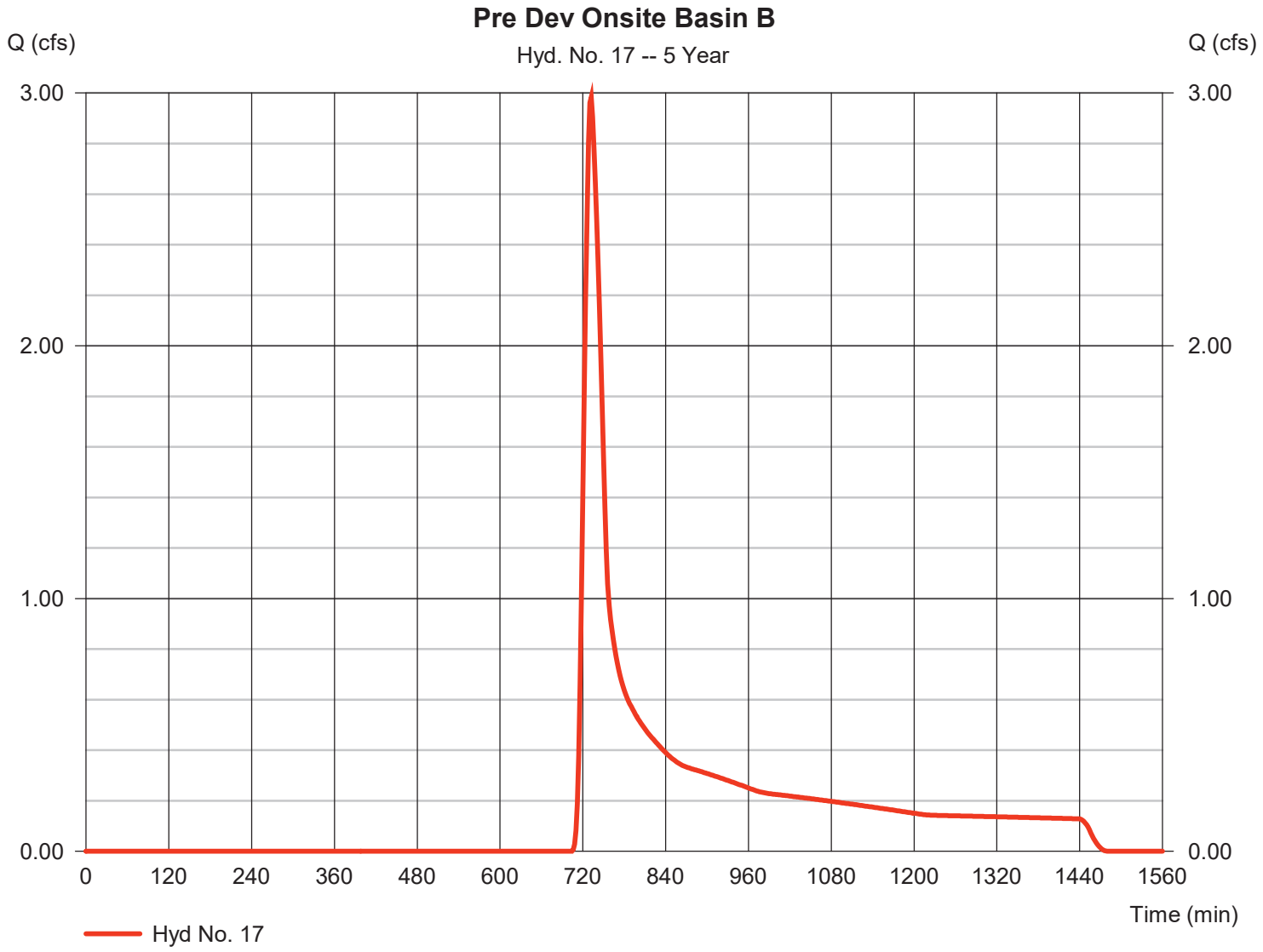
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 17

Pre Dev Onsite Basin B

Hydrograph type	=	SCS Runoff	Peak discharge	=	2.983 cfs
Storm frequency	=	5 yrs	Time to peak	=	732 min
Time interval	=	2 min	Hyd. volume	=	15,210 cuft
Drainage area	=	5.700 ac	Curve number	=	55
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	25.00 min
Total precip.	=	4.51 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



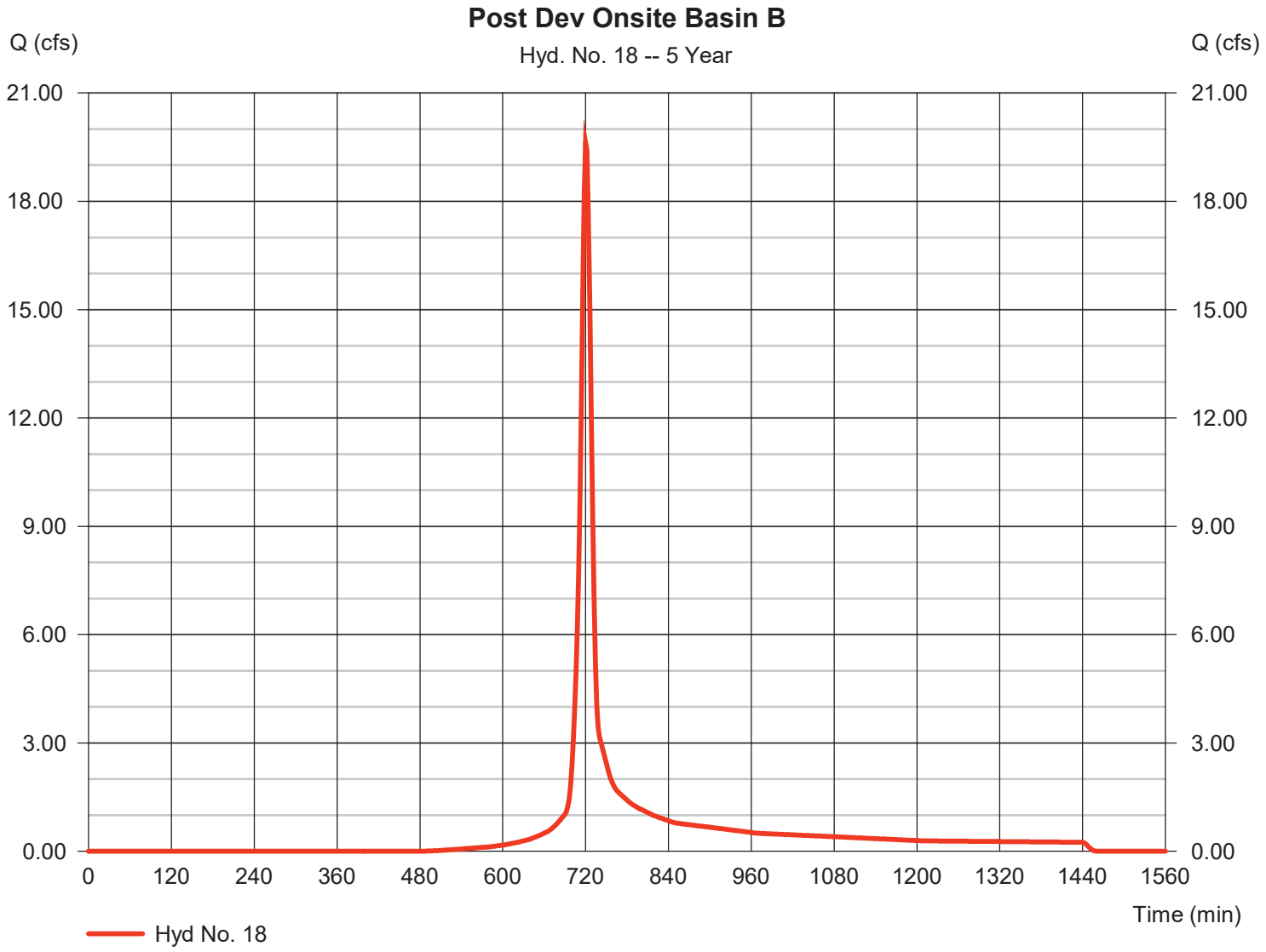
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 18

Post Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 19.63 cfs
Storm frequency	= 5 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 50,887 cuft
Drainage area	= 5.700 ac	Curve number	= 79
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



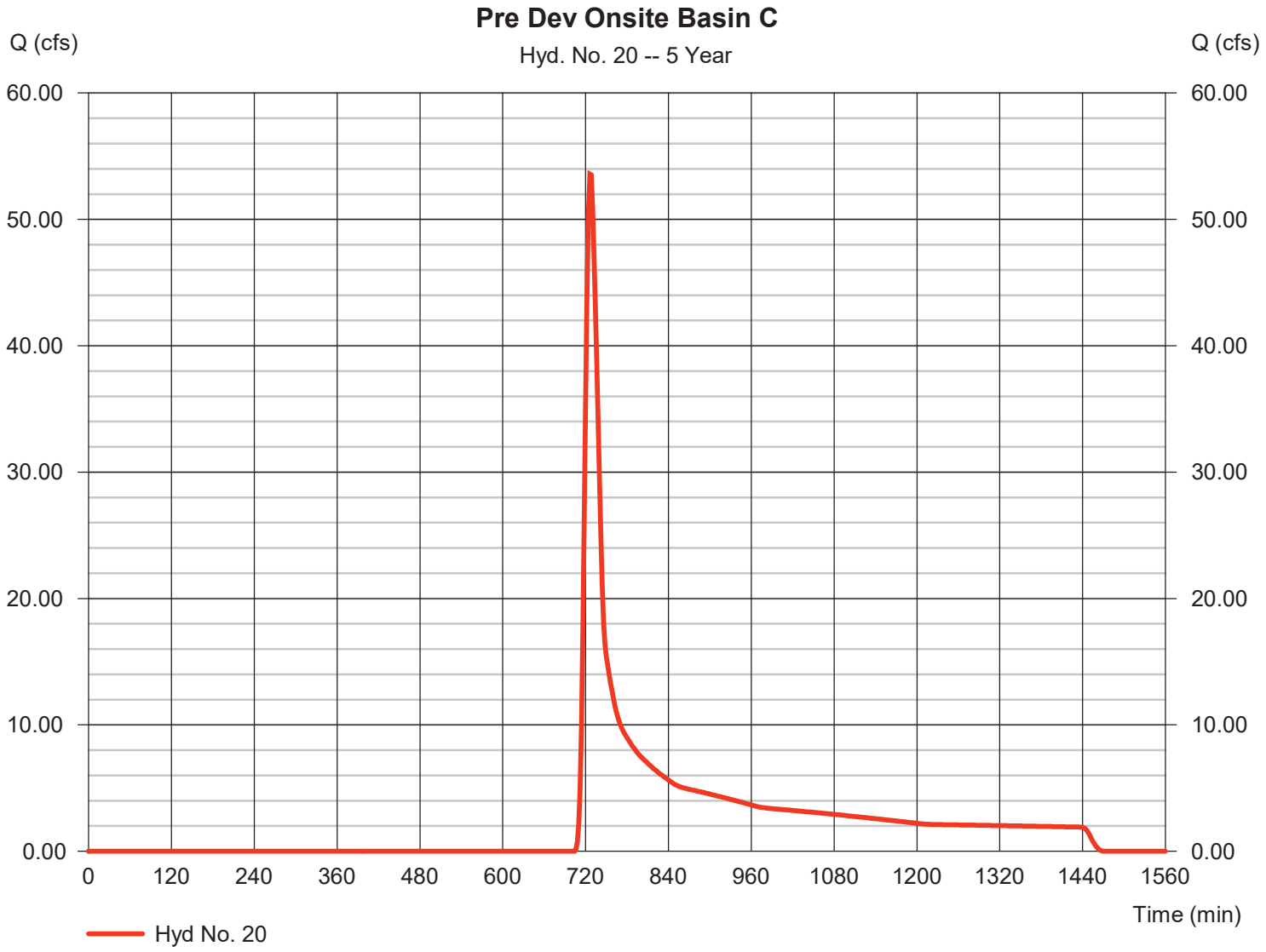
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 20

Pre Dev Onsite Basin C

Hydrograph type	= SCS Runoff	Peak discharge	= 53.58 cfs
Storm frequency	= 5 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 226,700 cuft
Drainage area	= 83.630 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



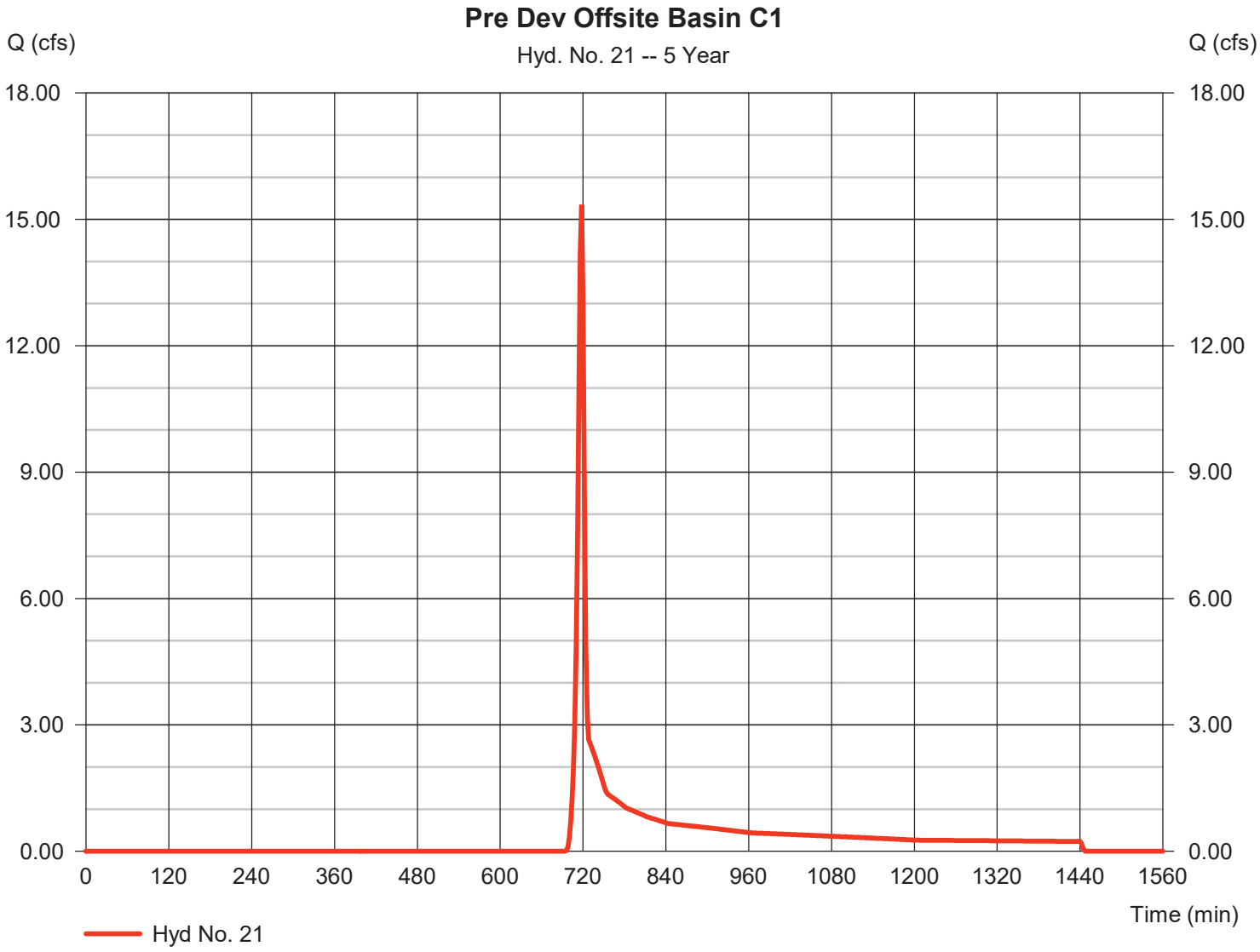
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 21

Pre Dev Offsite Basin C1

Hydrograph type	=	SCS Runoff	Peak discharge	=	15.35 cfs
Storm frequency	=	5 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	31,853 cuft
Drainage area	=	9.130 ac	Curve number	=	60
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	4.51 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



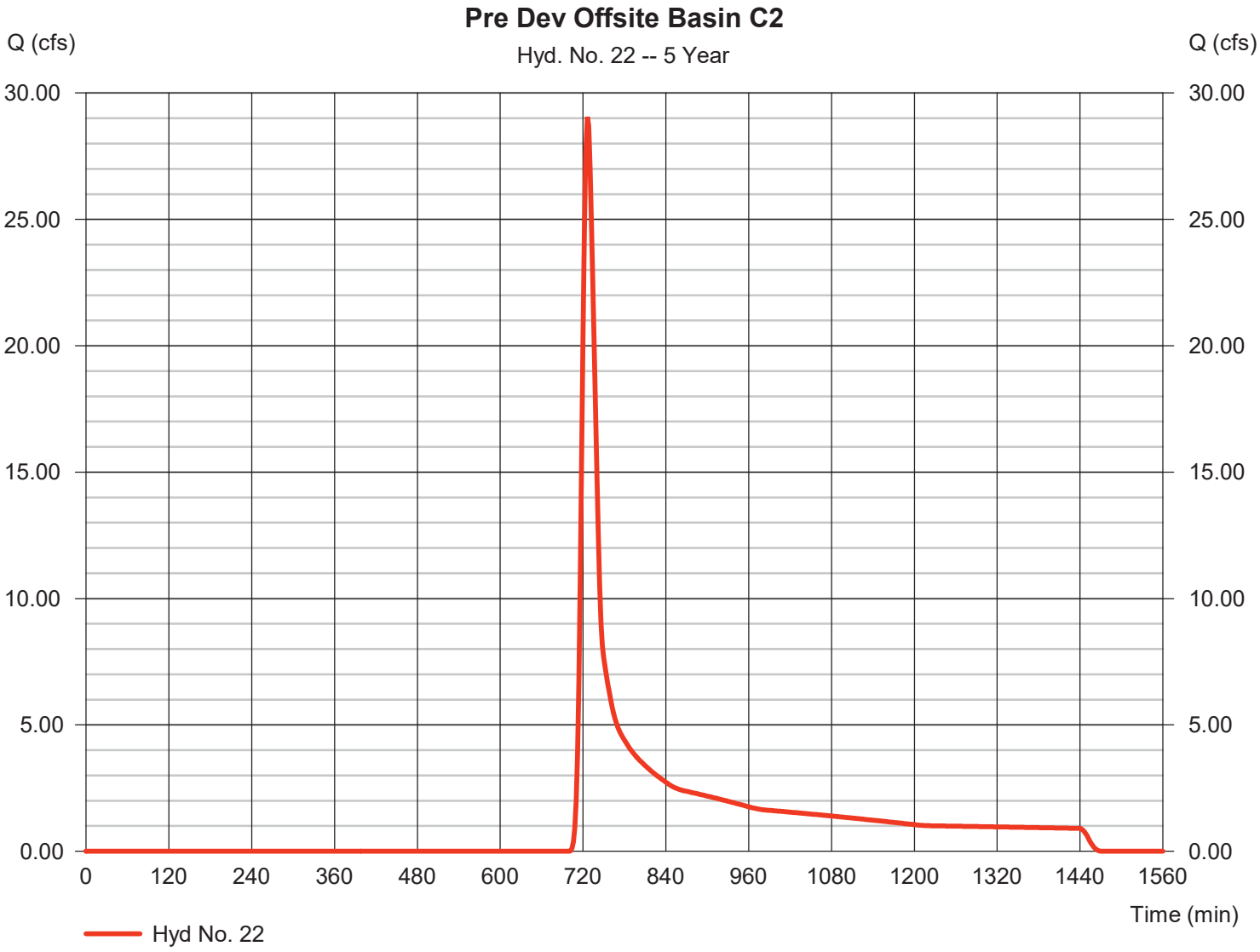
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 22

Pre Dev Offsite Basin C2

Hydrograph type	=	SCS Runoff	Peak discharge	=	29.06 cfs
Storm frequency	=	5 yrs	Time to peak	=	726 min
Time interval	=	2 min	Hyd. volume	=	113,856 cuft
Drainage area	=	36.720 ac	Curve number	=	57
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	18.00 min
Total precip.	=	4.51 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



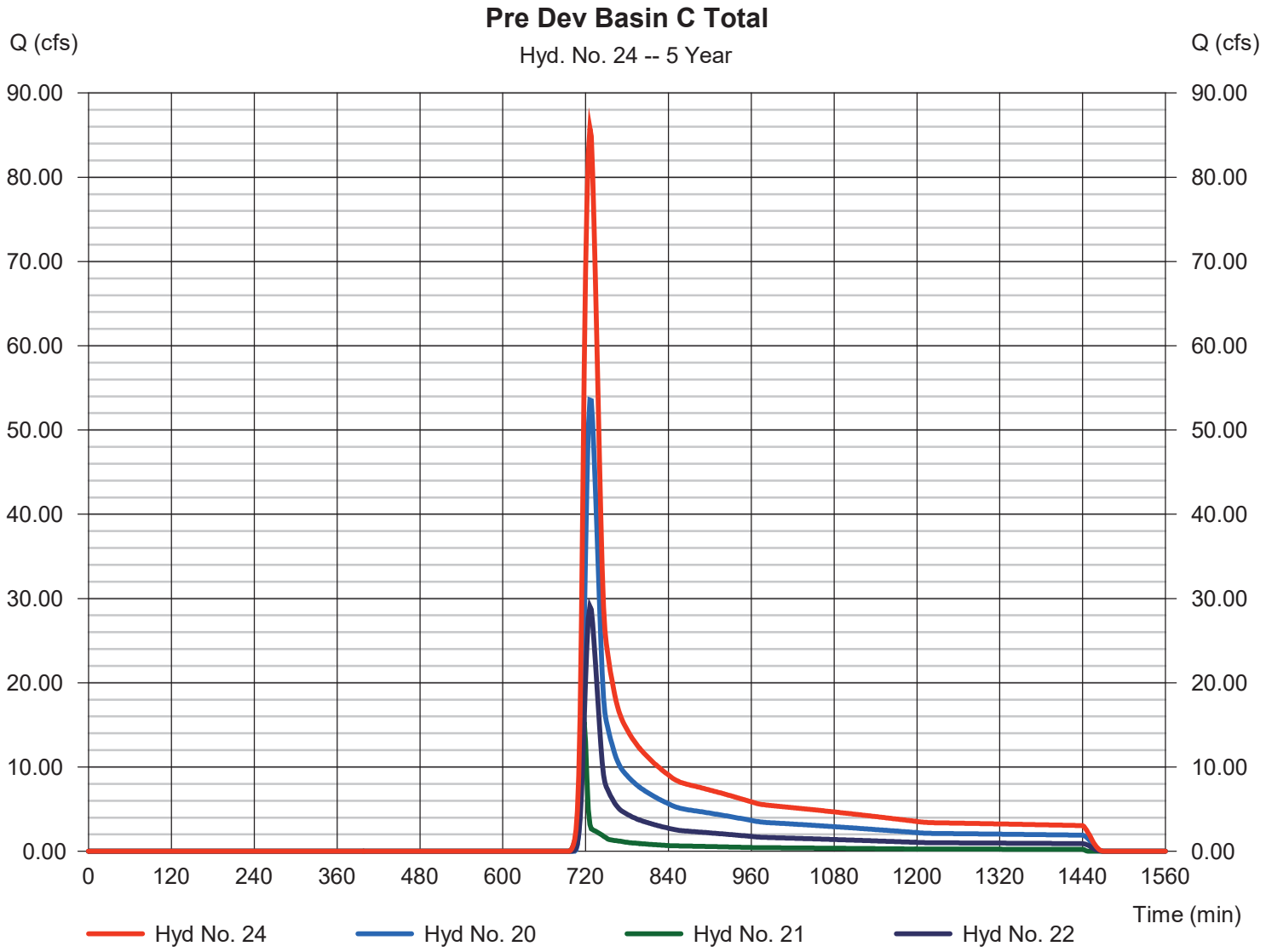
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 24

Pre Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 85.81 cfs
Storm frequency	= 5 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 372,409 cuft
Inflow hyds.	= 20, 21, 22	Contrib. drain. area	= 129.480 ac



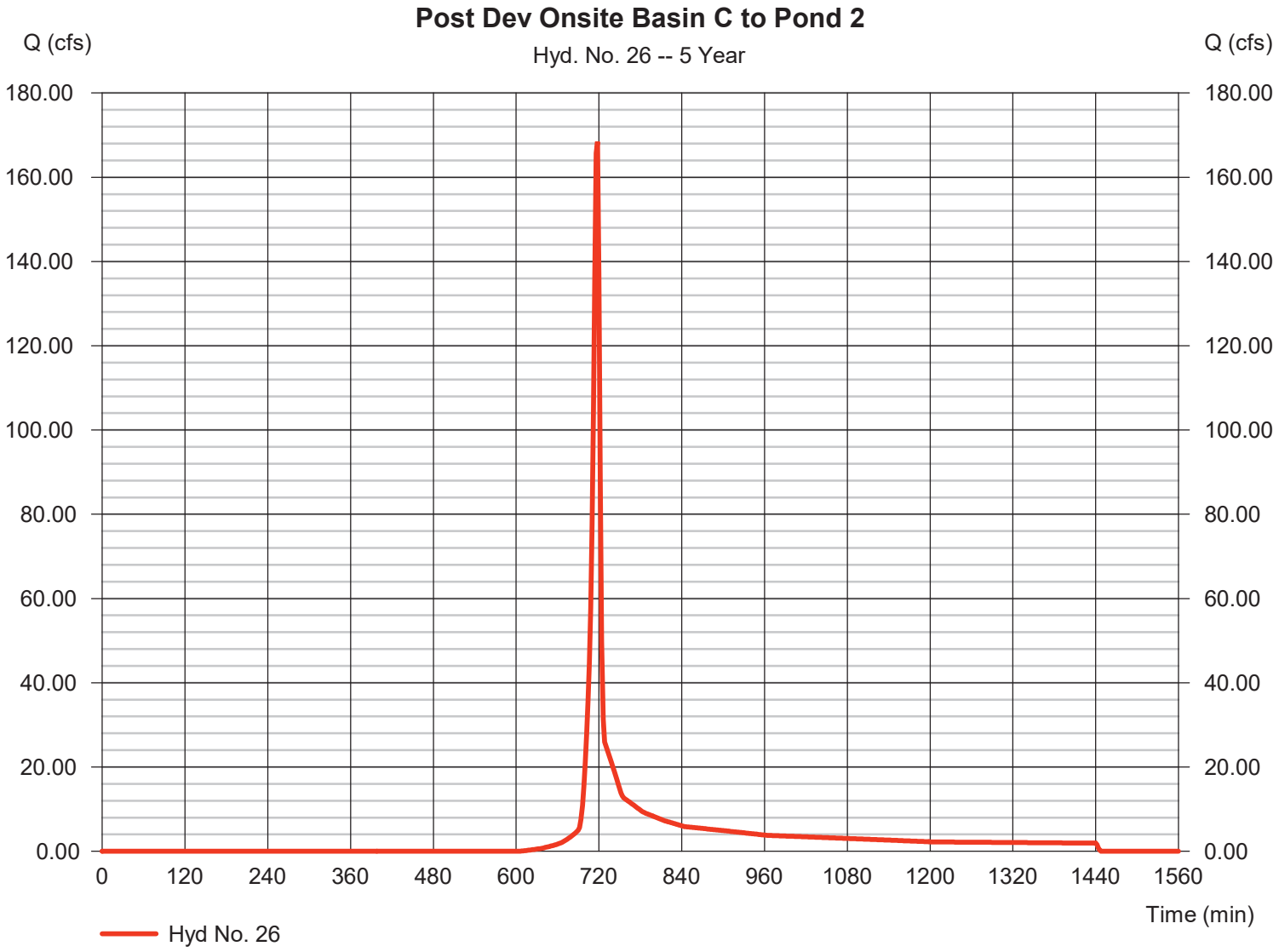
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 26

Post Dev Onsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 168.45 cfs
Storm frequency	= 5 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 337,001 cuft
Drainage area	= 56.470 ac	Curve number	= 71
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

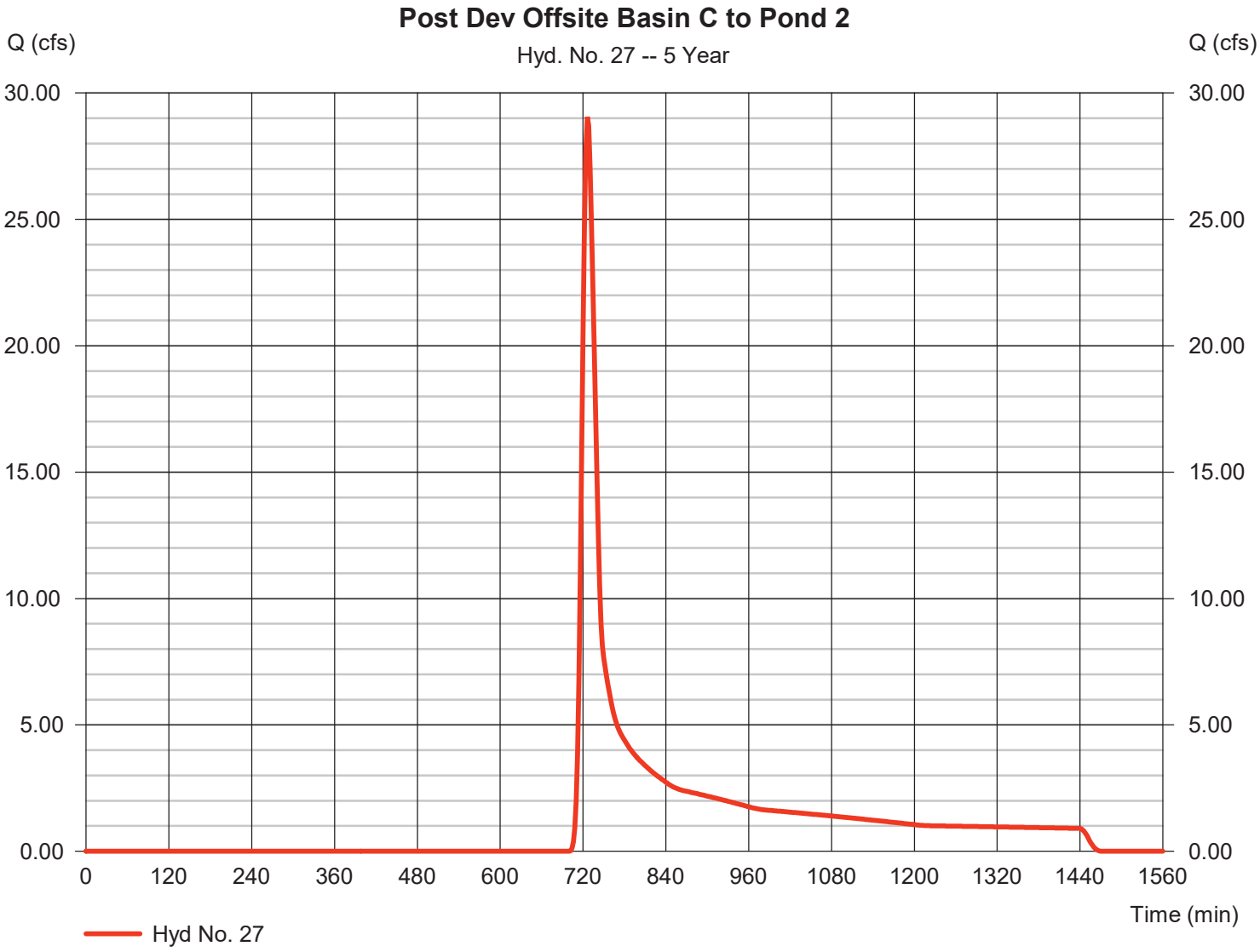


Hydrograph Report

Hyd. No. 27

Post Dev Offsite Basin C to Pond 2

Hydrograph type	=	SCS Runoff	Peak discharge	=	29.06 cfs
Storm frequency	=	5 yrs	Time to peak	=	726 min
Time interval	=	2 min	Hyd. volume	=	113,856 cuft
Drainage area	=	36.720 ac	Curve number	=	57
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	18.00 min
Total precip.	=	4.51 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



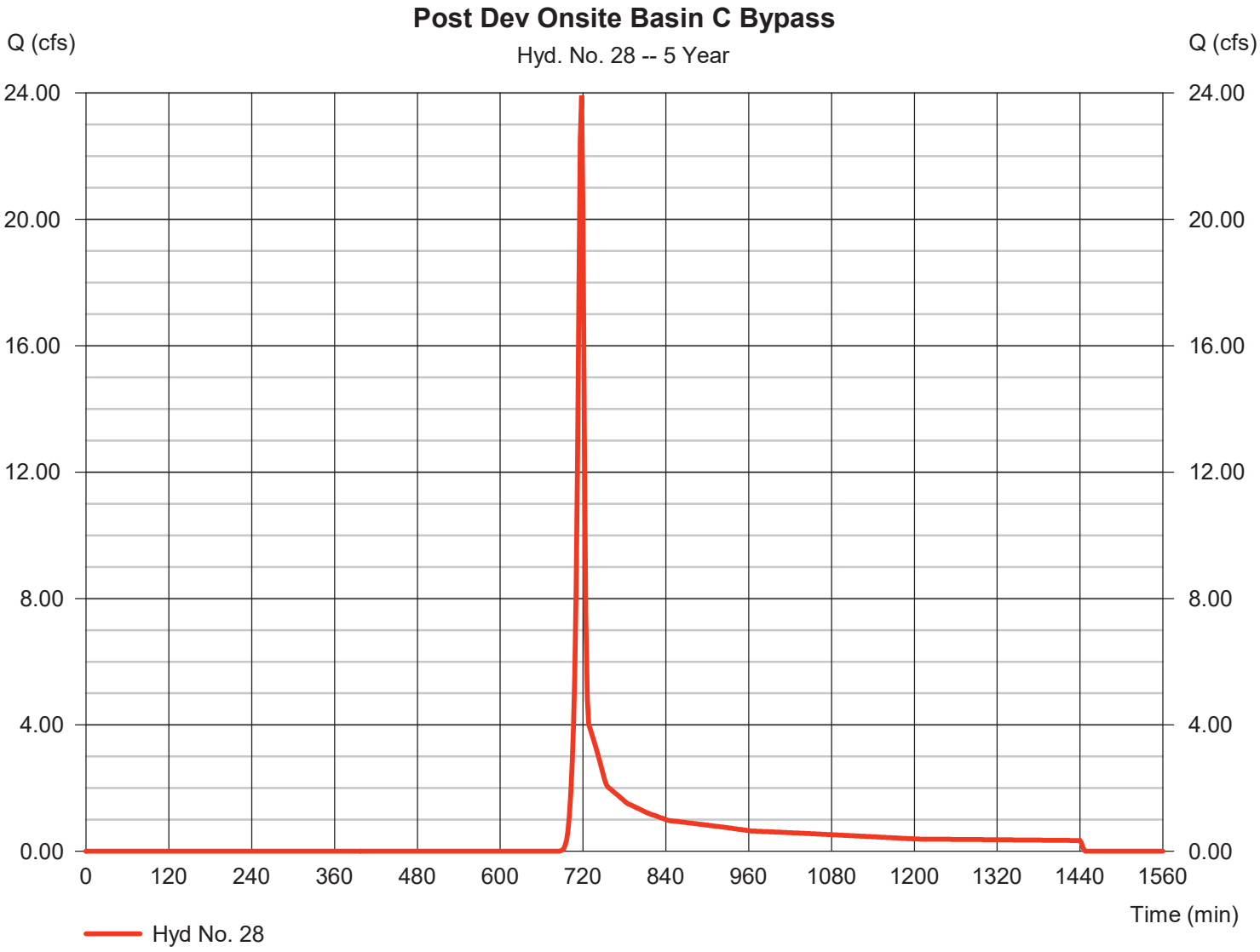
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 28

Post Dev Onsite Basin C Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	23.92 cfs
Storm frequency	=	5 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	48,859 cuft
Drainage area	=	12.530 ac	Curve number	=	62
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	4.51 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



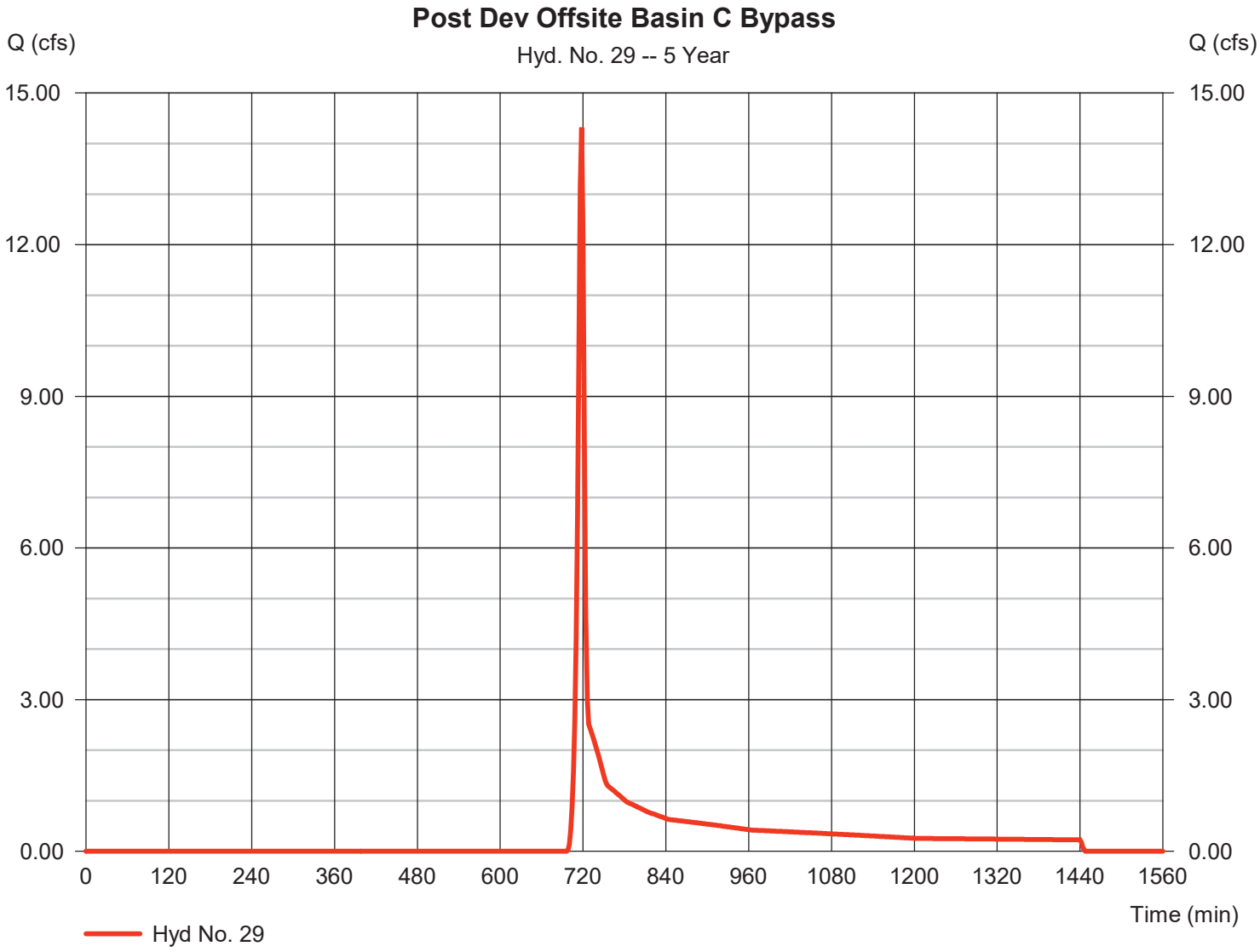
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 29

Post Dev Offsite Basin C Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 14.32 cfs
Storm frequency	= 5 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 30,040 cuft
Drainage area	= 9.130 ac	Curve number	= 59
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



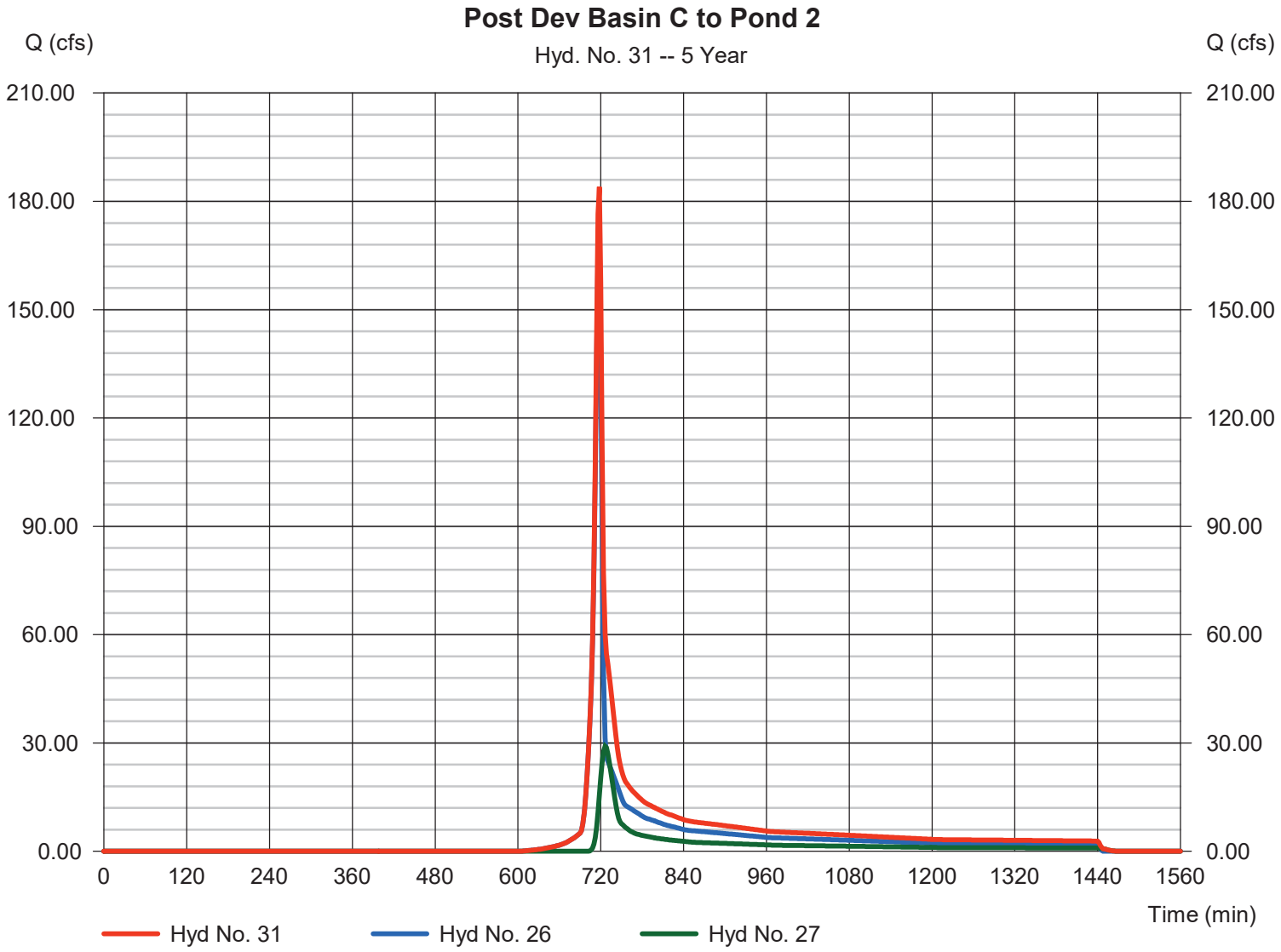
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 31

Post Dev Basin C to Pond 2

Hydrograph type	= Combine	Peak discharge	= 184.02 cfs
Storm frequency	= 5 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 450,857 cuft
Inflow hyds.	= 26, 27	Contrib. drain. area	= 93.190 ac



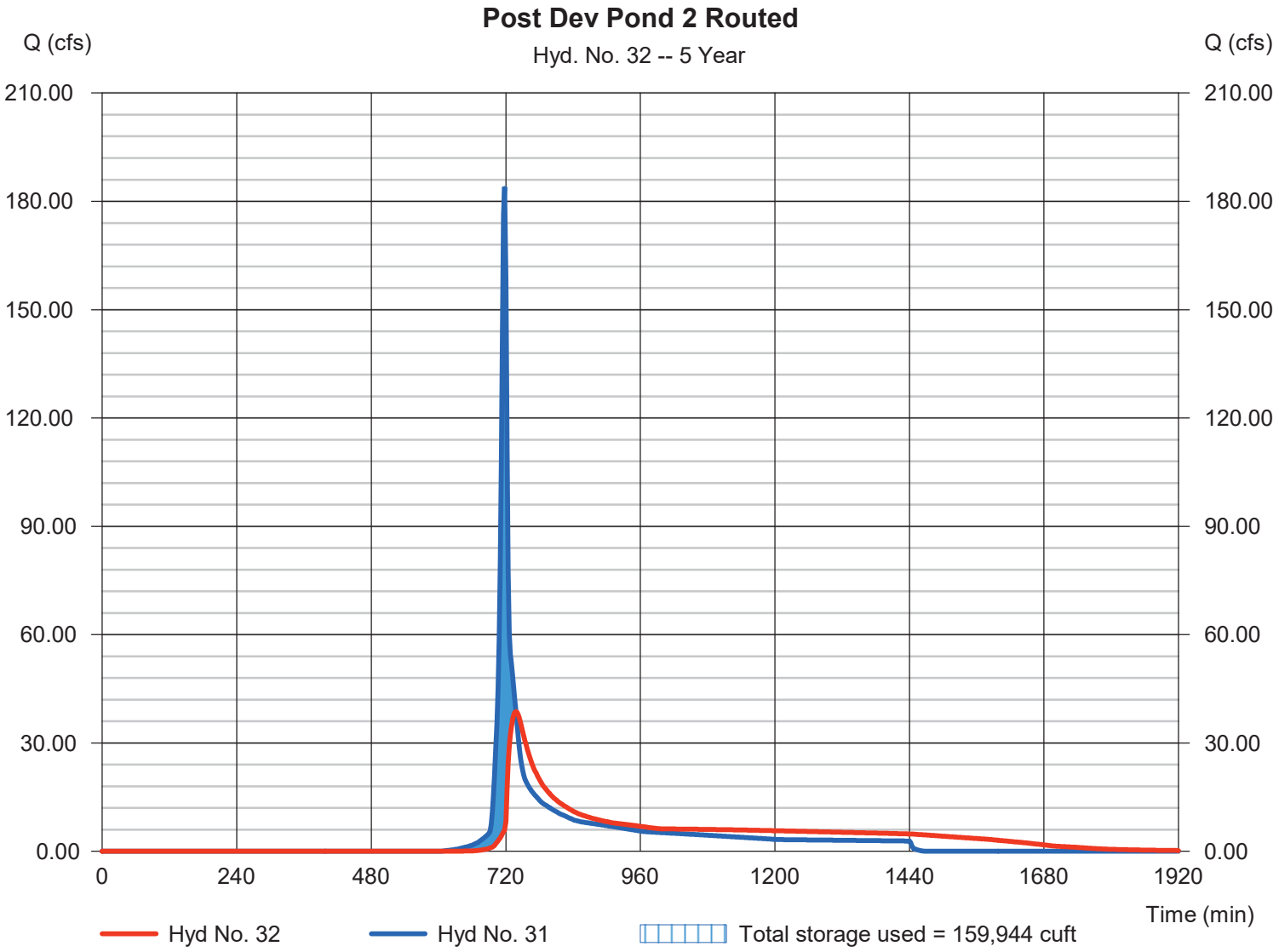
Hydrograph Report

Hyd. No. 32

Post Dev Pond 2 Routed

Hydrograph type	= Reservoir	Peak discharge	= 38.65 cfs
Storm frequency	= 5 yrs	Time to peak	= 738 min
Time interval	= 2 min	Hyd. volume	= 450,839 cuft
Inflow hyd. No.	= 31 - Post Dev Basin C to Pond 2	Max. Elevation	= 1108.53 ft
Reservoir name	= Pond 2	Max. Storage	= 159,944 cuft

Storage Indication method used.



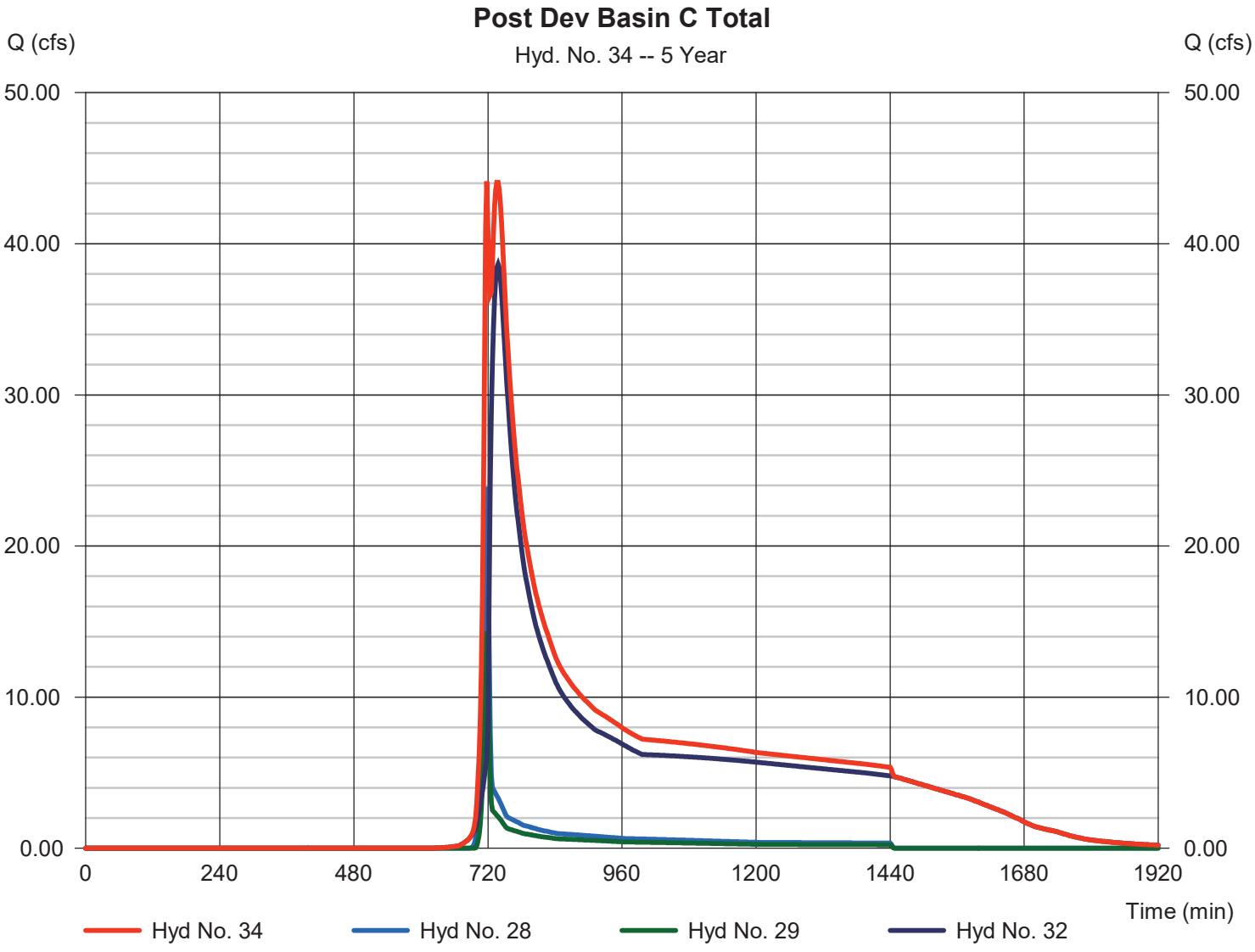
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 34

Post Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 44.14 cfs
Storm frequency	= 5 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 529,738 cuft
Inflow hyds.	= 28, 29, 32	Contrib. drain. area	= 21.660 ac



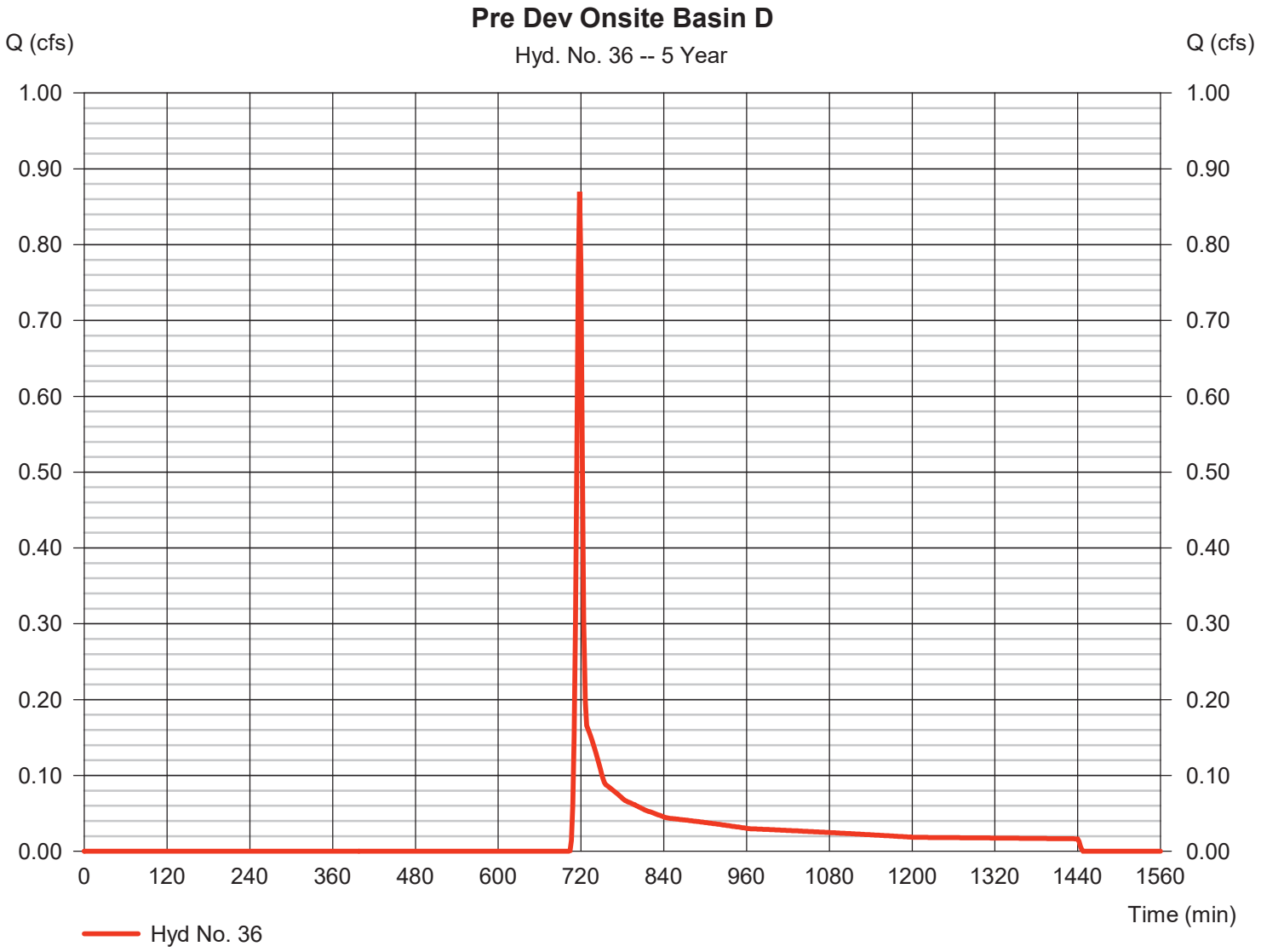
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 36

Pre Dev Onsite Basin D

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.870 cfs
Storm frequency	=	5 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	1,957 cuft
Drainage area	=	0.770 ac	Curve number	=	55
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	4.51 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



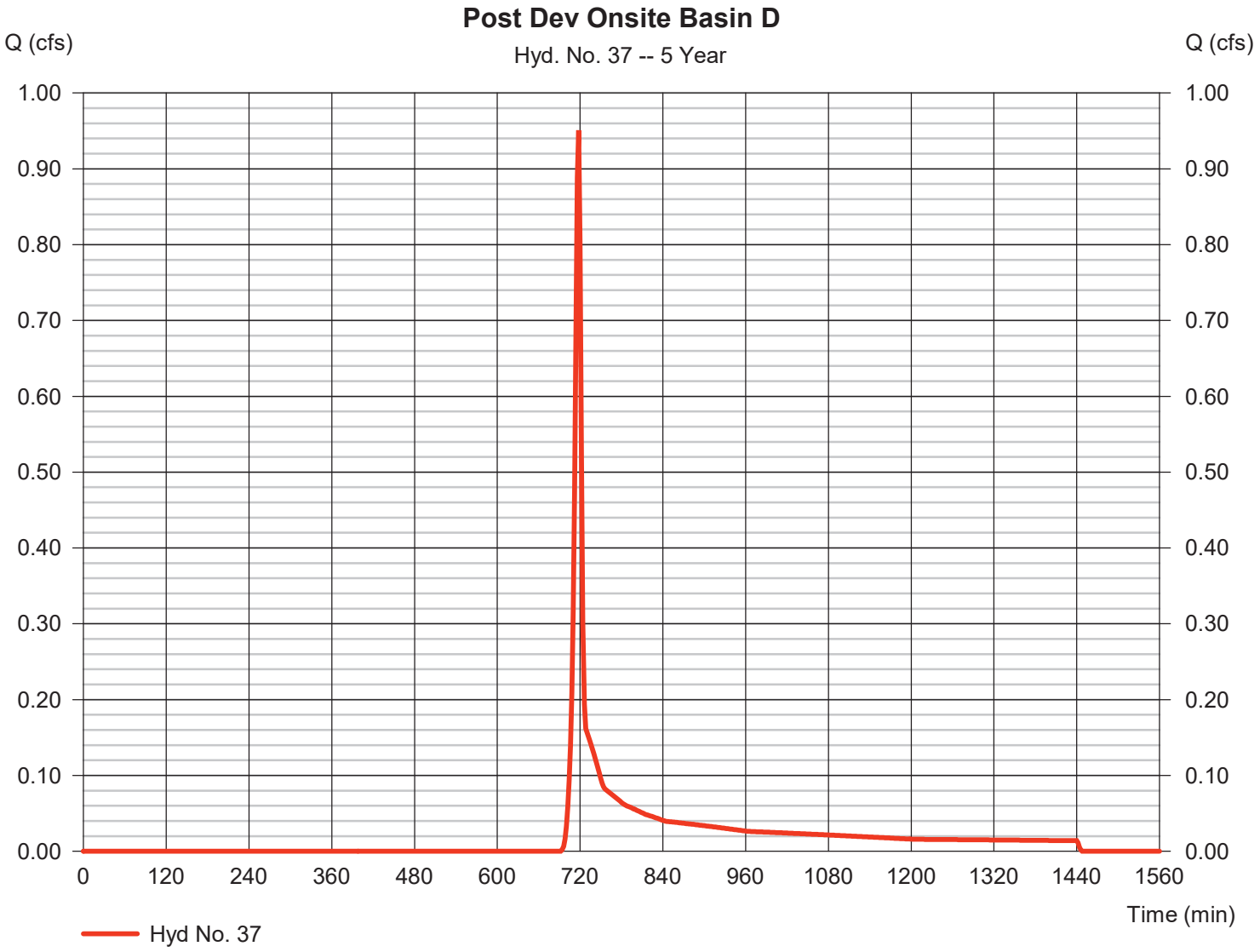
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 37

Post Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 0.951 cfs
Storm frequency	= 5 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 1,957 cuft
Drainage area	= 0.530 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.51 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	46.88	2	728	198,629	------	------	------	Pre Dev Onsite Basin A
2	SCS Runoff	16.07	2	722	43,777	------	------	------	Pre Dev Offite Basin A1
3	SCS Runoff	1.187	2	720	2,856	------	------	------	Pre Dev Offsite Basin A2
5	Combine	58.61	2	726	245,263	1, 2, 3,	------	------	Pre Dev Basin A Total
7	SCS Runoff	197.16	2	716	399,080	------	------	------	Post Dev Onsite Basin A to Pond 1
8	SCS Runoff	3.440	2	722	9,564	------	------	------	Post Dev Offsite Basin A to Pond 1
9	SCS Runoff	12.97	2	720	30,654	------	------	------	Post Dev Offsite Basin A1 Bypass
10	SCS Runoff	1.187	2	720	2,856	------	------	------	Post Dev Offsite Basin A2 Bypass
12	Combine	199.44	2	716	408,644	7, 8,	------	------	Post Dev Basin A to Pond 1
13	Reservoir	13.61	2	758	392,673	12	1060.52	221,174	Post Dev Pond 1 Routed
15	Combine	18.67	2	720	426,183	9, 10, 13,	------	------	Post Dev Basin A Total
17	SCS Runoff	4.808	2	730	21,812	------	------	------	Pre Dev Onsite Basin B
18	SCS Runoff	24.32	2	720	63,100	------	------	------	Post Dev Onsite Basin B
20	SCS Runoff	86.56	2	726	325,098	------	------	------	Pre Dev Onsite Basin C
21	SCS Runoff	21.56	2	718	43,730	------	------	------	Pre Dev Offsite Basin C1
22	SCS Runoff	44.67	2	726	160,184	------	------	------	Pre Dev Offsite Basin C2
24	Combine	135.52	2	726	529,012	20, 21, 22,	------	------	Pre Dev Basin C Total
26	SCS Runoff	215.68	2	718	433,064	------	------	------	Post Dev Onsite Basin C to Pond 2
27	SCS Runoff	44.67	2	726	160,184	------	------	------	Post Dev Offsite Basin C to Pond 2
28	SCS Runoff	32.86	2	718	66,122	------	------	------	Post Dev Onsite Basin C Bypass
29	SCS Runoff	20.39	2	718	41,561	------	------	------	Post Dev Offsite Basin C Bypass
31	Combine	242.62	2	718	593,249	26, 27,	------	------	Post Dev Basin C to Pond 2
32	Reservoir	73.86	2	730	593,229	31	1109.51	191,818	Post Dev Pond 2 Routed
34	Combine	90.60	2	722	700,912	28, 29, 32,	------	------	Post Dev Basin C Total
36	SCS Runoff	1.328	2	718	2,806	------	------	------	Pre Dev Onsite Basin D
37	SCS Runoff	1.321	2	718	2,667	------	------	------	Post Dev Onsite Basin D

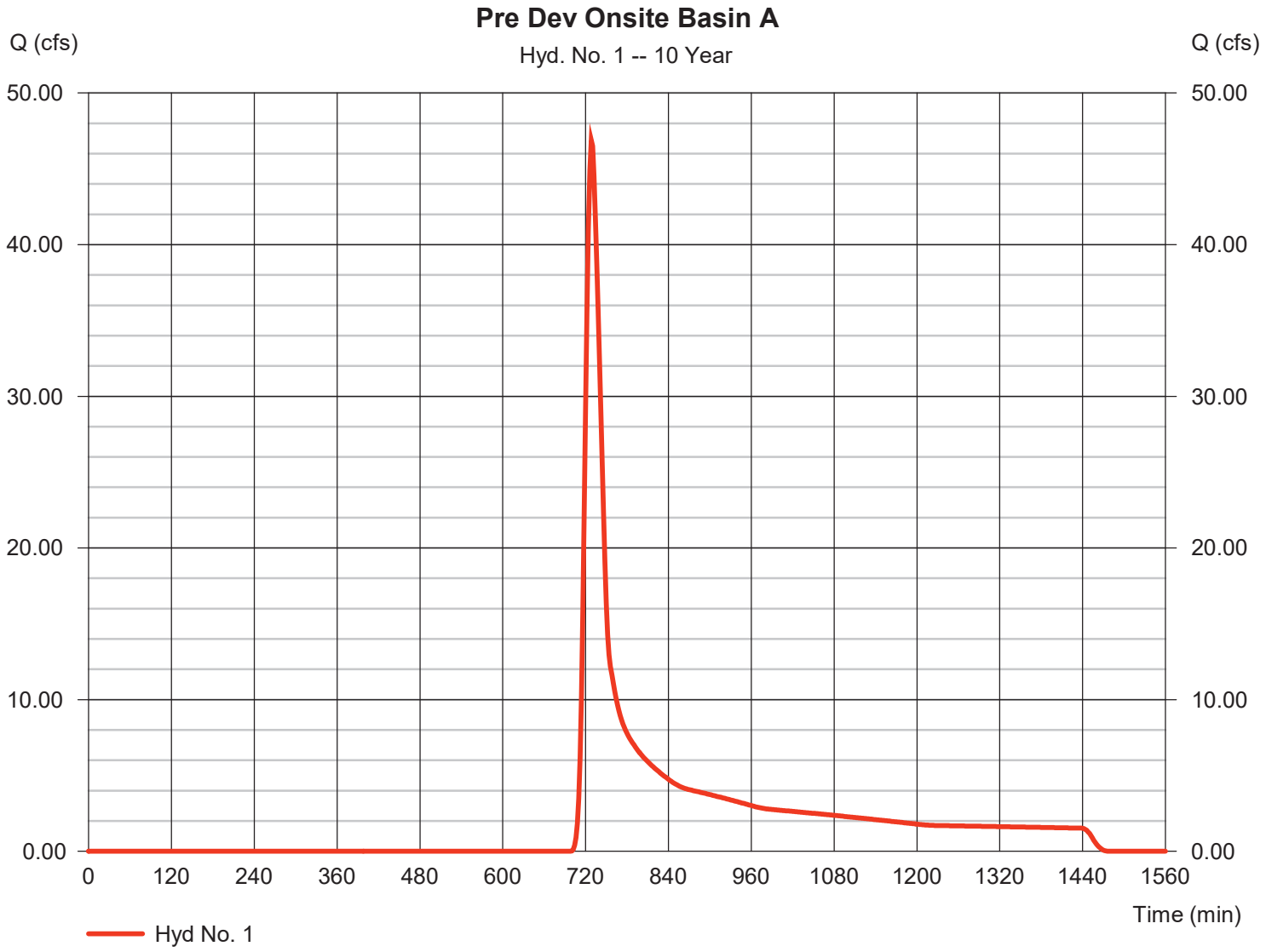
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 1

Pre Dev Onsite Basin A

Hydrograph type	= SCS Runoff	Peak discharge	= 46.88 cfs
Storm frequency	= 10 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 198,629 cuft
Drainage area	= 50.200 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 22.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



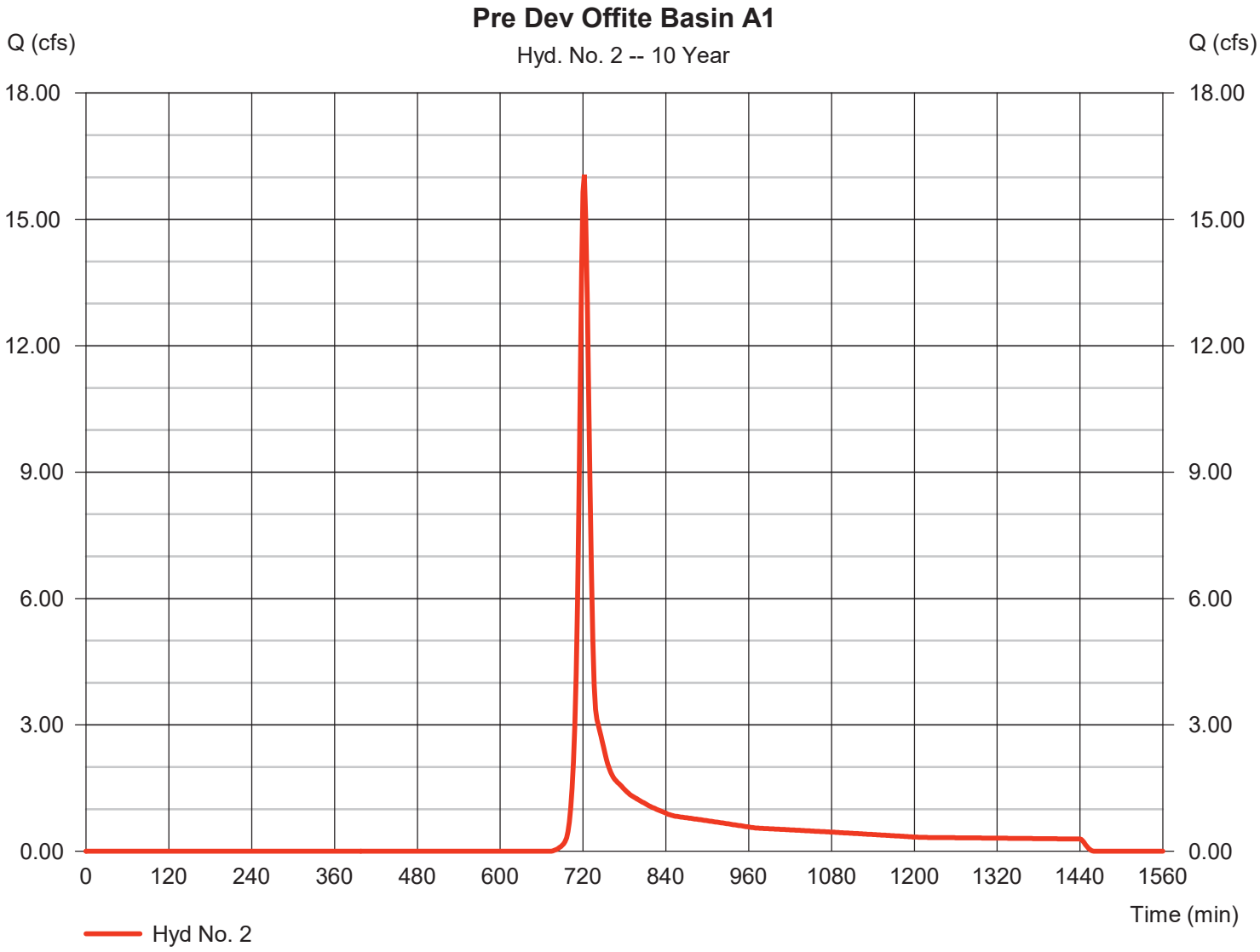
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 2

Pre Dev Offite Basin A1

Hydrograph type	= SCS Runoff	Peak discharge	= 16.07 cfs
Storm frequency	= 10 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 43,777 cuft
Drainage area	= 7.910 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



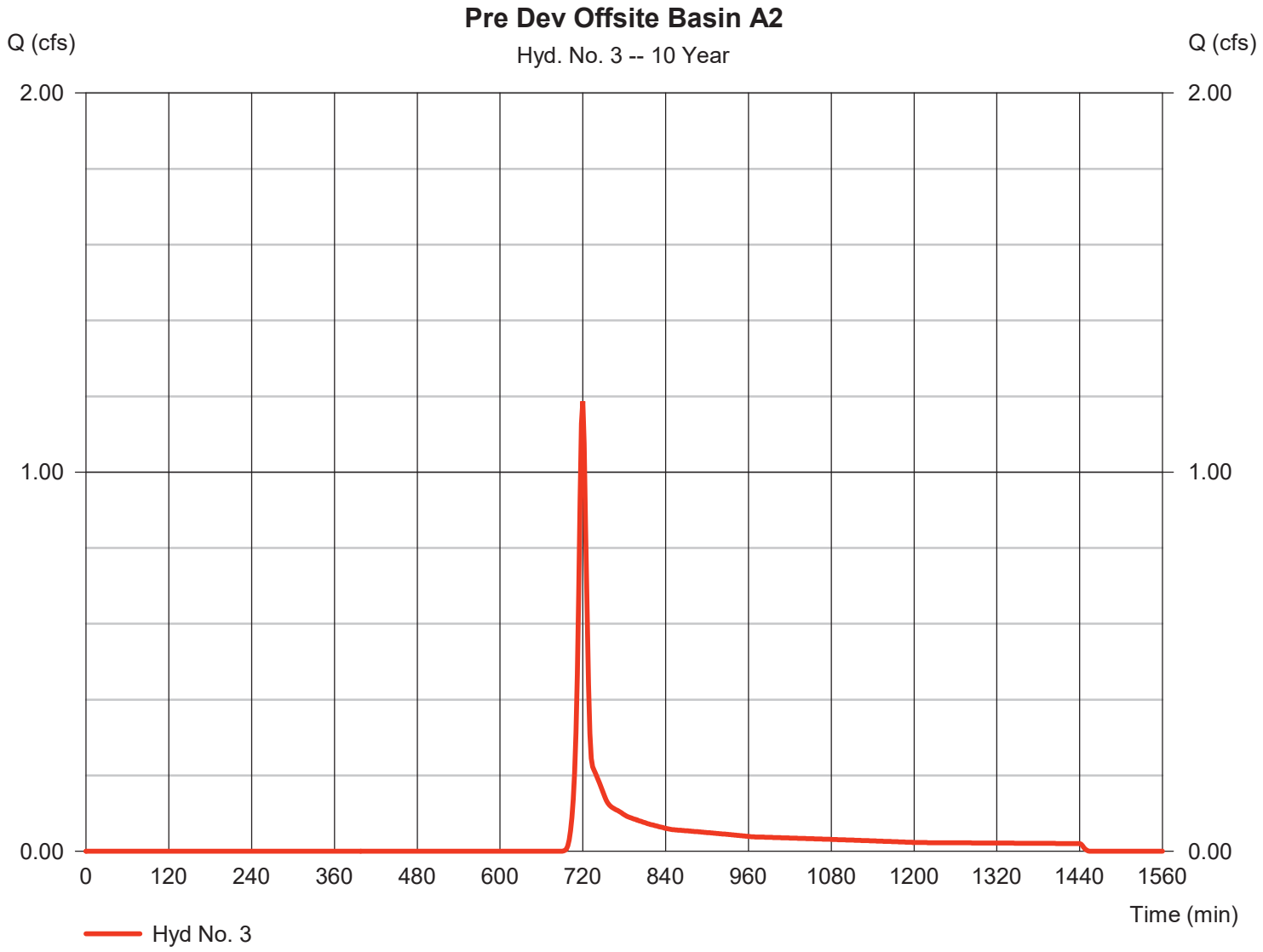
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 3

Pre Dev Offsite Basin A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.187 cfs
Storm frequency	=	10 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	2,856 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	5.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

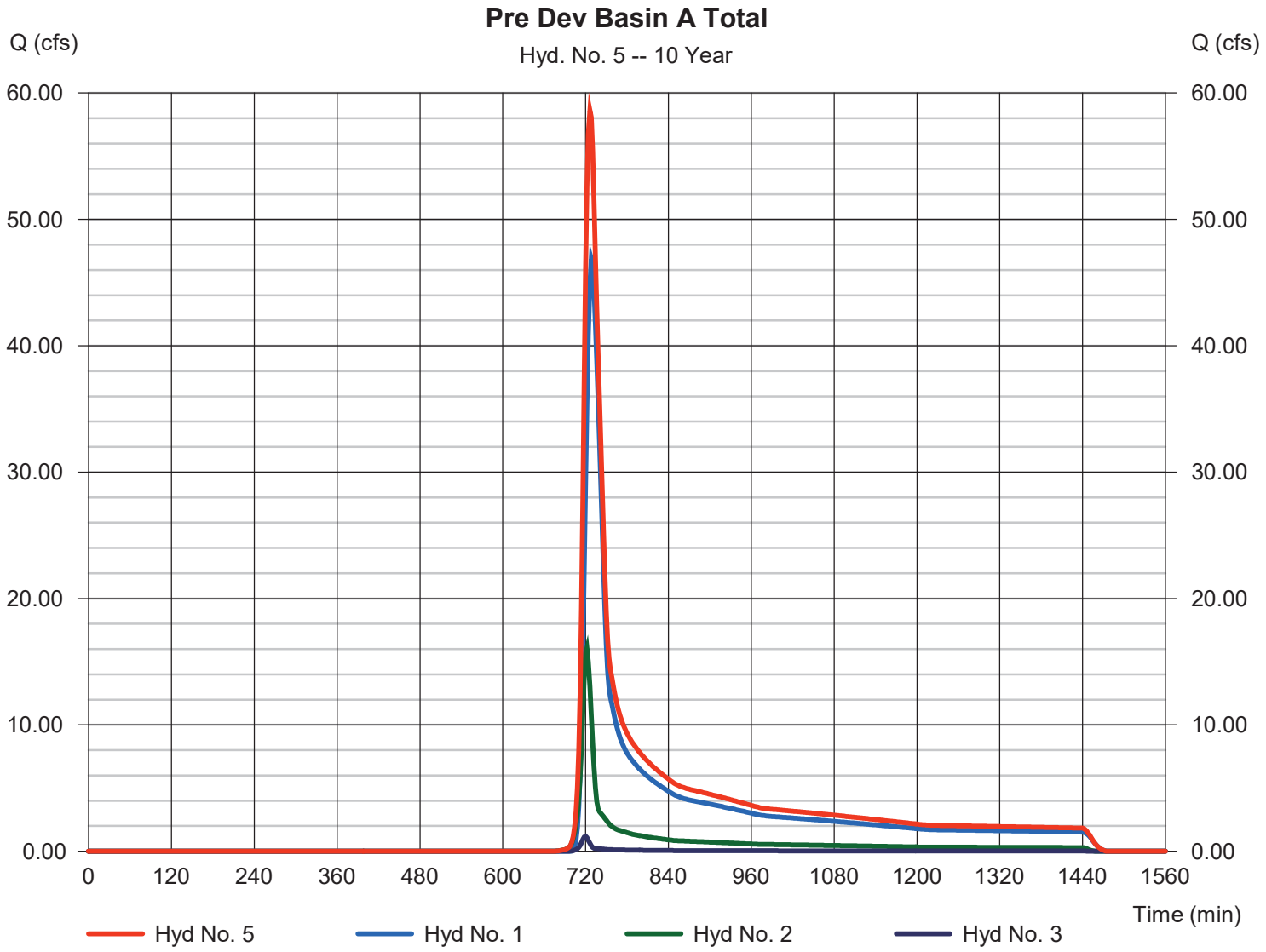


Hydrograph Report

Hyd. No. 5

Pre Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 58.61 cfs
Storm frequency	= 10 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 245,263 cuft
Inflow hyds.	= 1, 2, 3	Contrib. drain. area	= 58.730 ac

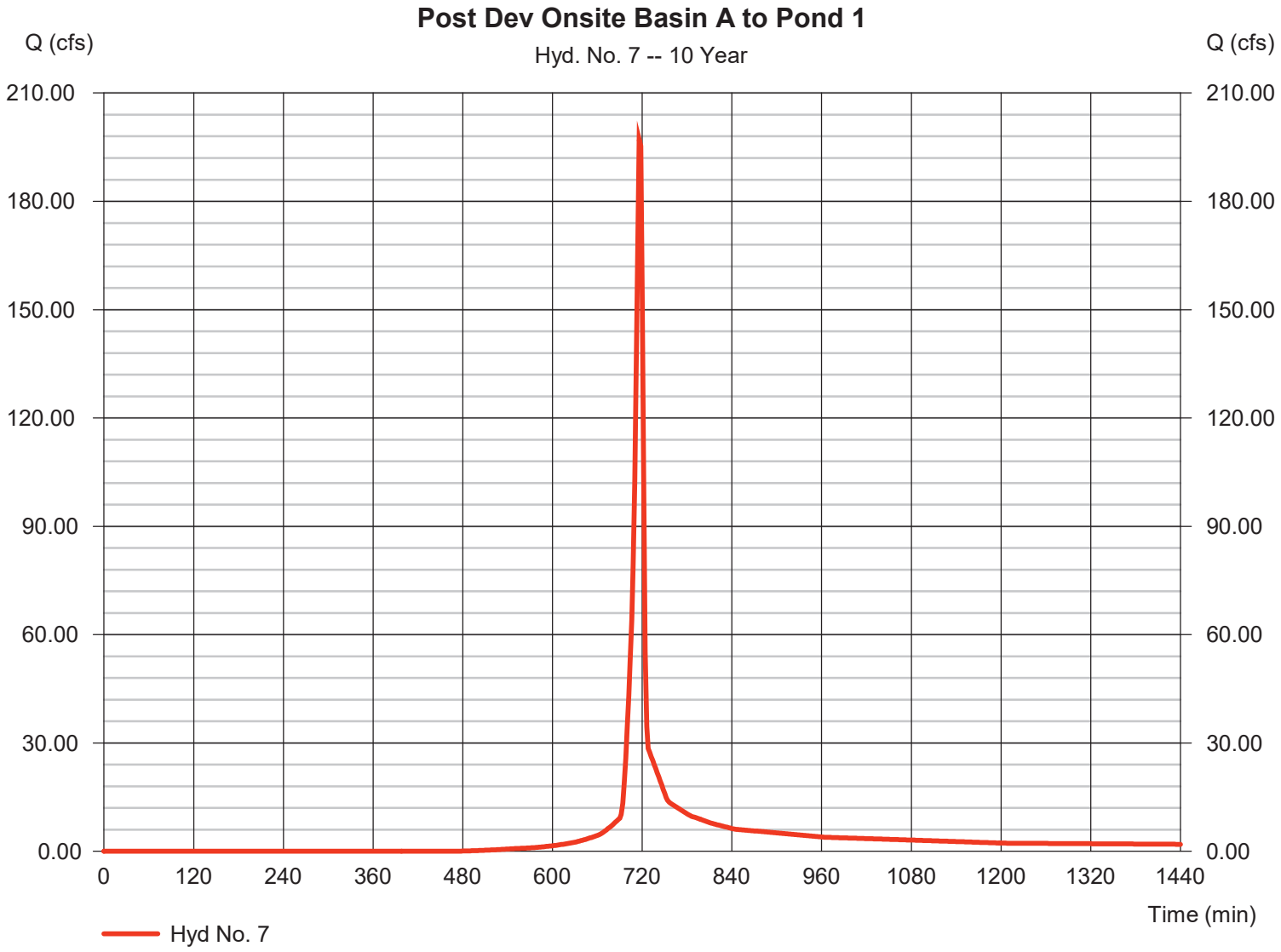


Hydrograph Report

Hyd. No. 7

Post Dev Onsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	197.16 cfs
Storm frequency	=	10 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	399,080 cuft
Drainage area	=	42.270 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	5.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



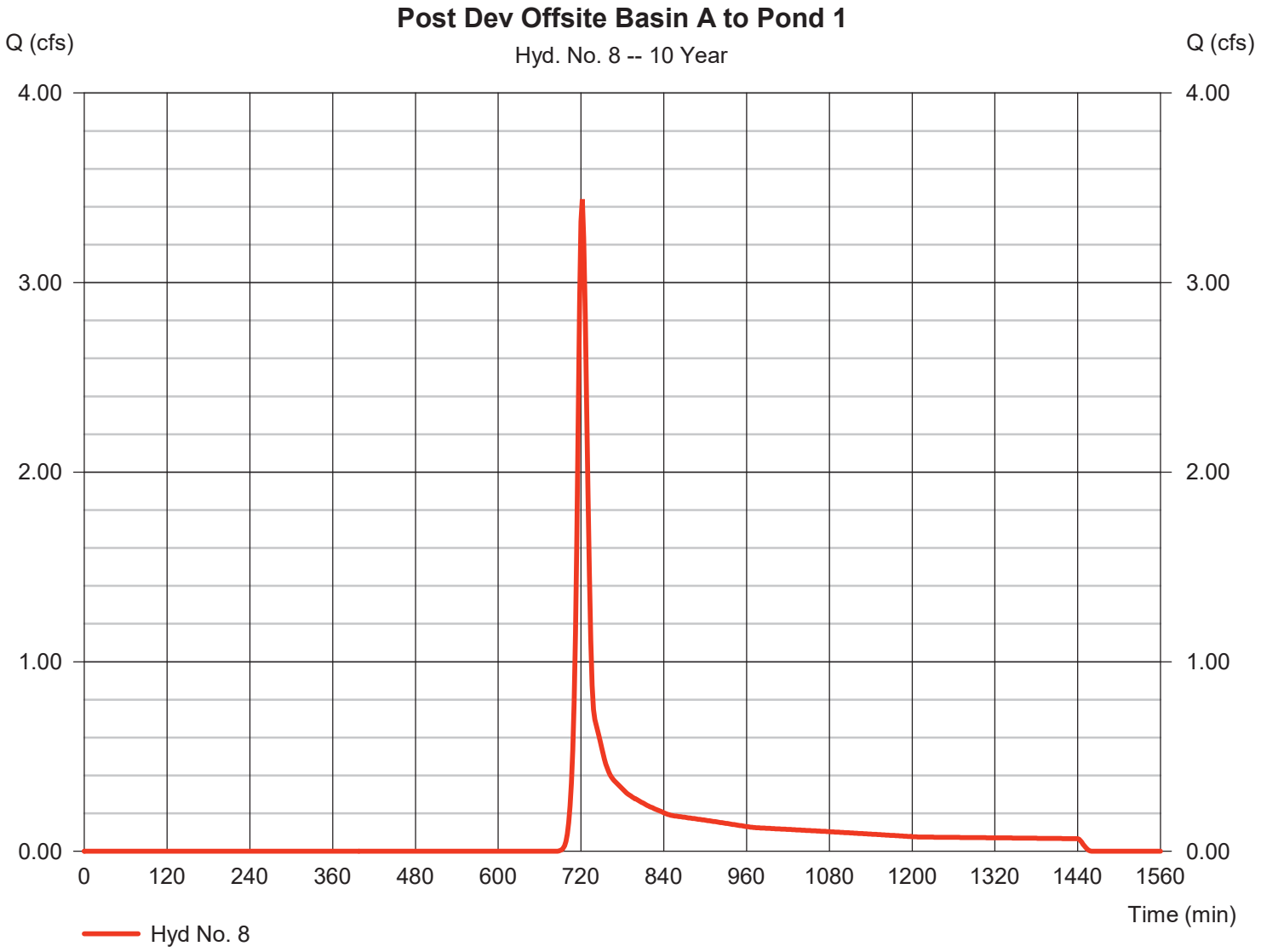
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 8

Post Dev Offsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	3.440 cfs
Storm frequency	=	10 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	9,564 cuft
Drainage area	=	1.910 ac	Curve number	=	59
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	12.00 min
Total precip.	=	5.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



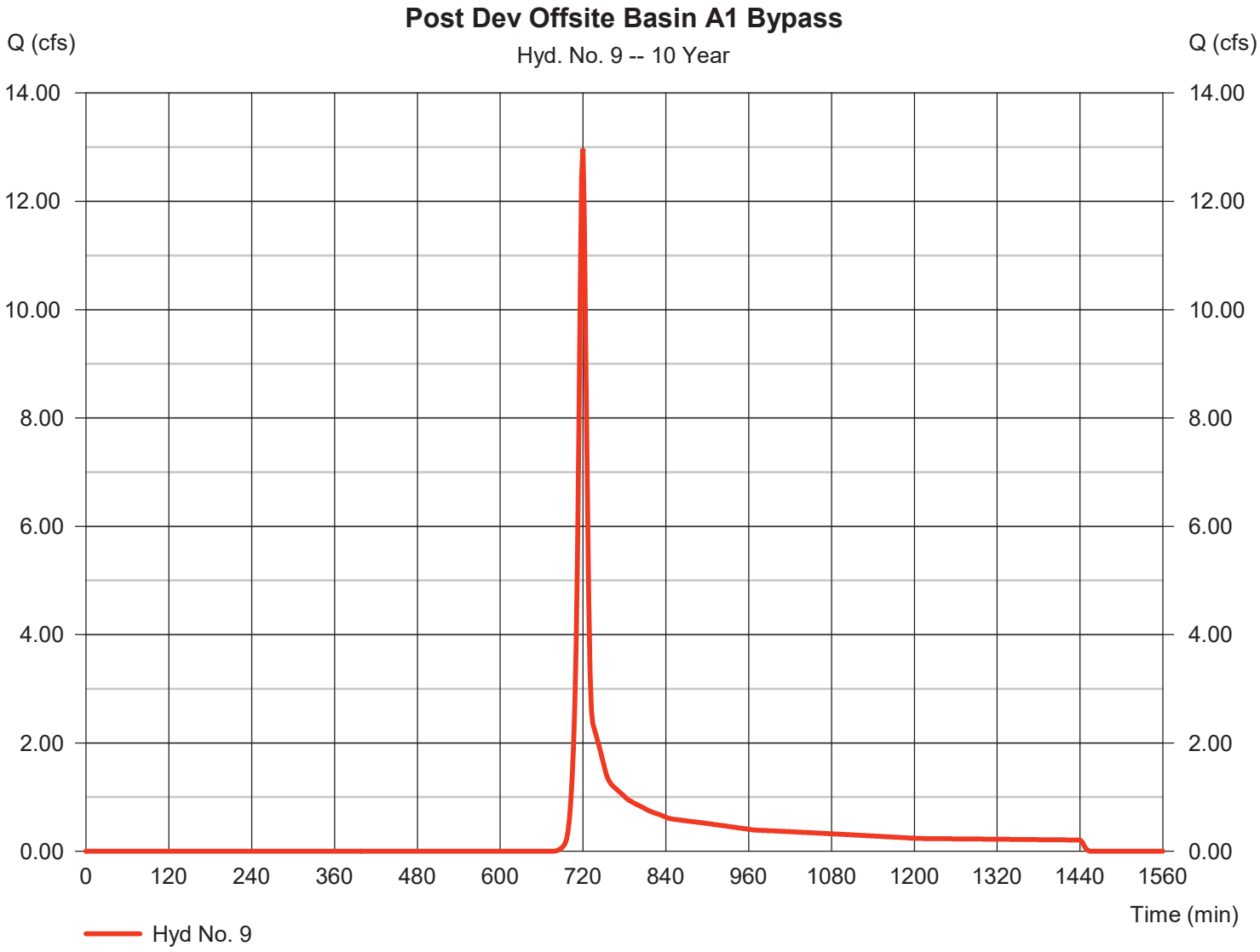
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 9

Post Dev Offsite Basin A1 Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 12.97 cfs
Storm frequency	= 10 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 30,654 cuft
Drainage area	= 6.000 ac	Curve number	= 60
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



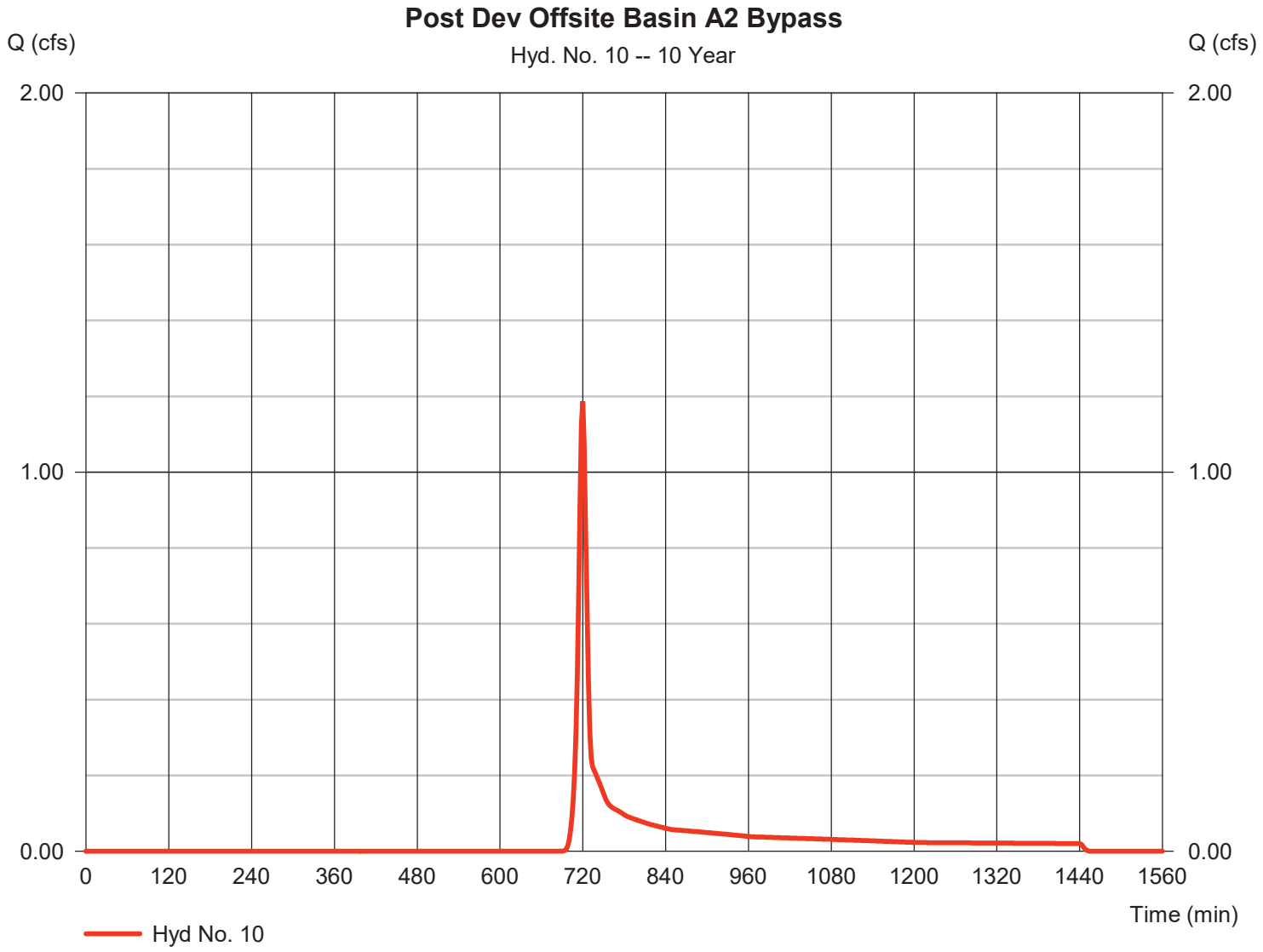
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 10

Post Dev Offsite Basin A2 Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.187 cfs
Storm frequency	=	10 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	2,856 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	5.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

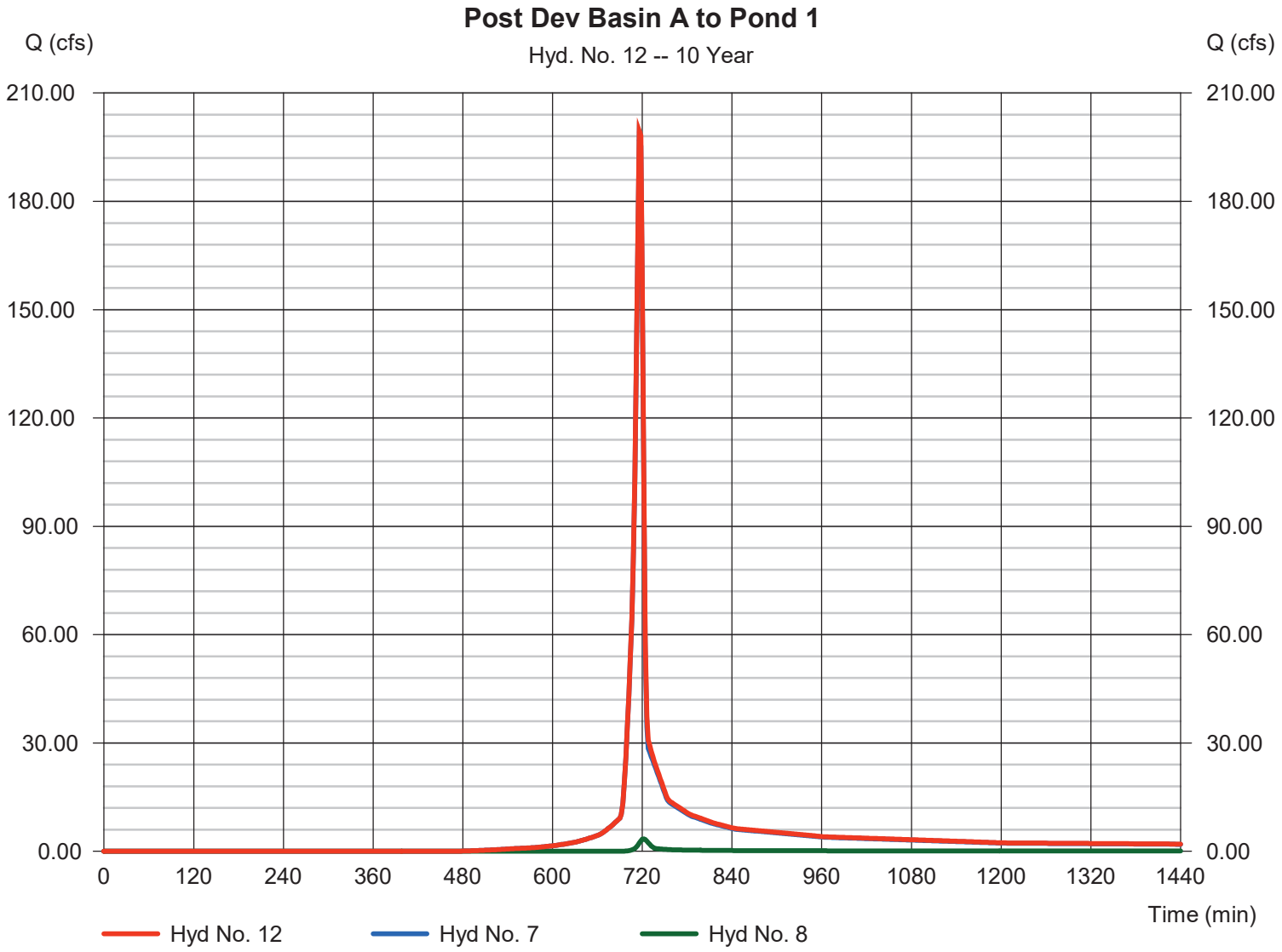


Hydrograph Report

Hyd. No. 12

Post Dev Basin A to Pond 1

Hydrograph type	= Combine	Peak discharge	= 199.44 cfs
Storm frequency	= 10 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 408,644 cuft
Inflow hyds.	= 7, 8	Contrib. drain. area	= 44.180 ac



Hydrograph Report

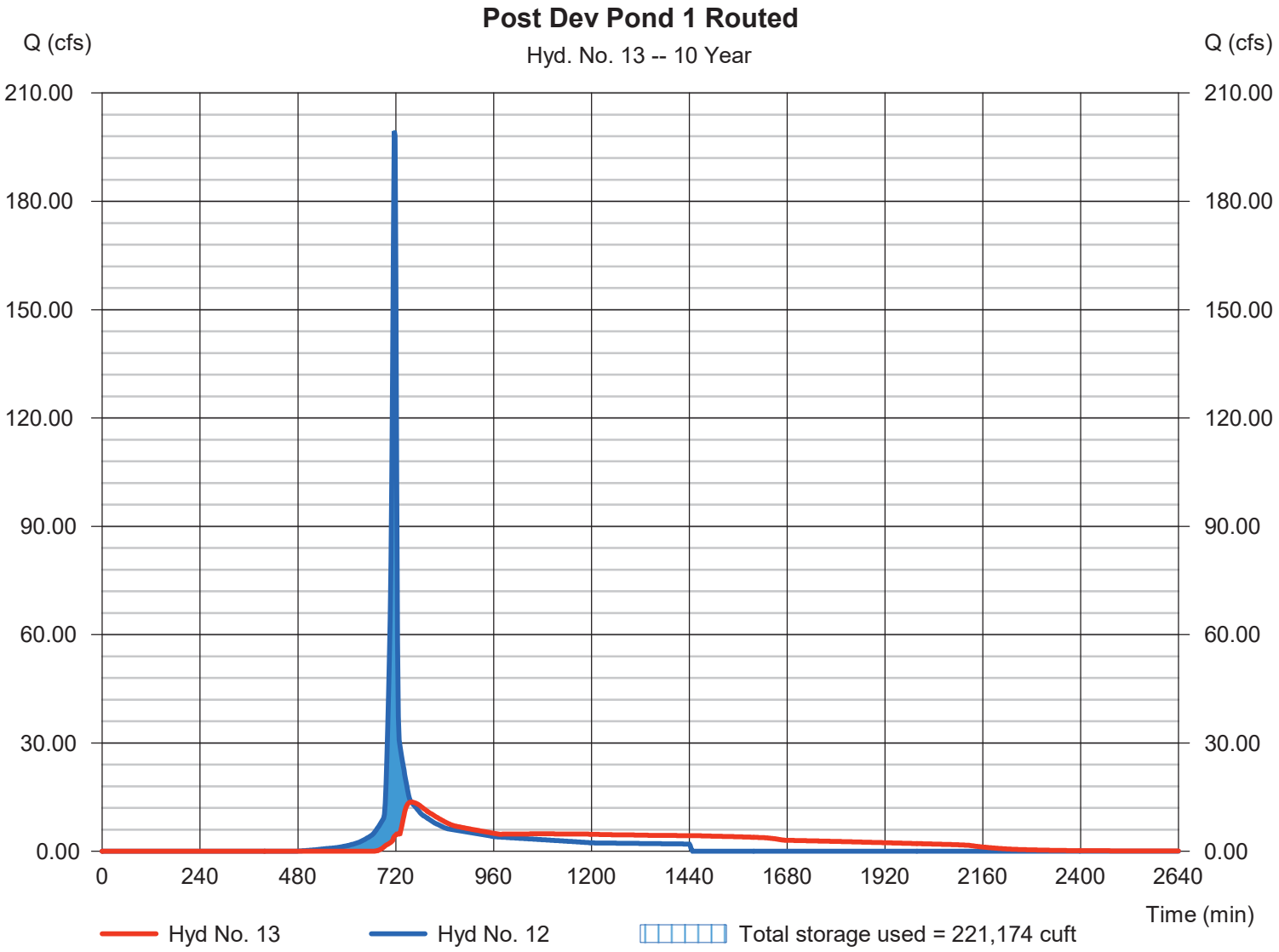
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 13

Post Dev Pond 1 Routed

Hydrograph type	=	Reservoir	Peak discharge	=	13.61 cfs
Storm frequency	=	10 yrs	Time to peak	=	758 min
Time interval	=	2 min	Hyd. volume	=	392,673 cuft
Inflow hyd. No.	=	12 - Post Dev Basin A to Pond 1	Max. Elevation	=	1060.52 ft
Reservoir name	=	Pond 1	Max. Storage	=	221,174 cuft

Storage Indication method used.



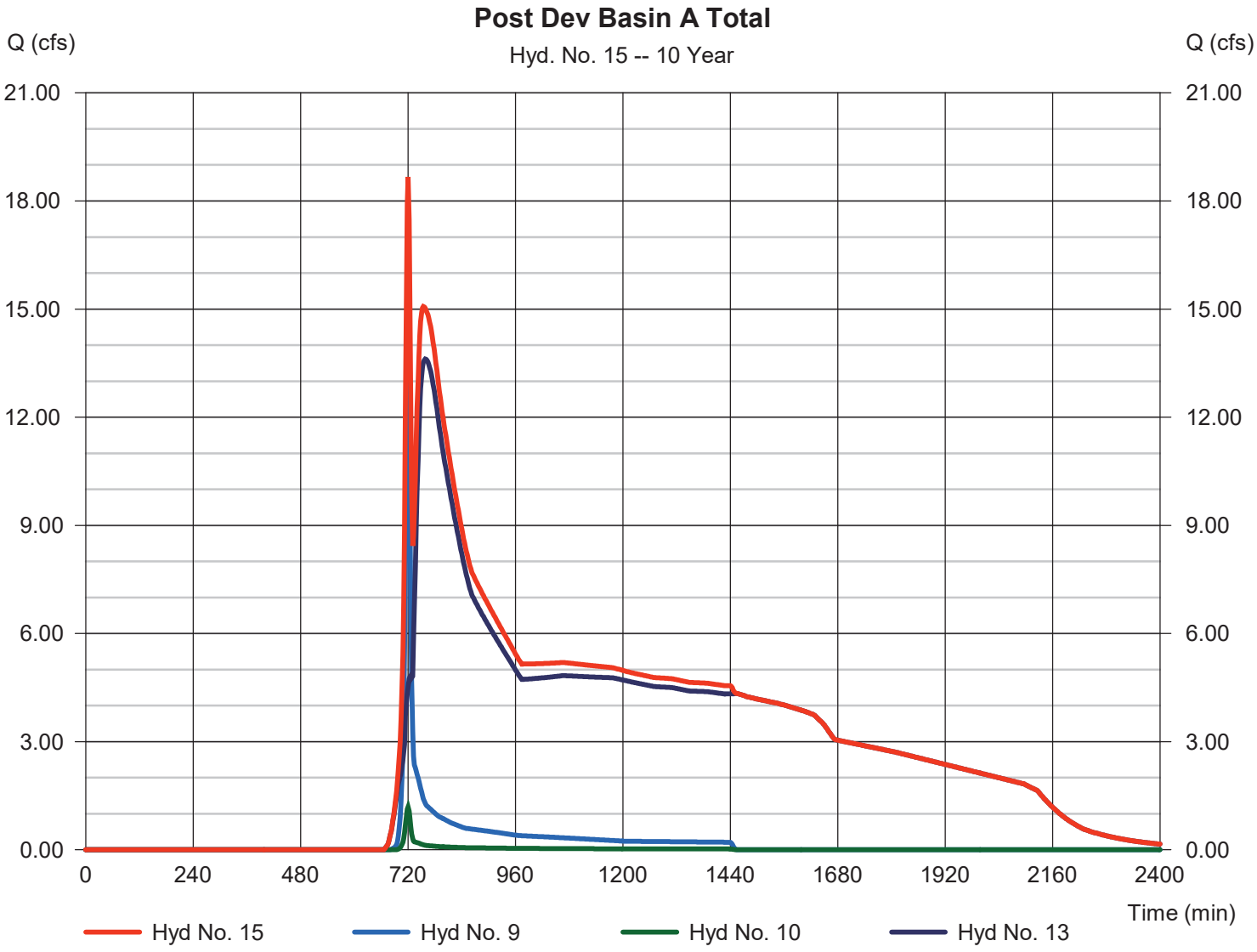
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 15

Post Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 18.67 cfs
Storm frequency	= 10 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 426,183 cuft
Inflow hyds.	= 9, 10, 13	Contrib. drain. area	= 6.620 ac



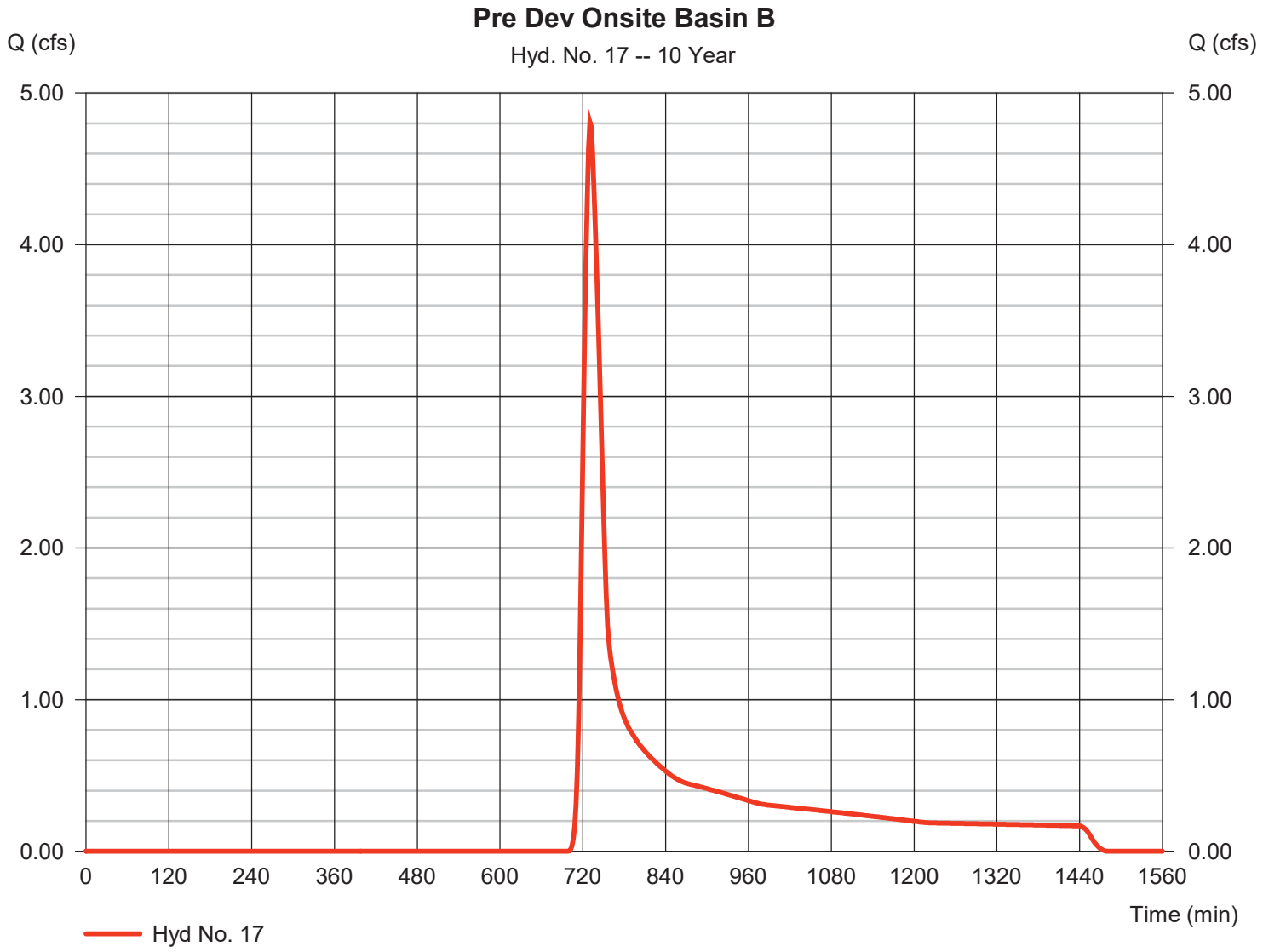
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 17

Pre Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 4.808 cfs
Storm frequency	= 10 yrs	Time to peak	= 730 min
Time interval	= 2 min	Hyd. volume	= 21,812 cuft
Drainage area	= 5.700 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 25.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 18

Post Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 24.32 cfs
Storm frequency	= 10 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 63,100 cuft
Drainage area	= 5.700 ac	Curve number	= 79
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
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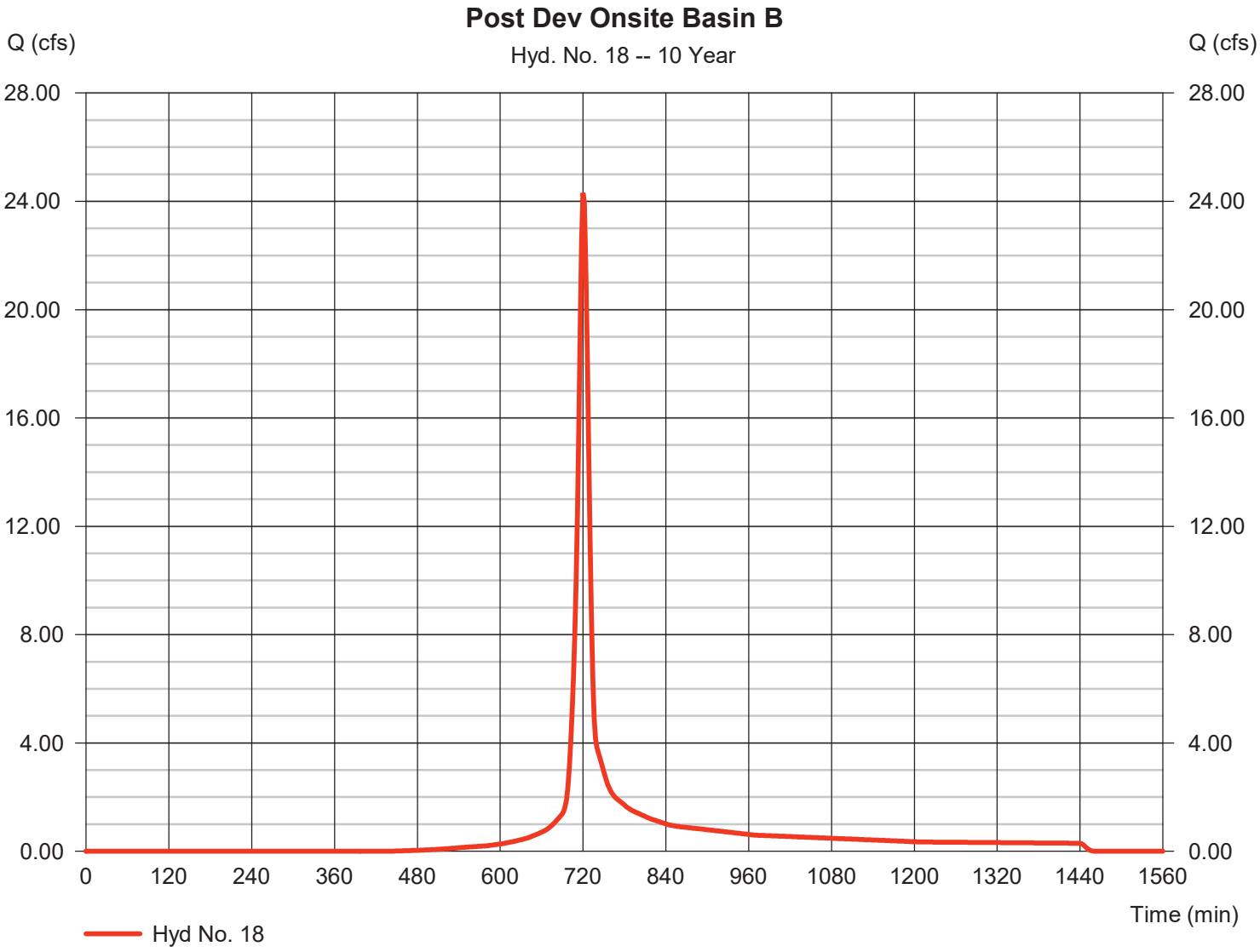
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

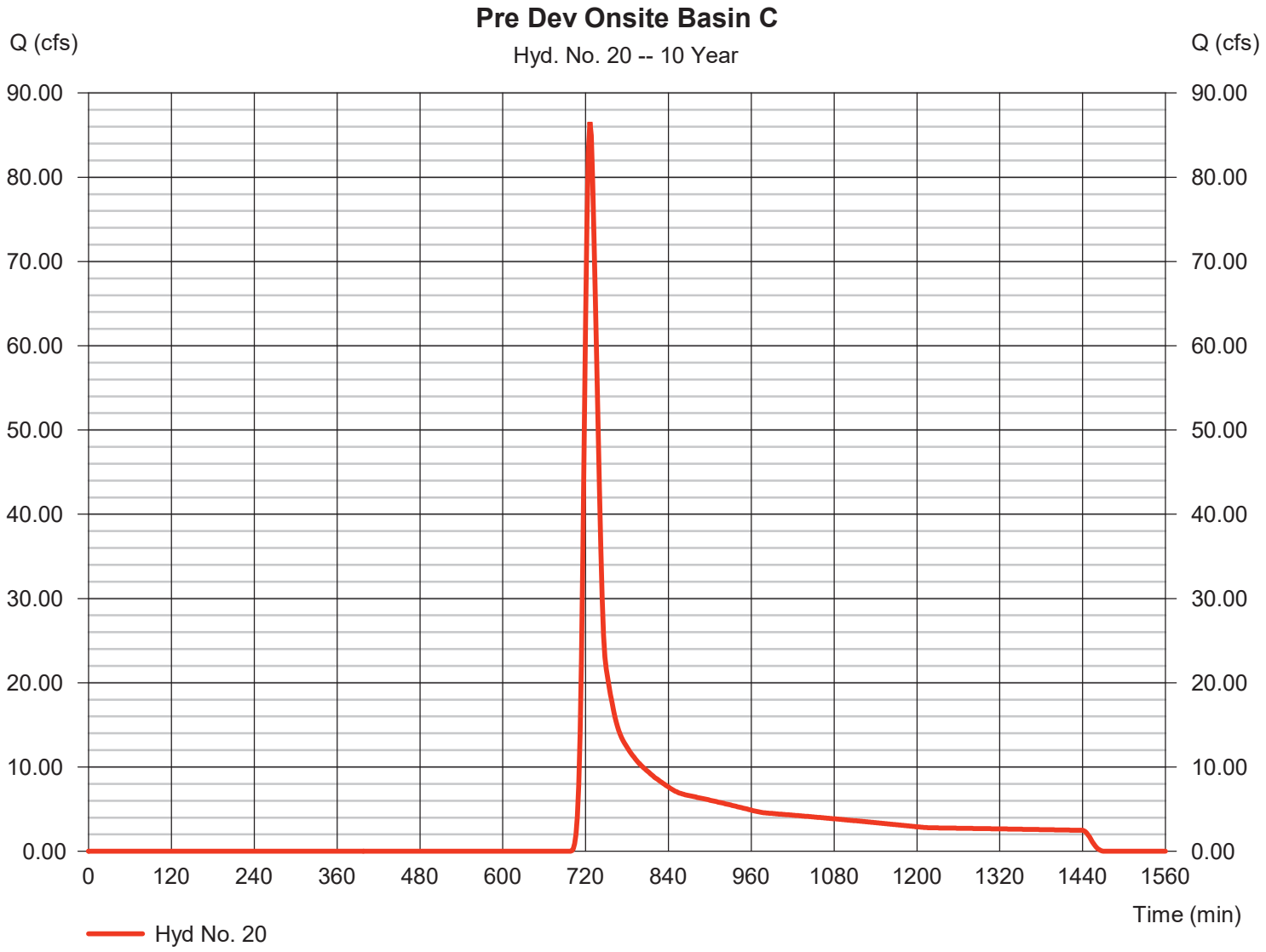


Hydrograph Report

Hyd. No. 20

Pre Dev Onsite Basin C

Hydrograph type	= SCS Runoff	Peak discharge	= 86.56 cfs
Storm frequency	= 10 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 325,098 cuft
Drainage area	= 83.630 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



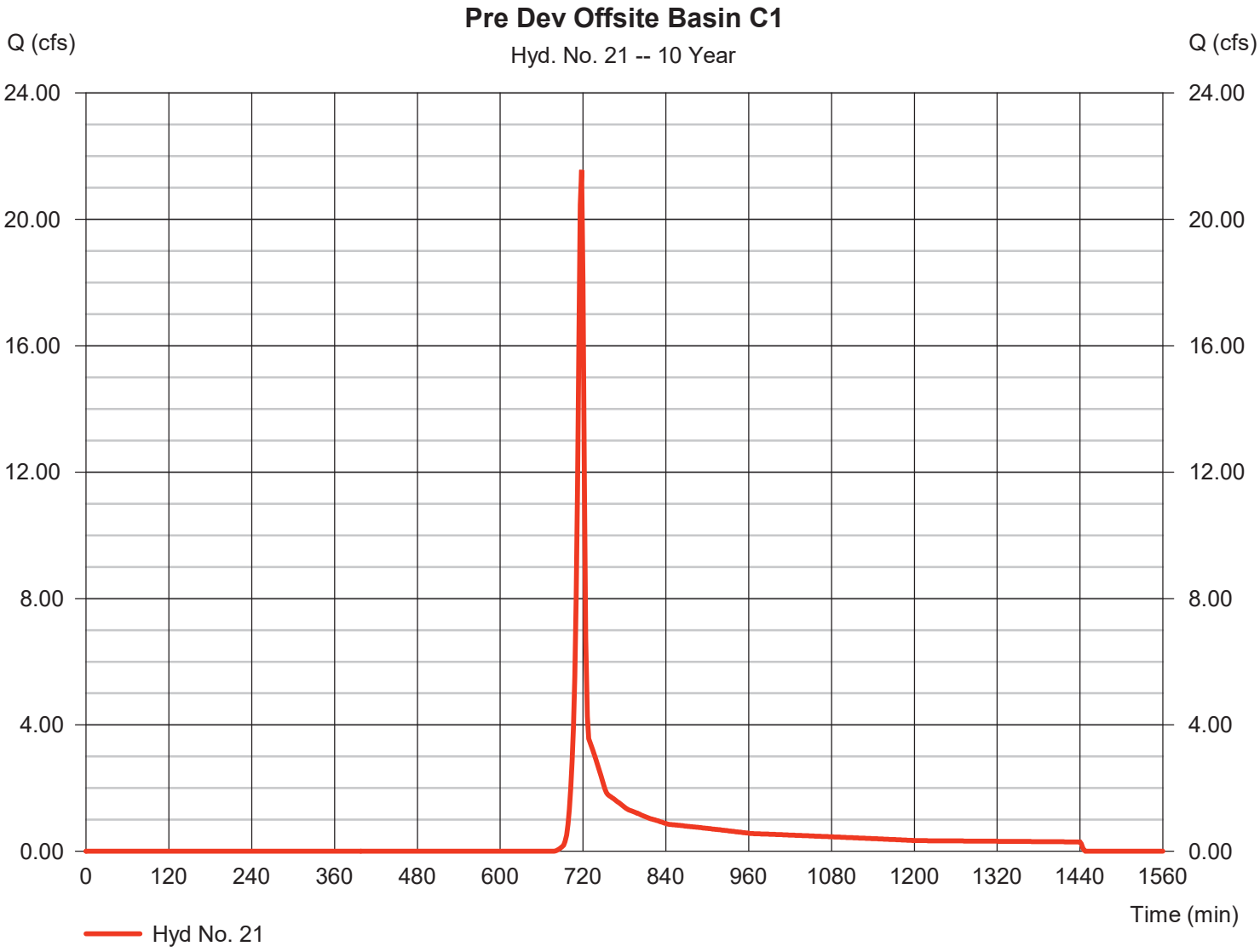
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 21

Pre Dev Offsite Basin C1

Hydrograph type	=	SCS Runoff	Peak discharge	=	21.56 cfs
Storm frequency	=	10 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	43,730 cuft
Drainage area	=	9.130 ac	Curve number	=	60
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	5.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



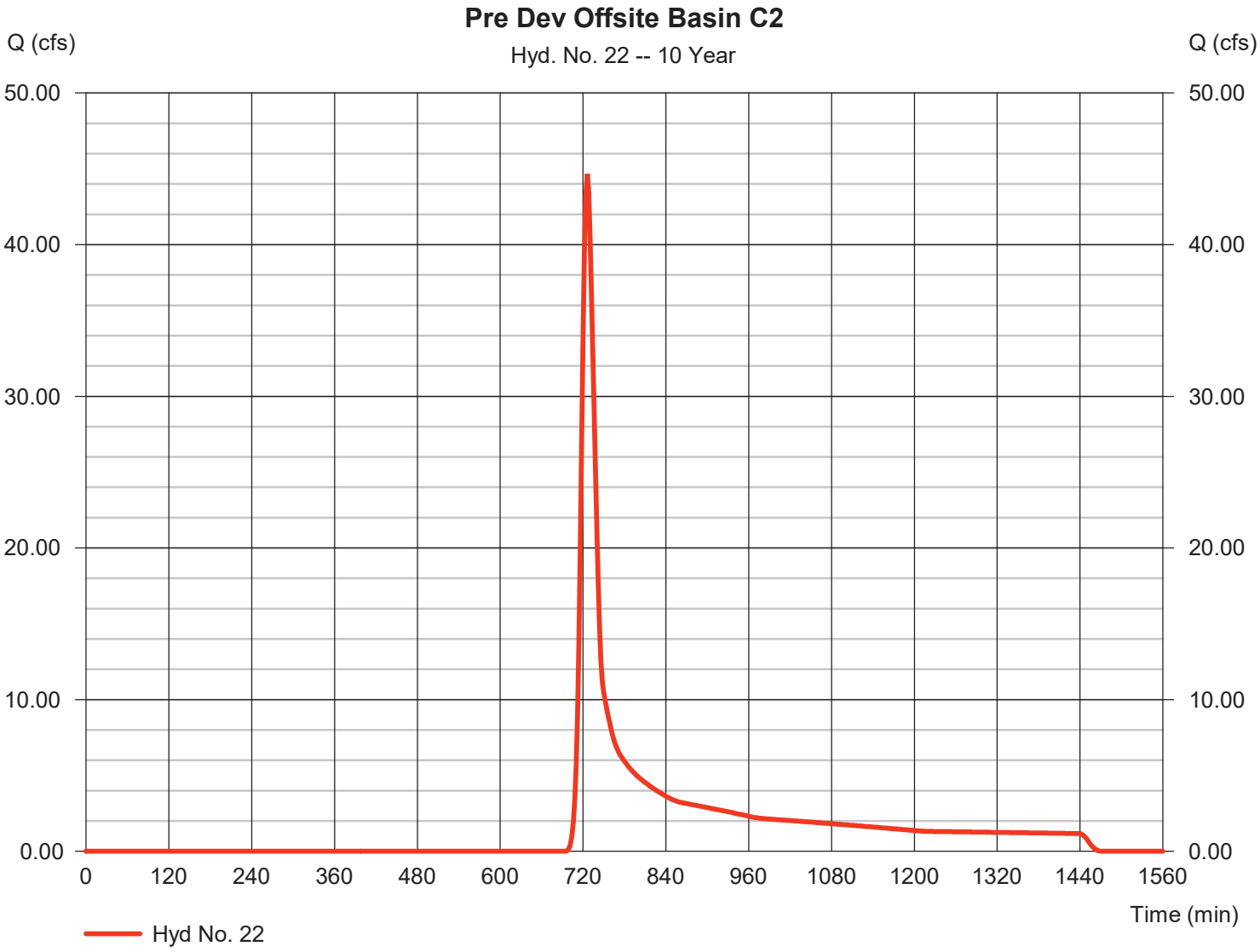
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 22

Pre Dev Offsite Basin C2

Hydrograph type	=	SCS Runoff	Peak discharge	=	44.67 cfs
Storm frequency	=	10 yrs	Time to peak	=	726 min
Time interval	=	2 min	Hyd. volume	=	160,184 cuft
Drainage area	=	36.720 ac	Curve number	=	57
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	18.00 min
Total precip.	=	5.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



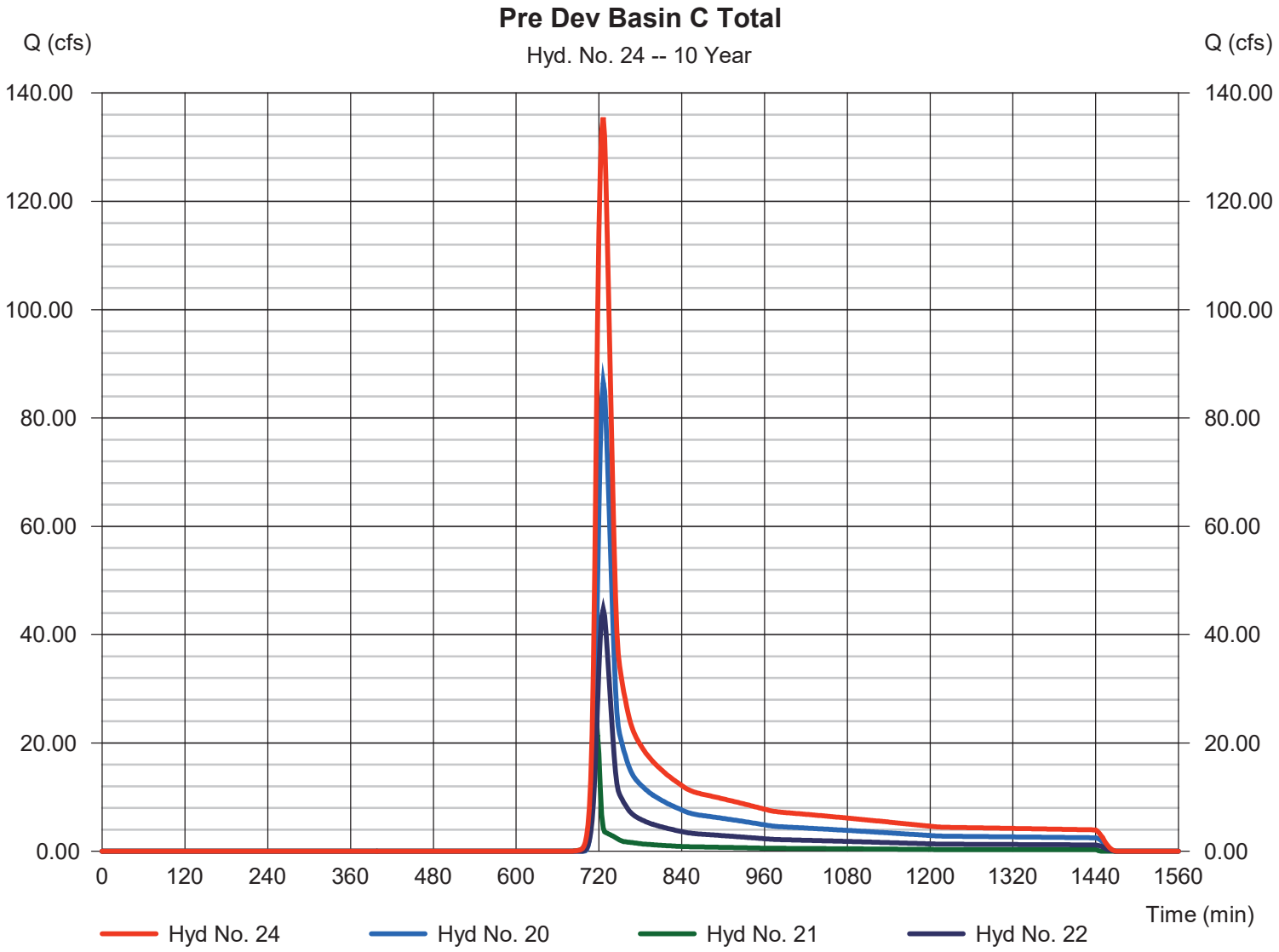
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 24

Pre Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 135.52 cfs
Storm frequency	= 10 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 529,012 cuft
Inflow hyds.	= 20, 21, 22	Contrib. drain. area	= 129.480 ac



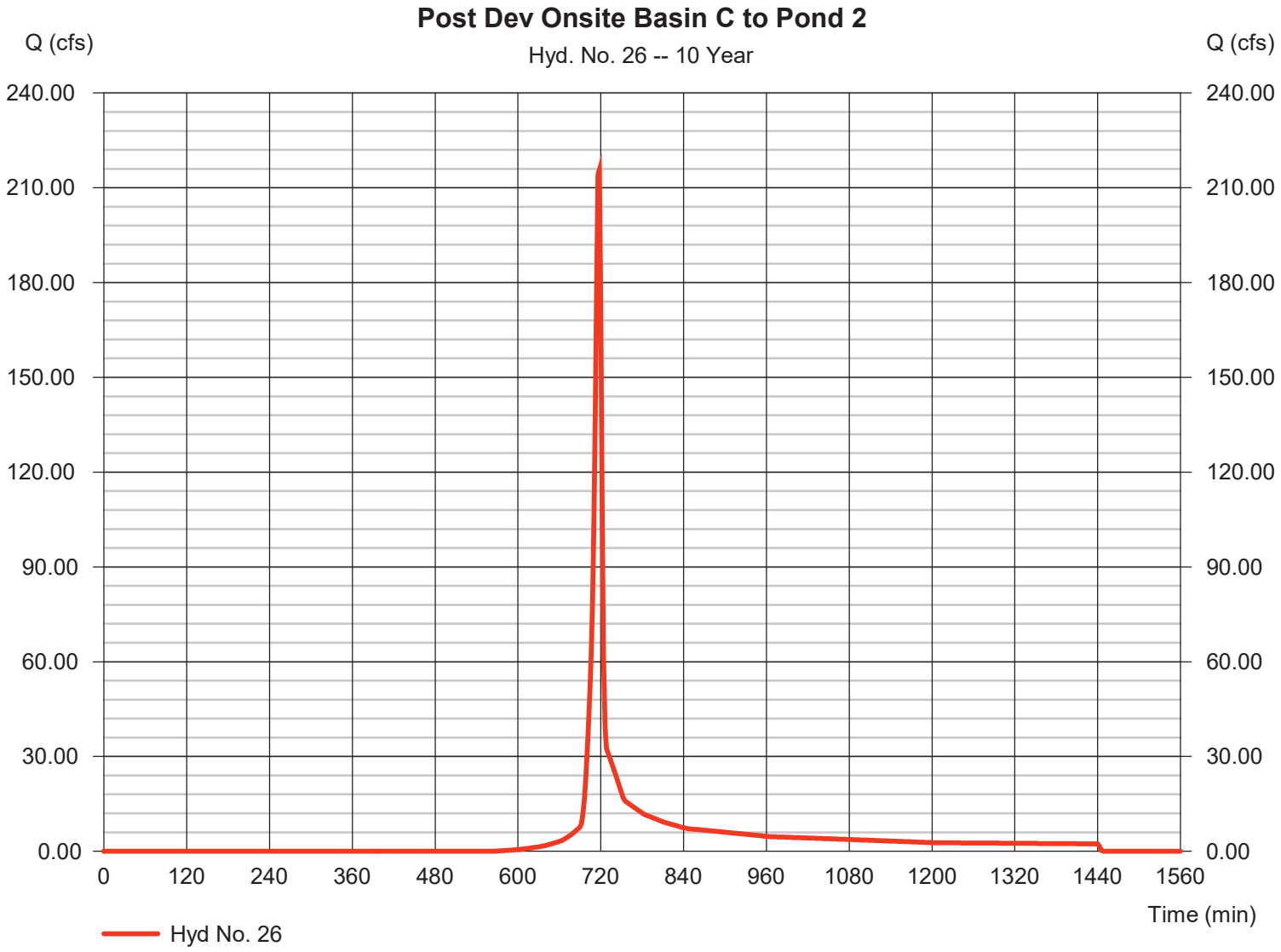
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 26

Post Dev Onsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 215.68 cfs
Storm frequency	= 10 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 433,064 cuft
Drainage area	= 56.470 ac	Curve number	= 71
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



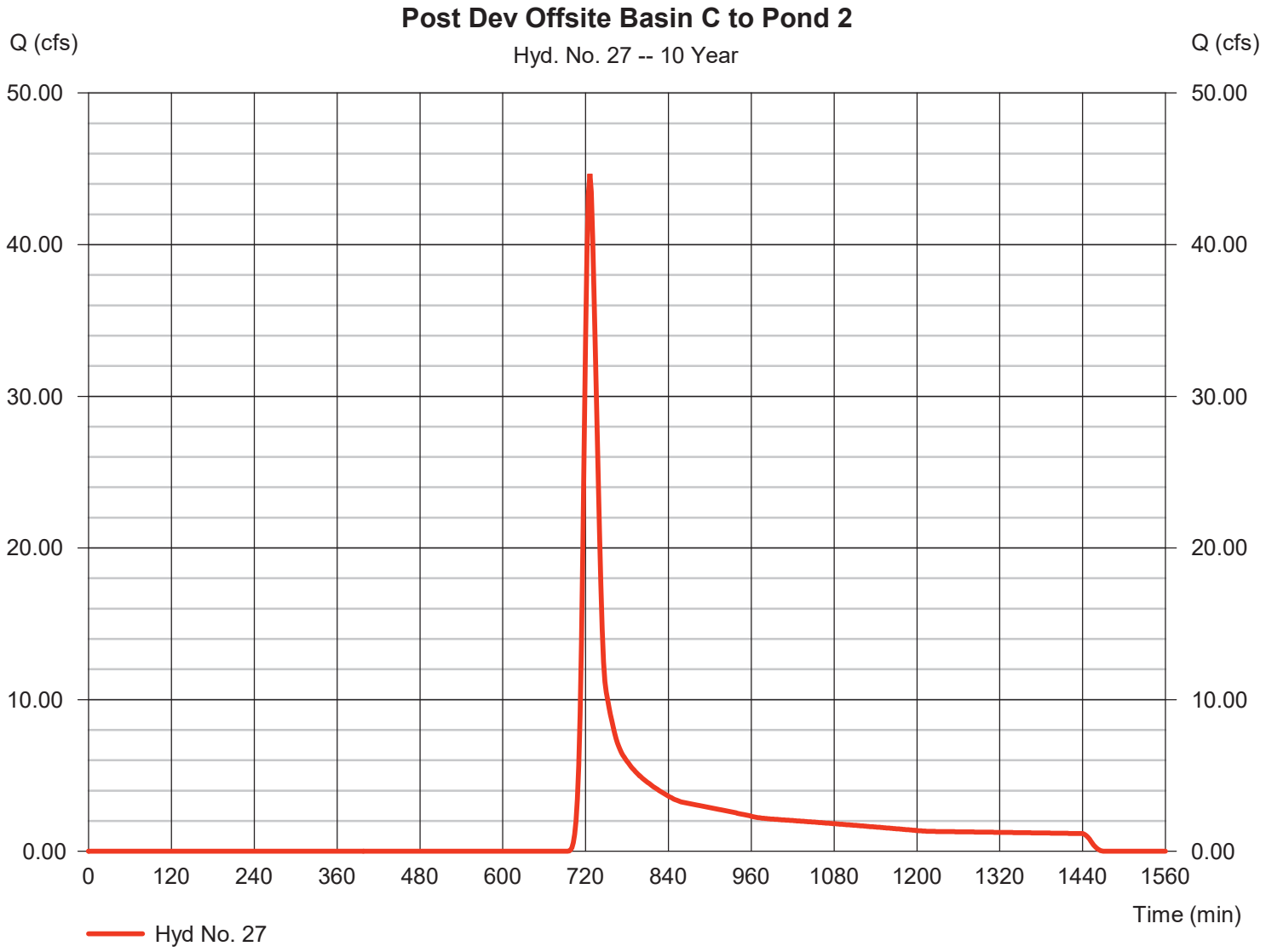
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Friday, 01 / 31 / 2025

Hyd. No. 27

Post Dev Offsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 44.67 cfs
Storm frequency	= 10 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 160,184 cuft
Drainage area	= 36.720 ac	Curve number	= 57
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 18.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



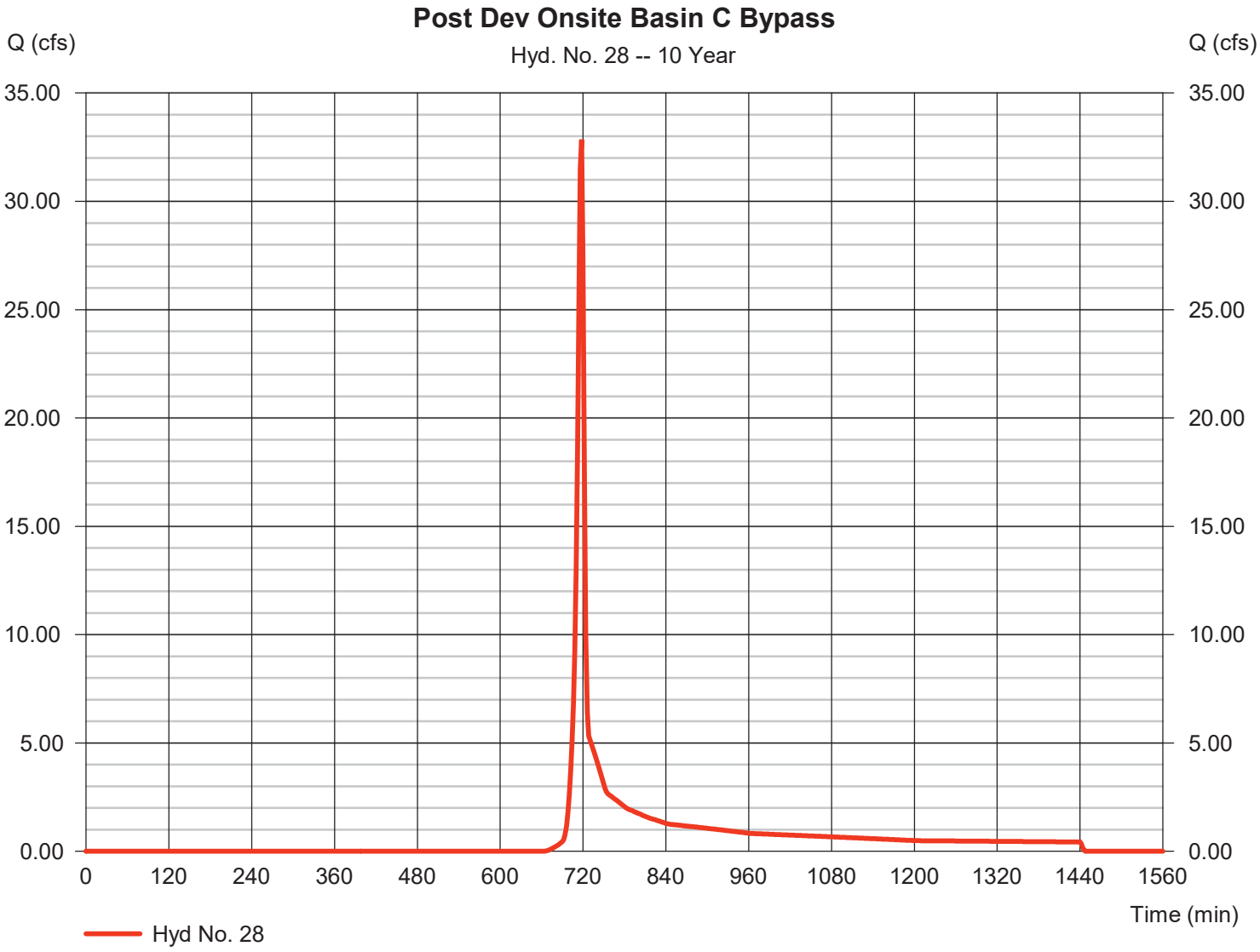
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 28

Post Dev Onsite Basin C Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	32.86 cfs
Storm frequency	=	10 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	66,122 cuft
Drainage area	=	12.530 ac	Curve number	=	62
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	5.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



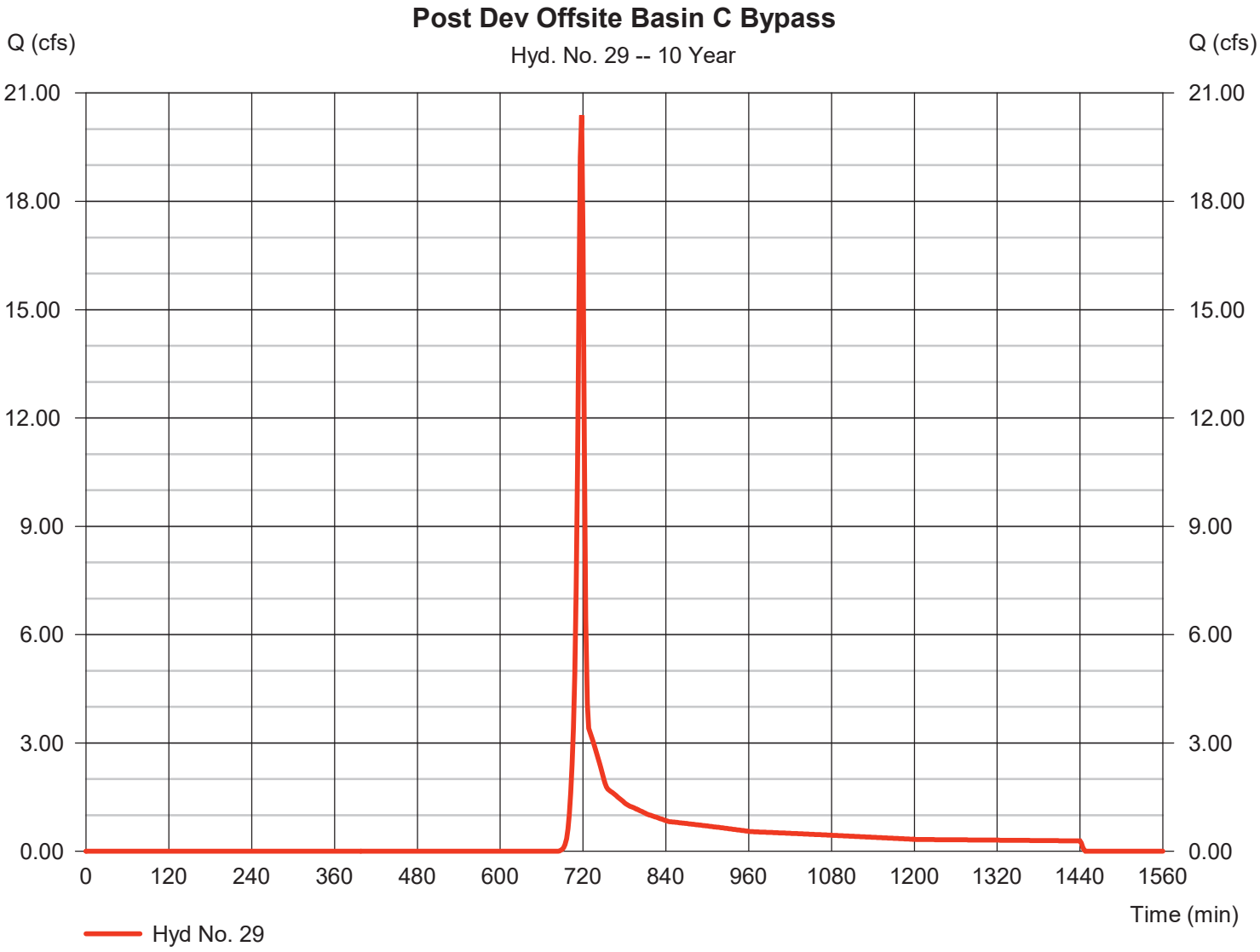
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Friday, 01 / 31 / 2025

Hyd. No. 29

Post Dev Offsite Basin C Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 20.39 cfs
Storm frequency	= 10 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 41,561 cuft
Drainage area	= 9.130 ac	Curve number	= 59
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



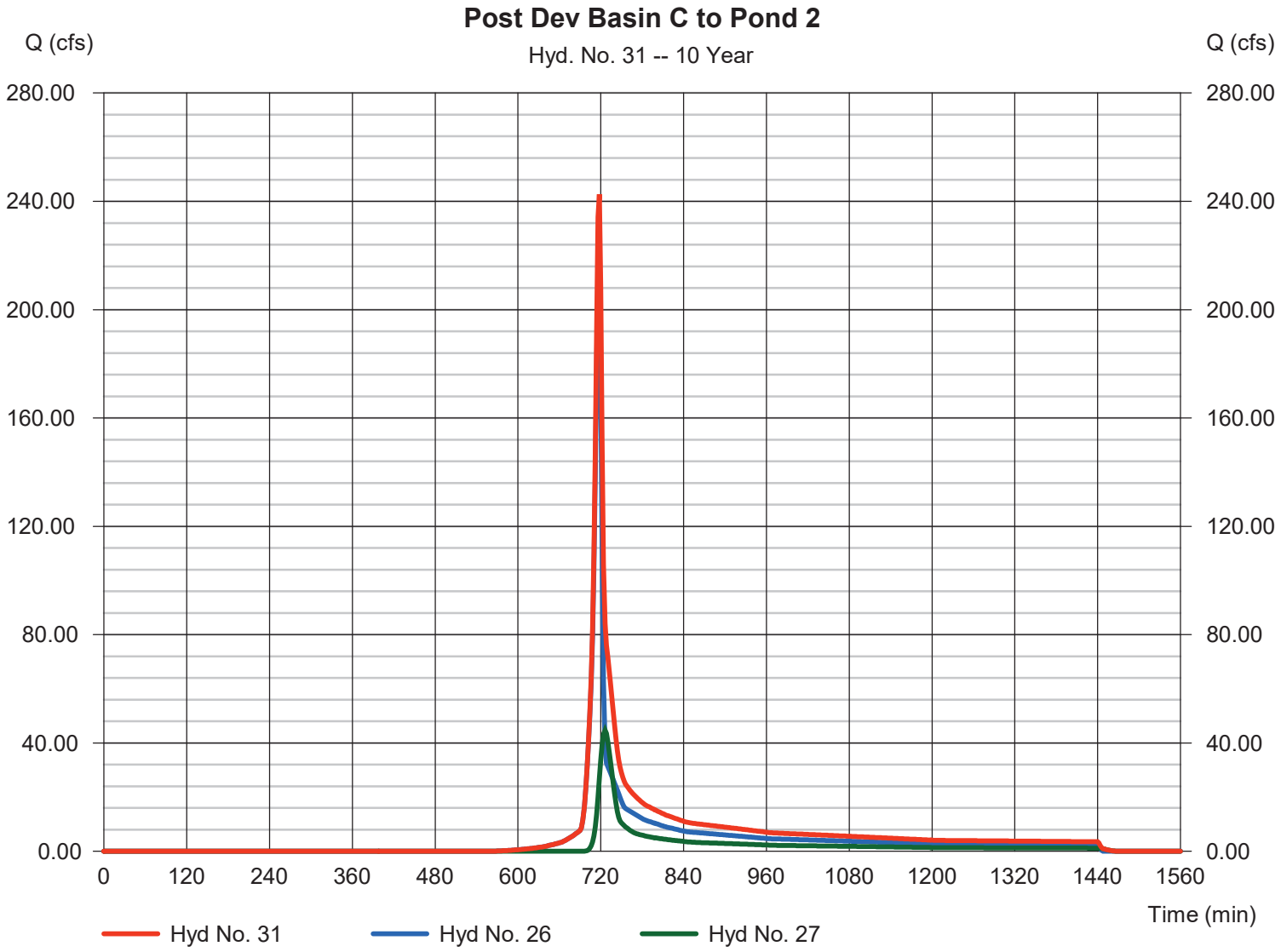
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 31

Post Dev Basin C to Pond 2

Hydrograph type	= Combine	Peak discharge	= 242.62 cfs
Storm frequency	= 10 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 593,249 cuft
Inflow hyds.	= 26, 27	Contrib. drain. area	= 93.190 ac



Hydrograph Report

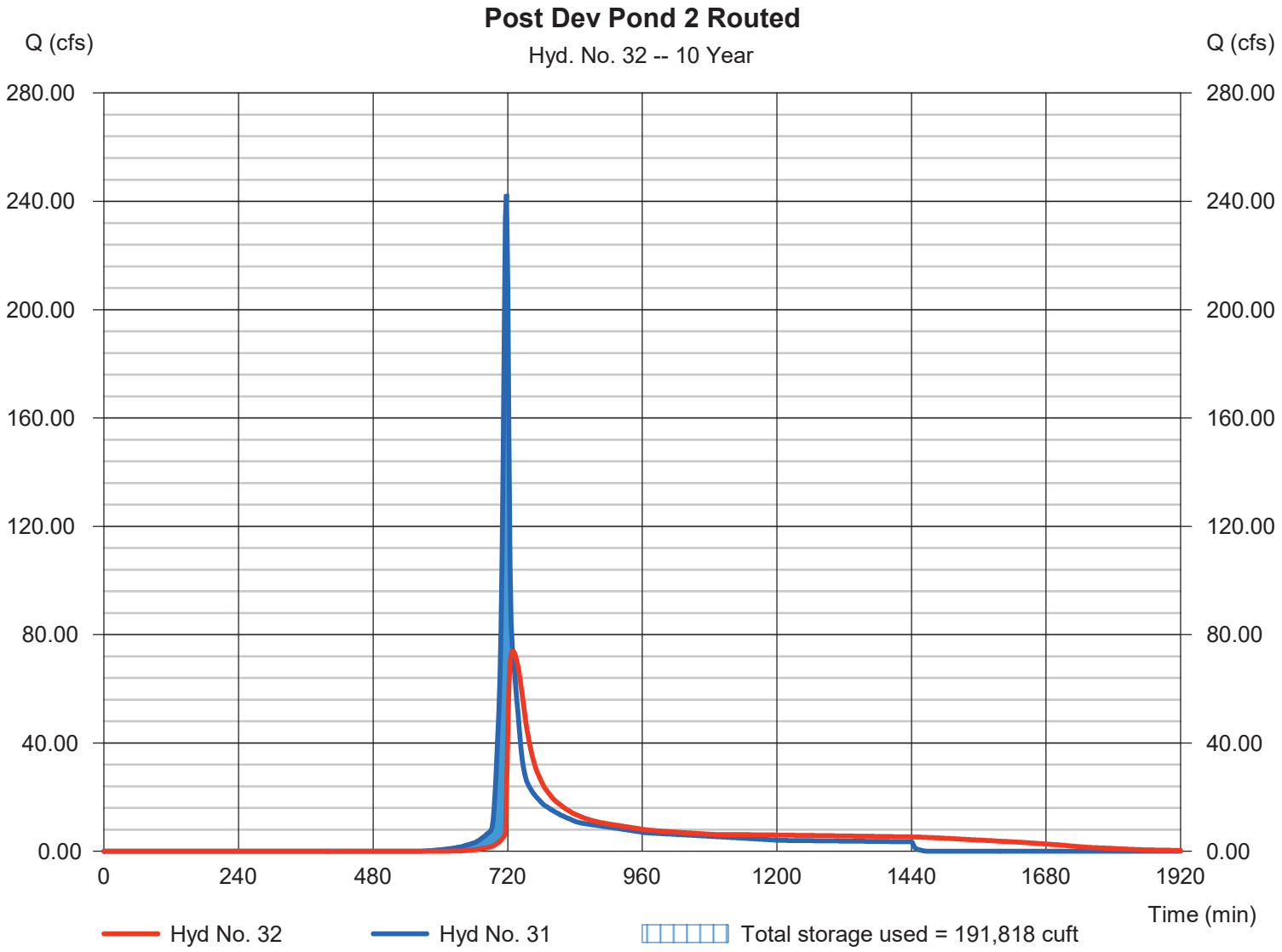
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 32

Post Dev Pond 2 Routed

Hydrograph type	= Reservoir	Peak discharge	= 73.86 cfs
Storm frequency	= 10 yrs	Time to peak	= 730 min
Time interval	= 2 min	Hyd. volume	= 593,229 cuft
Inflow hyd. No.	= 31 - Post Dev Basin C to Pond 2	Max. Elevation	= 1109.51 ft
Reservoir name	= Pond 2	Max. Storage	= 191,818 cuft

Storage Indication method used.



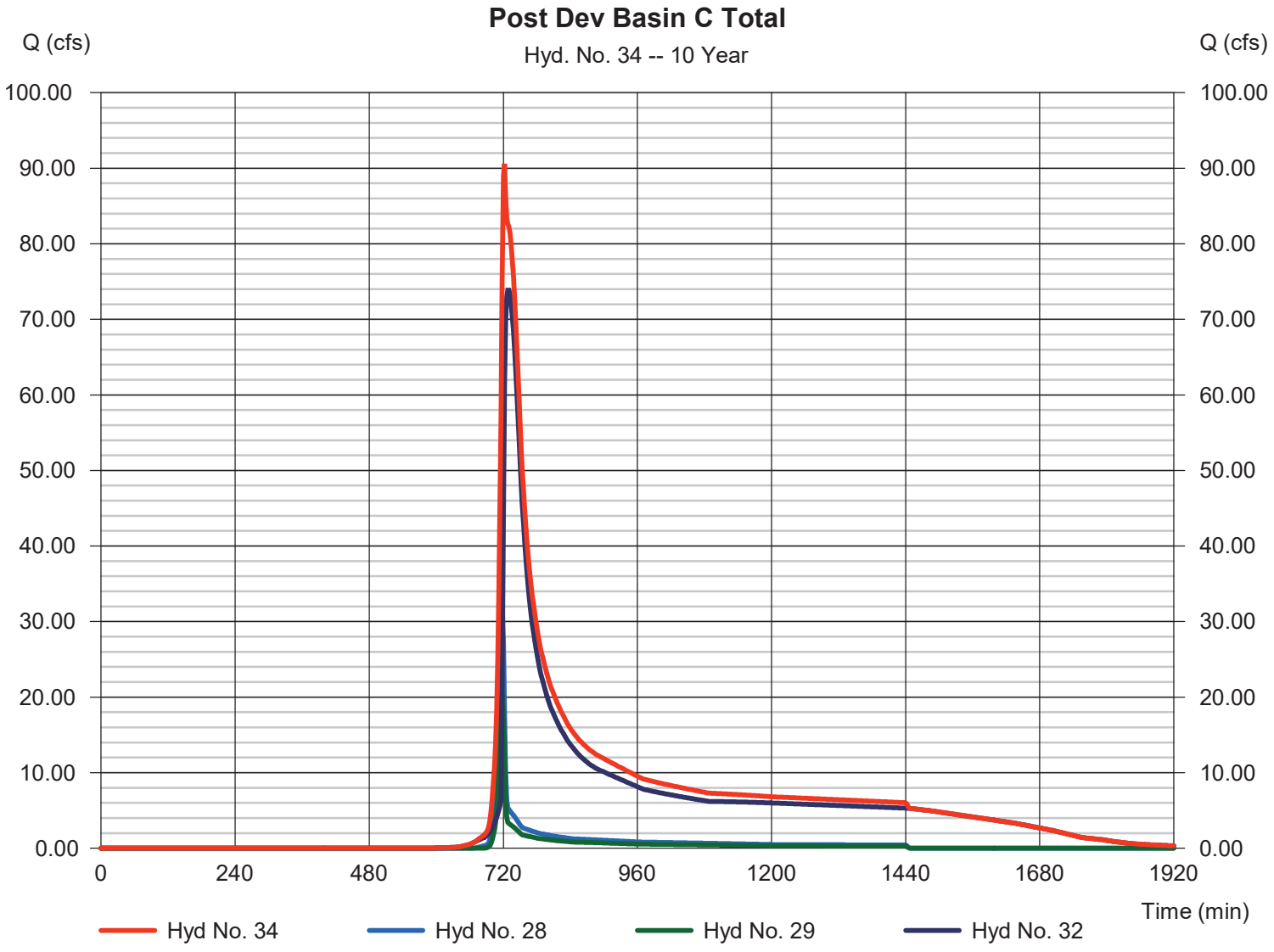
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 34

Post Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 90.60 cfs
Storm frequency	= 10 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 700,912 cuft
Inflow hyds.	= 28, 29, 32	Contrib. drain. area	= 21.660 ac



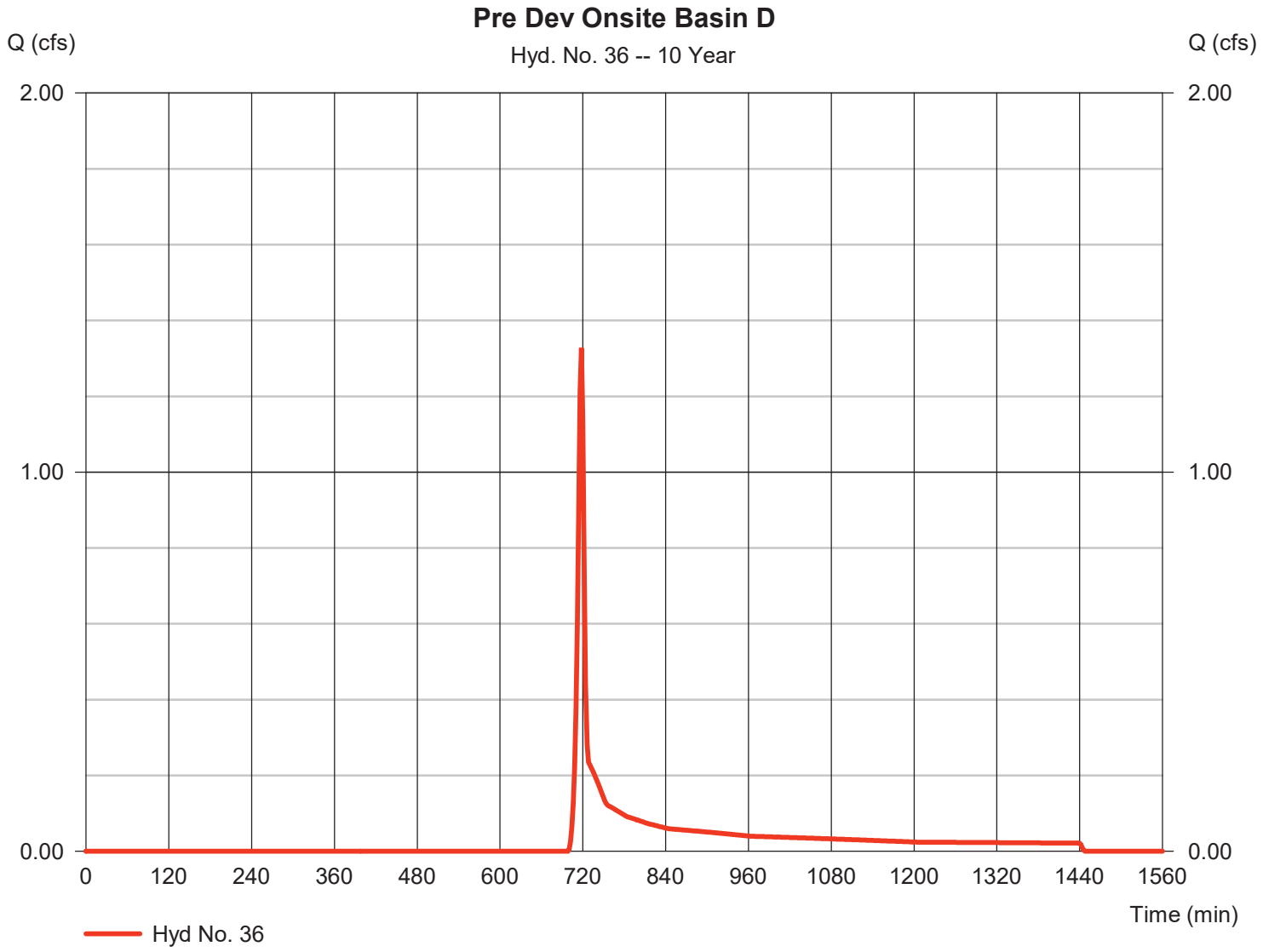
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 36

Pre Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 1.328 cfs
Storm frequency	= 10 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 2,806 cuft
Drainage area	= 0.770 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 5.18 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



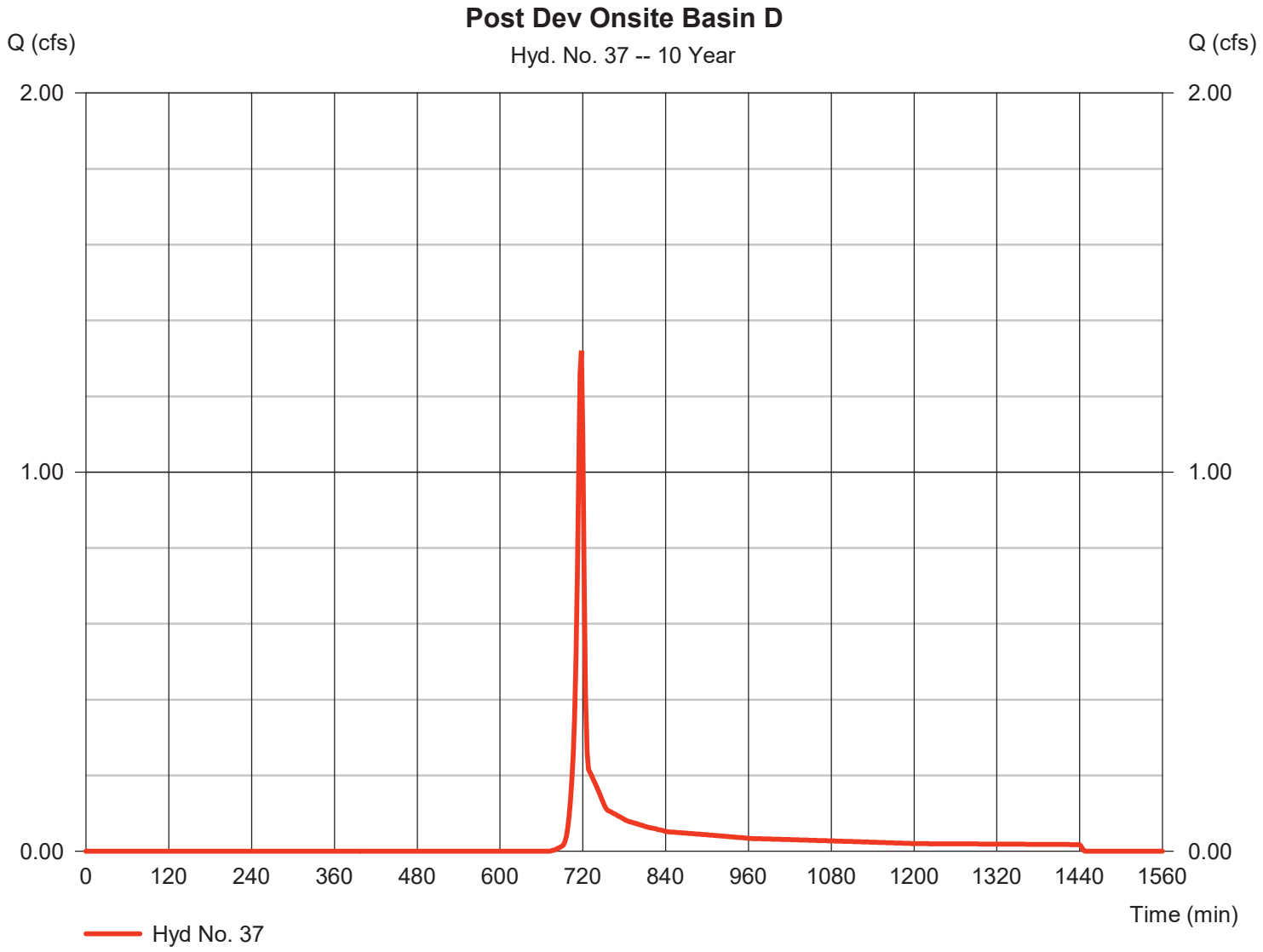
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 37

Post Dev Onsite Basin D

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.321 cfs
Storm frequency	=	10 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	2,667 cuft
Drainage area	=	0.530 ac	Curve number	=	61
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	5.18 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	77.35	2	728	298,731	------	------	------	Pre Dev Onsite Basin A
2	SCS Runoff	23.56	2	722	62,577	------	------	------	Pre Dev Offite Basin A1
3	SCS Runoff	1.793	2	720	4,180	------	------	------	Pre Dev Offsite Basin A2
5	Combine	95.15	2	726	365,488	1, 2, 3,	------	------	Pre Dev Basin A Total
7	SCS Runoff	255.60	2	716	520,618	------	------	------	Post Dev Onsite Basin A to Pond 1
8	SCS Runoff	5.175	2	722	13,883	------	------	------	Post Dev Offsite Basin A to Pond 1
9	SCS Runoff	19.10	2	720	44,147	------	------	------	Post Dev Offsite Basin A1 Bypass
10	SCS Runoff	1.793	2	720	4,180	------	------	------	Post Dev Offsite Basin A2 Bypass
12	Combine	259.28	2	716	534,501	7, 8,	------	------	Post Dev Basin A to Pond 1
13	Reservoir	48.37	2	726	518,530	12	1061.51	254,883	Post Dev Pond 1 Routed
15	Combine	60.95	2	724	566,857	9, 10, 13,	------	------	Post Dev Basin A Total
17	SCS Runoff	7.950	2	730	32,804	------	------	------	Pre Dev Onsite Basin B
18	SCS Runoff	31.30	2	720	81,570	------	------	------	Post Dev Onsite Basin B
20	SCS Runoff	141.61	2	726	488,935	------	------	------	Pre Dev Onsite Basin C
21	SCS Runoff	31.44	2	718	62,979	------	------	------	Pre Dev Offsite Basin C1
22	SCS Runoff	70.18	2	726	236,461	------	------	------	Pre Dev Offsite Basin C2
24	Combine	217.80	2	726	788,376	20, 21, 22,	------	------	Pre Dev Basin C Total
26	SCS Runoff	288.20	2	716	581,944	------	------	------	Post Dev Onsite Basin C to Pond 2
27	SCS Runoff	70.18	2	726	236,461	------	------	------	Post Dev Offsite Basin C to Pond 2
28	SCS Runoff	46.92	2	718	93,838	------	------	------	Post Dev Onsite Basin C Bypass
29	SCS Runoff	30.06	2	718	60,327	------	------	------	Post Dev Offsite Basin C Bypass
31	Combine	333.93	2	718	818,404	26, 27,	------	------	Post Dev Basin C to Pond 2
32	Reservoir	143.60	2	724	818,386	31	1111.04	246,093	Post Dev Pond 2 Routed
34	Combine	180.05	2	720	972,552	28, 29, 32,	------	------	Post Dev Basin C Total
36	SCS Runoff	2.073	2	718	4,220	------	------	------	Pre Dev Onsite Basin D
37	SCS Runoff	1.905	2	718	3,812	------	------	------	Post Dev Onsite Basin D

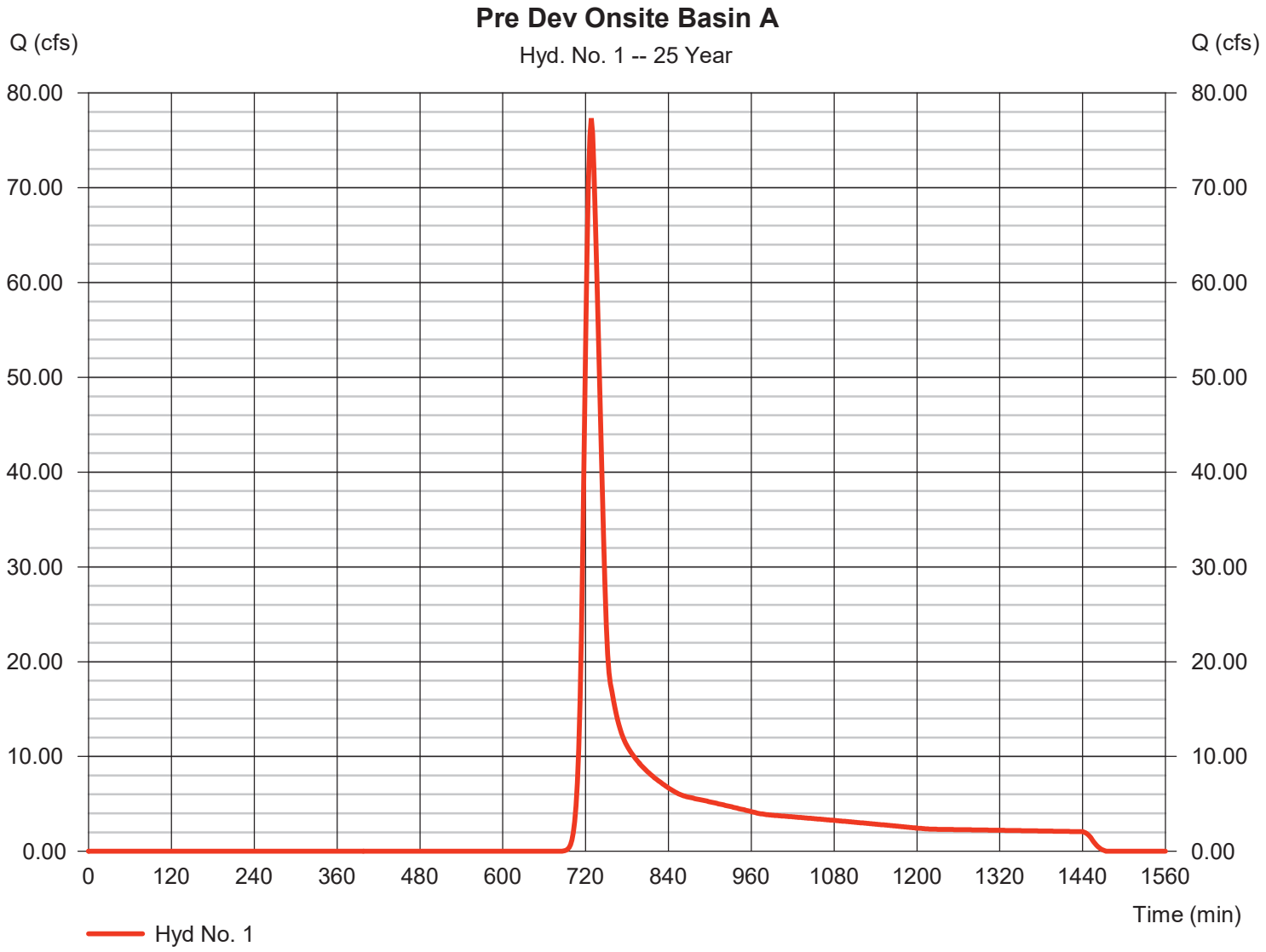
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 1

Pre Dev Onsite Basin A

Hydrograph type	= SCS Runoff	Peak discharge	= 77.35 cfs
Storm frequency	= 25 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 298,731 cuft
Drainage area	= 50.200 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 22.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



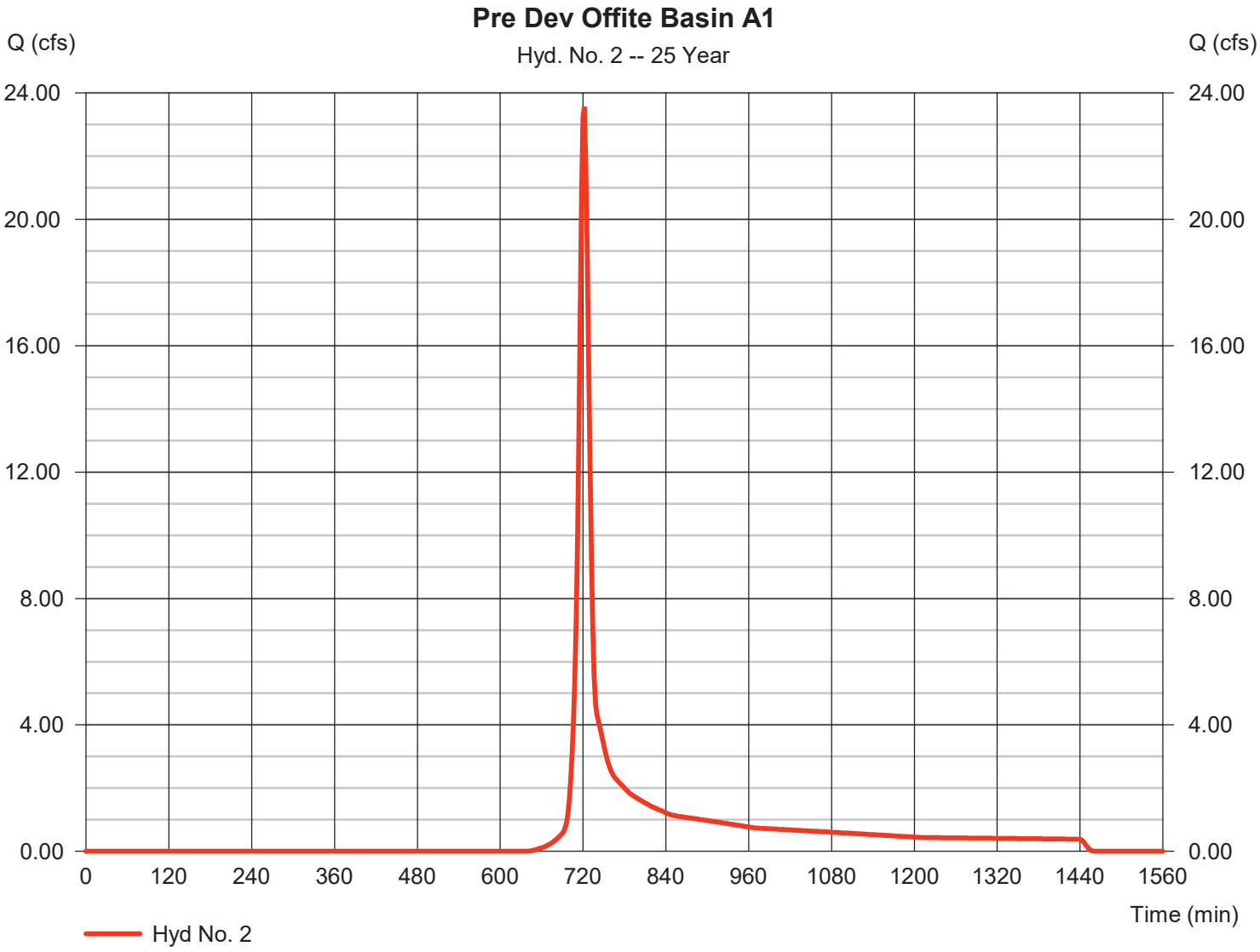
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 2

Pre Dev Offite Basin A1

Hydrograph type	=	SCS Runoff	Peak discharge	=	23.56 cfs
Storm frequency	=	25 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	62,577 cuft
Drainage area	=	7.910 ac	Curve number	=	61
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	12.00 min
Total precip.	=	6.16 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



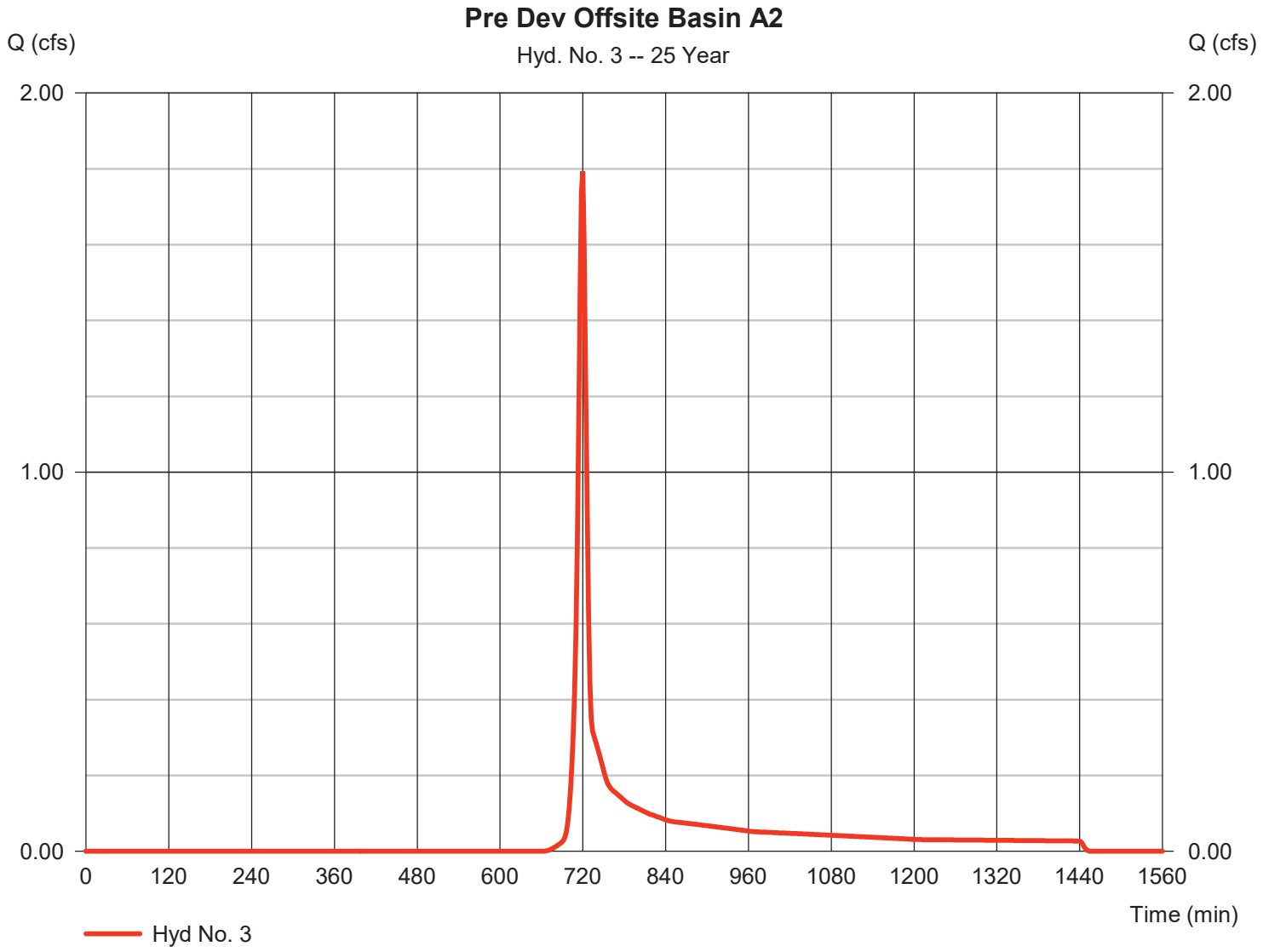
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 3

Pre Dev Offsite Basin A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.793 cfs
Storm frequency	=	25 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	4,180 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	6.16 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



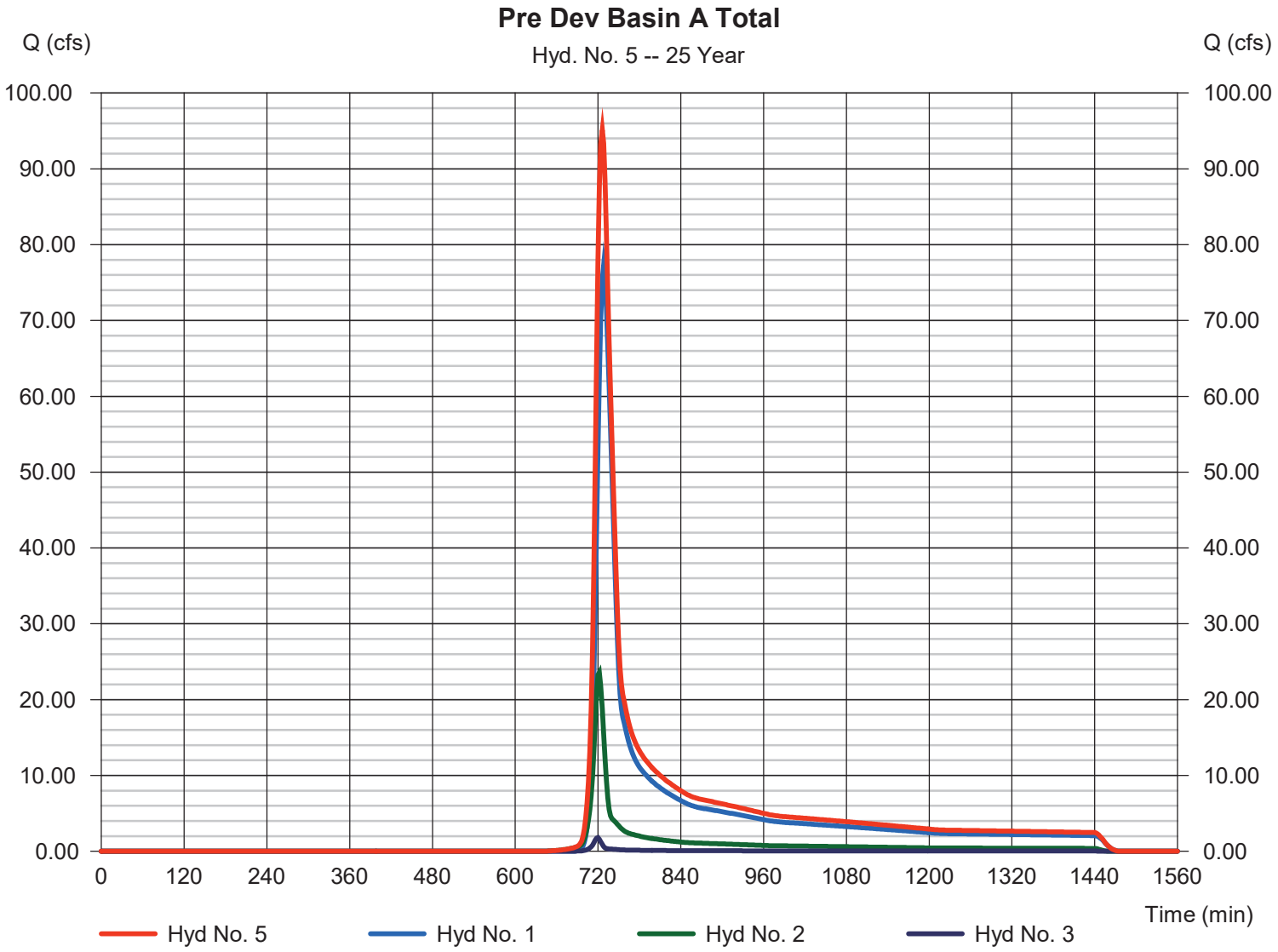
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 5

Pre Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 95.15 cfs
Storm frequency	= 25 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 365,488 cuft
Inflow hyds.	= 1, 2, 3	Contrib. drain. area	= 58.730 ac



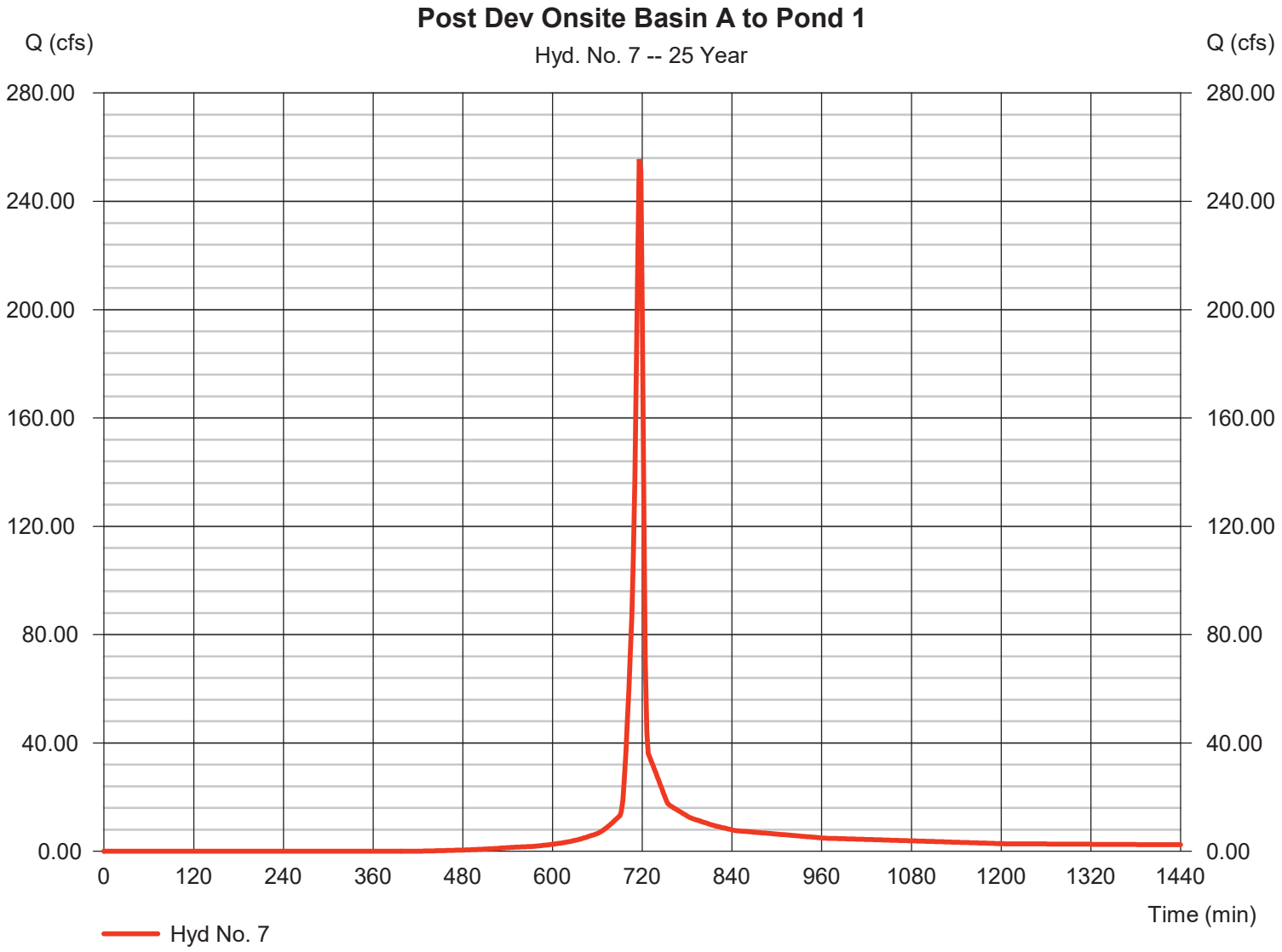
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 7

Post Dev Onsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	255.60 cfs
Storm frequency	=	25 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	520,618 cuft
Drainage area	=	42.270 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.16 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



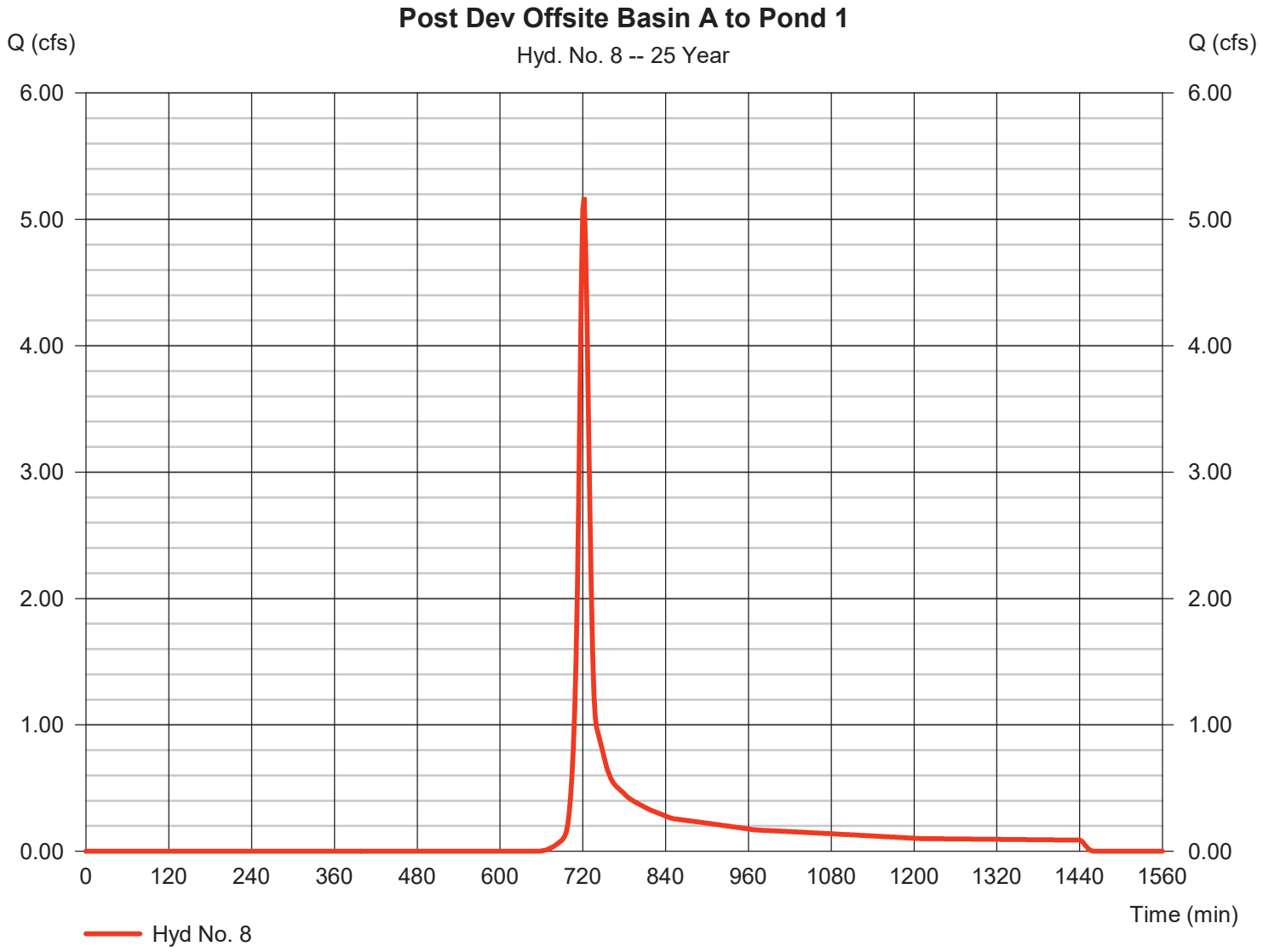
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 8

Post Dev Offsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	5.175 cfs
Storm frequency	=	25 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	13,883 cuft
Drainage area	=	1.910 ac	Curve number	=	59
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	12.00 min
Total precip.	=	6.16 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



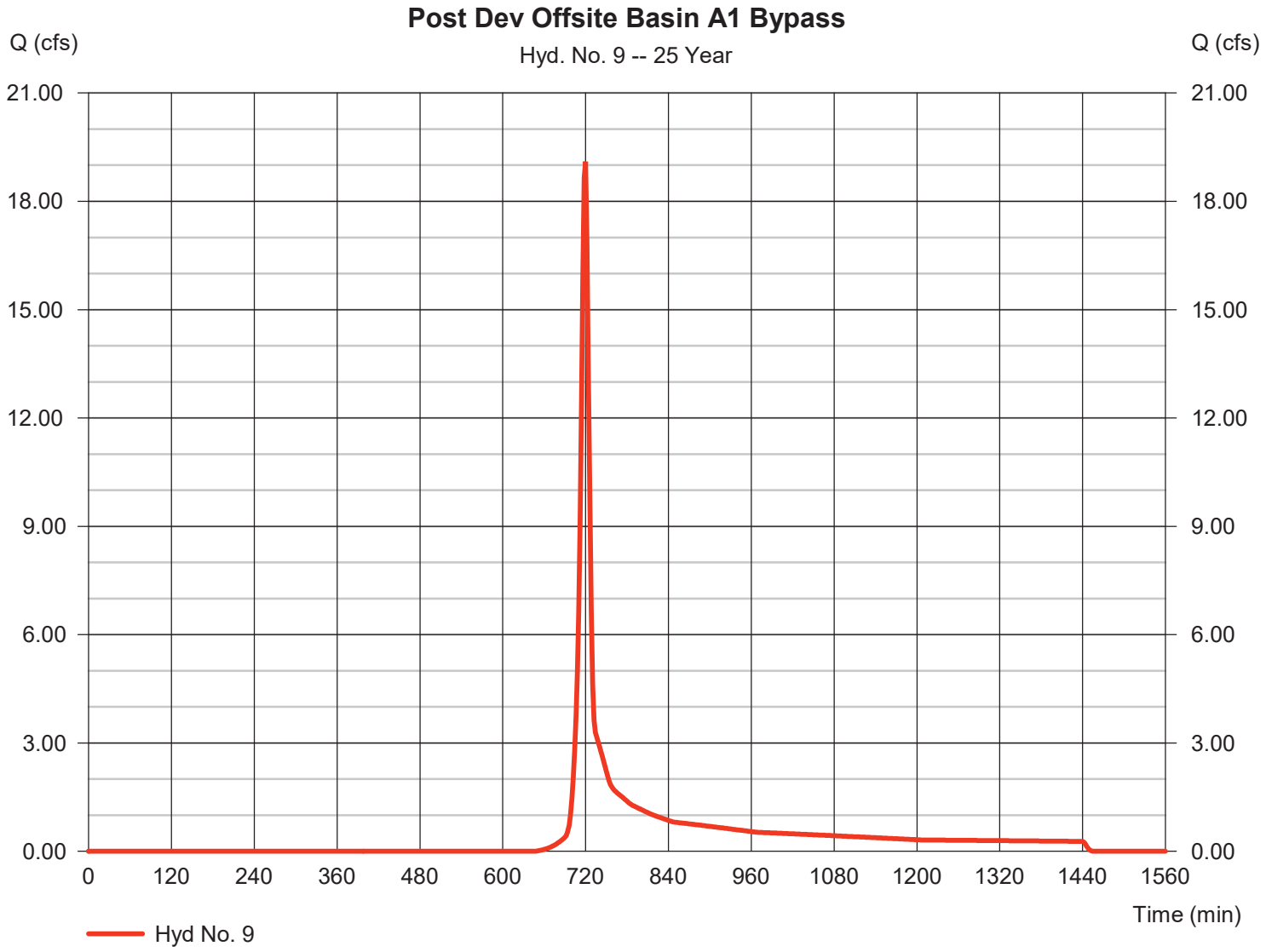
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 9

Post Dev Offsite Basin A1 Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 19.10 cfs
Storm frequency	= 25 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 44,147 cuft
Drainage area	= 6.000 ac	Curve number	= 60
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



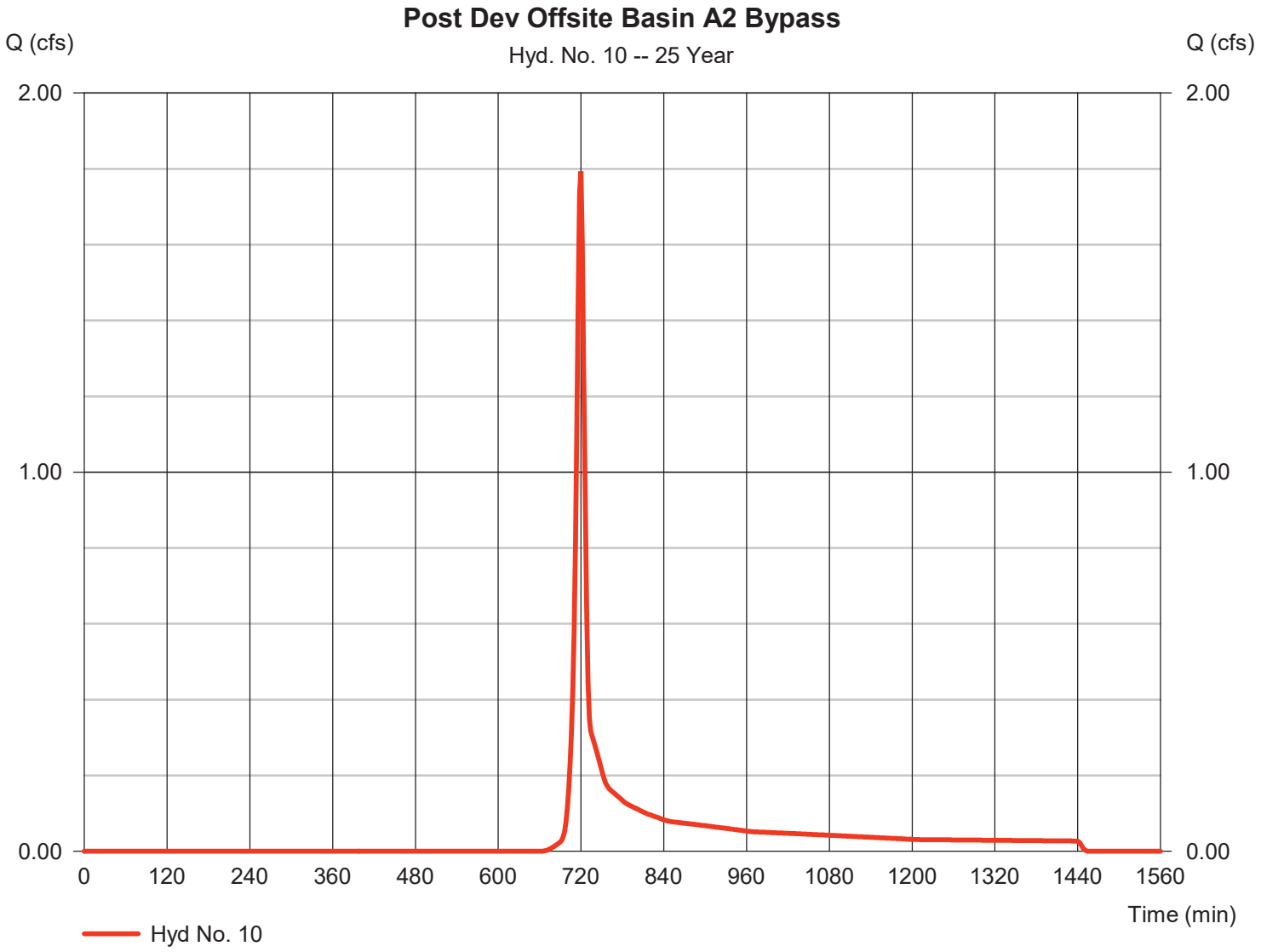
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 10

Post Dev Offsite Basin A2 Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	1.793 cfs
Storm frequency	=	25 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	4,180 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	6.16 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

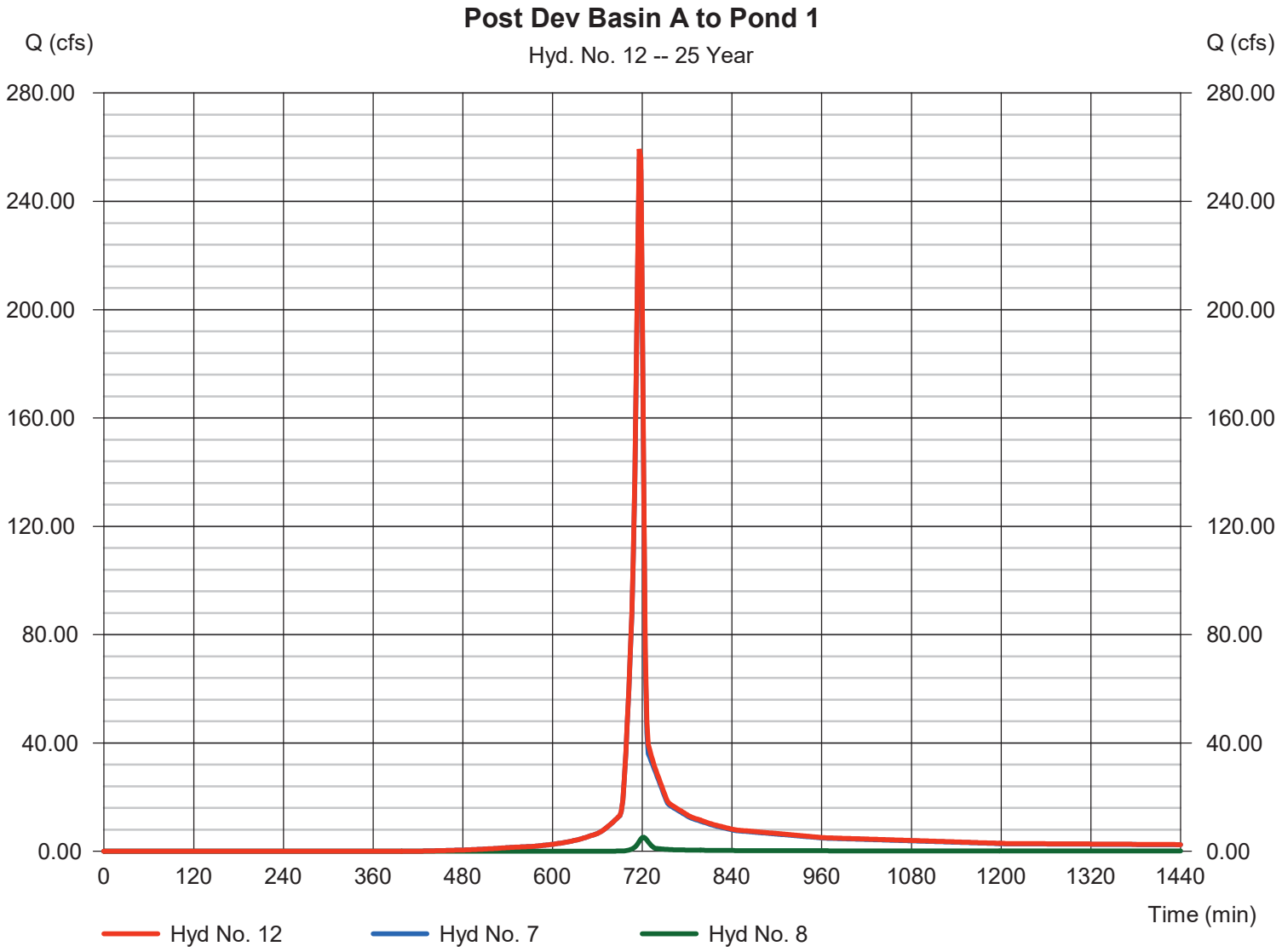


Hydrograph Report

Hyd. No. 12

Post Dev Basin A to Pond 1

Hydrograph type	= Combine	Peak discharge	= 259.28 cfs
Storm frequency	= 25 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 534,501 cuft
Inflow hyds.	= 7, 8	Contrib. drain. area	= 44.180 ac



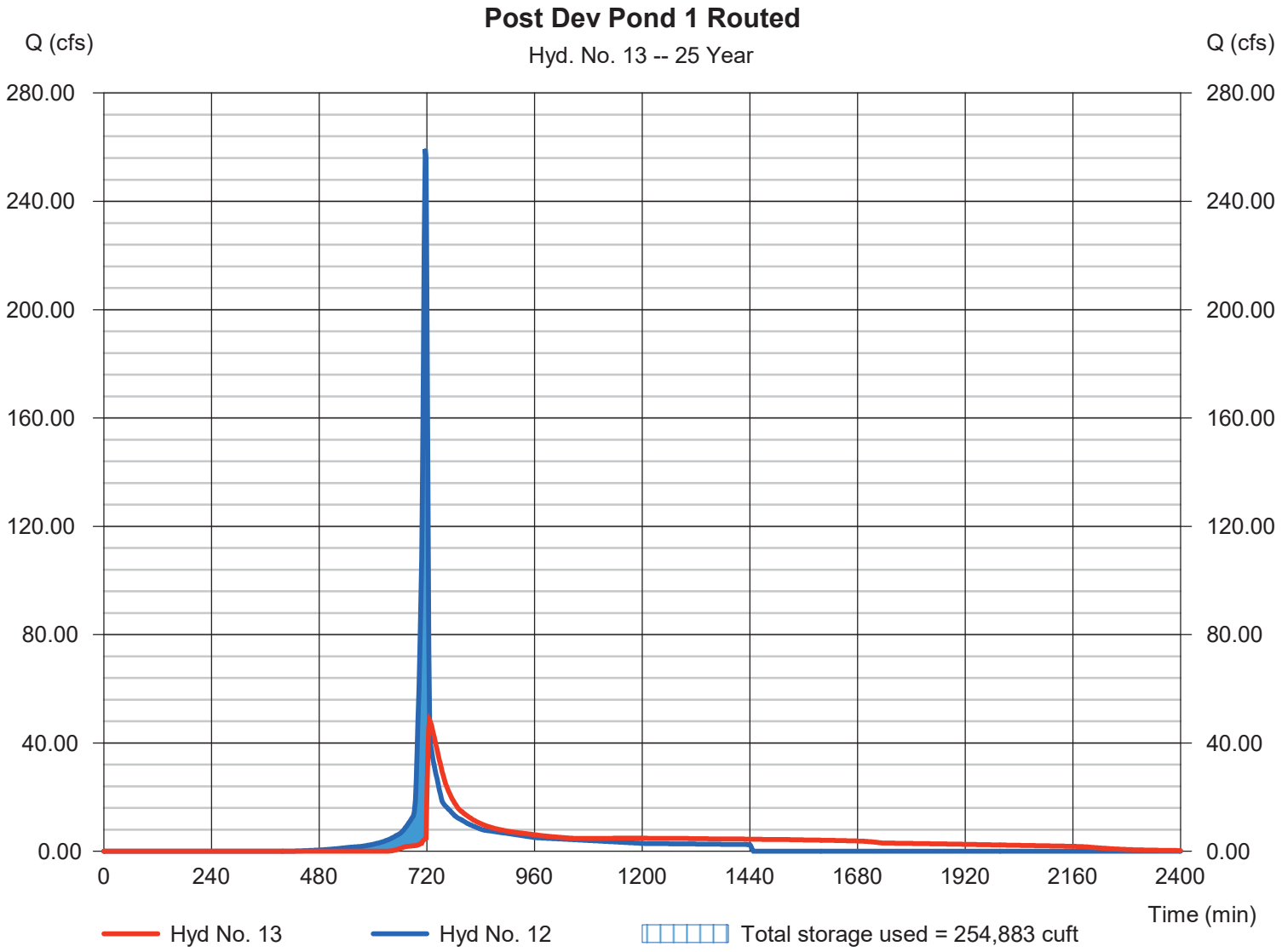
Hydrograph Report

Hyd. No. 13

Post Dev Pond 1 Routed

Hydrograph type	= Reservoir	Peak discharge	= 48.37 cfs
Storm frequency	= 25 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 518,530 cuft
Inflow hyd. No.	= 12 - Post Dev Basin A to Pond 1	Max. Elevation	= 1061.51 ft
Reservoir name	= Pond 1	Max. Storage	= 254,883 cuft

Storage Indication method used.



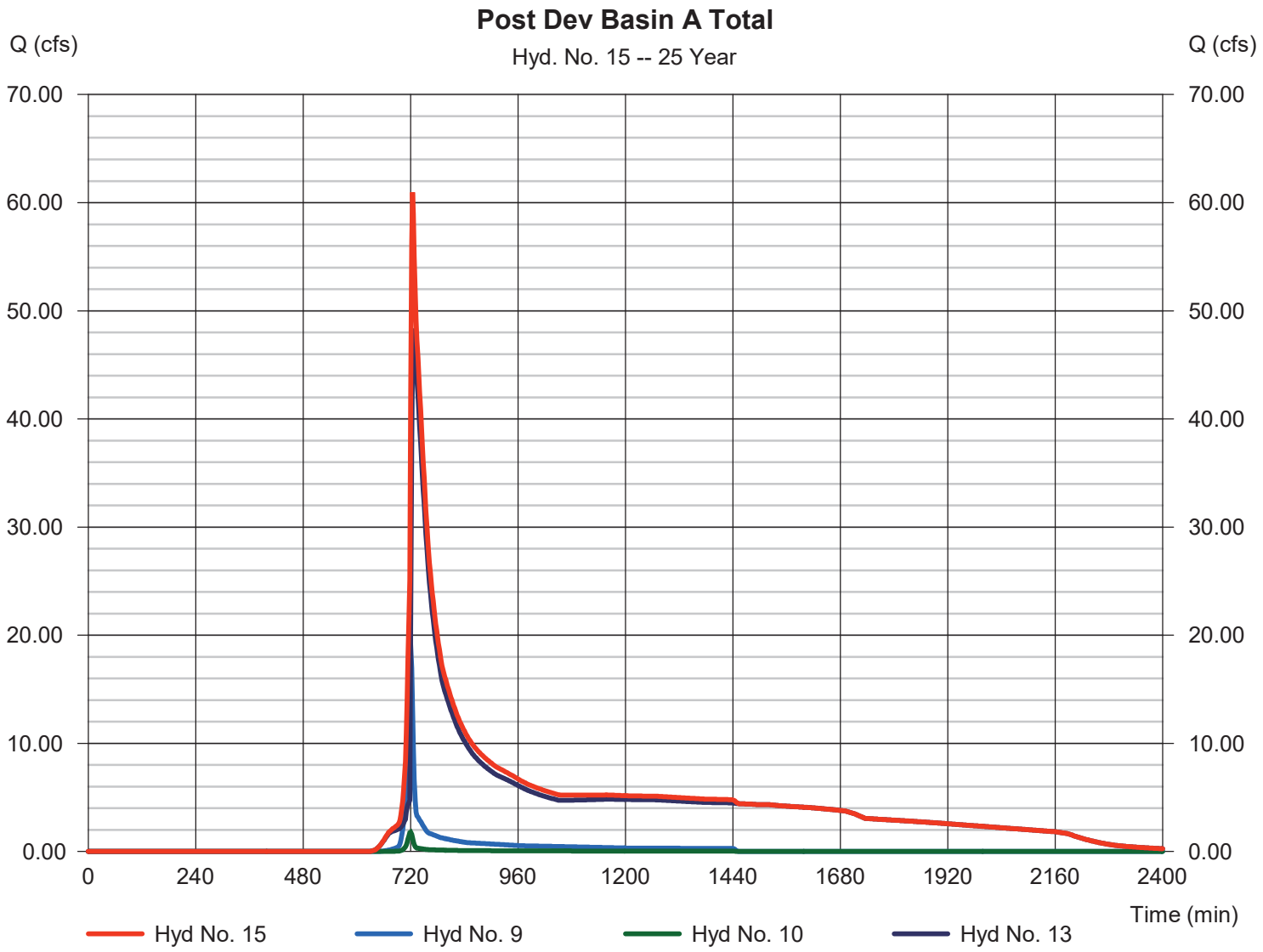
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 15

Post Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 60.95 cfs
Storm frequency	= 25 yrs	Time to peak	= 724 min
Time interval	= 2 min	Hyd. volume	= 566,857 cuft
Inflow hyds.	= 9, 10, 13	Contrib. drain. area	= 6.620 ac



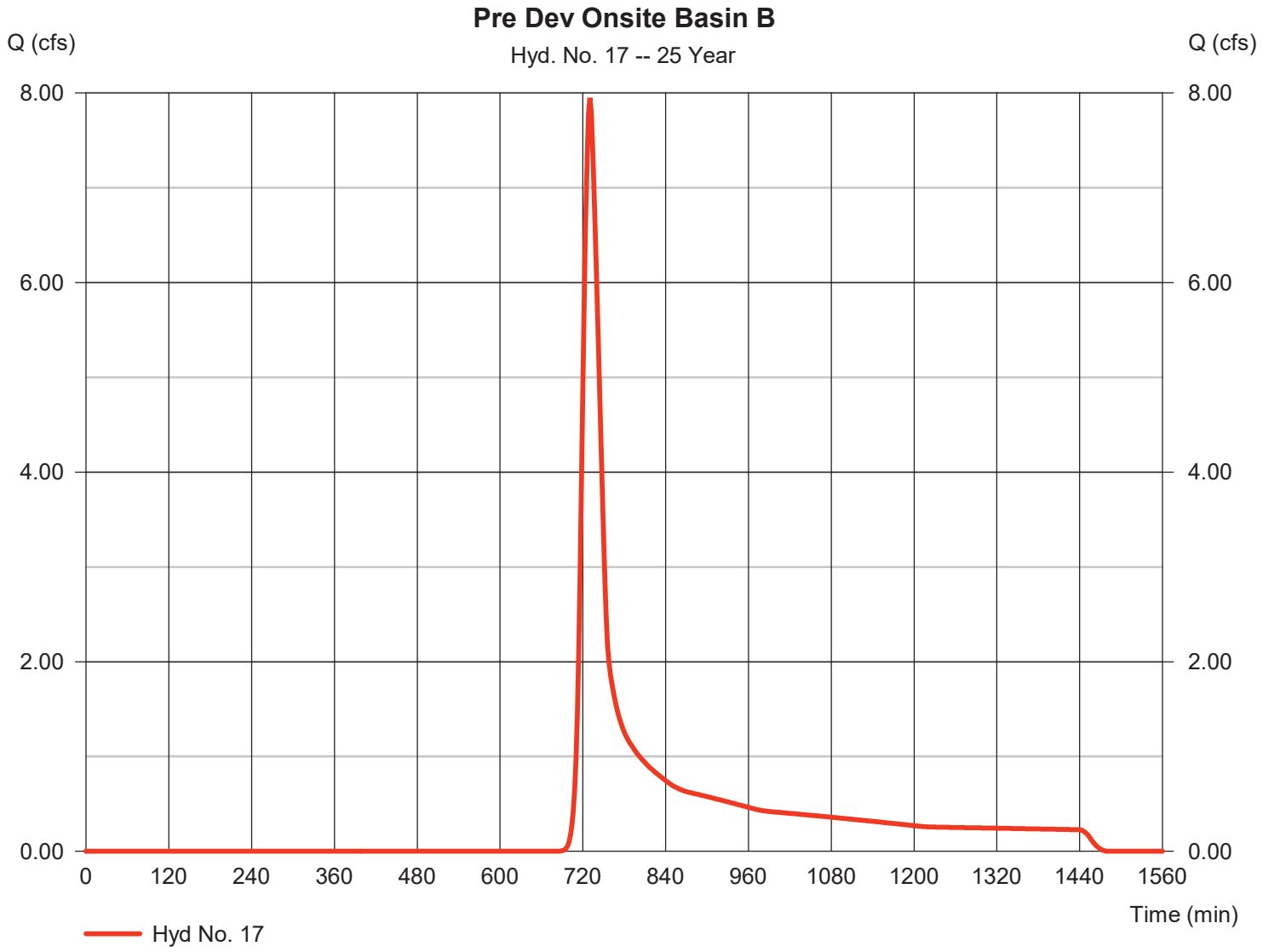
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 17

Pre Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 7.950 cfs
Storm frequency	= 25 yrs	Time to peak	= 730 min
Time interval	= 2 min	Hyd. volume	= 32,804 cuft
Drainage area	= 5.700 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 25.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



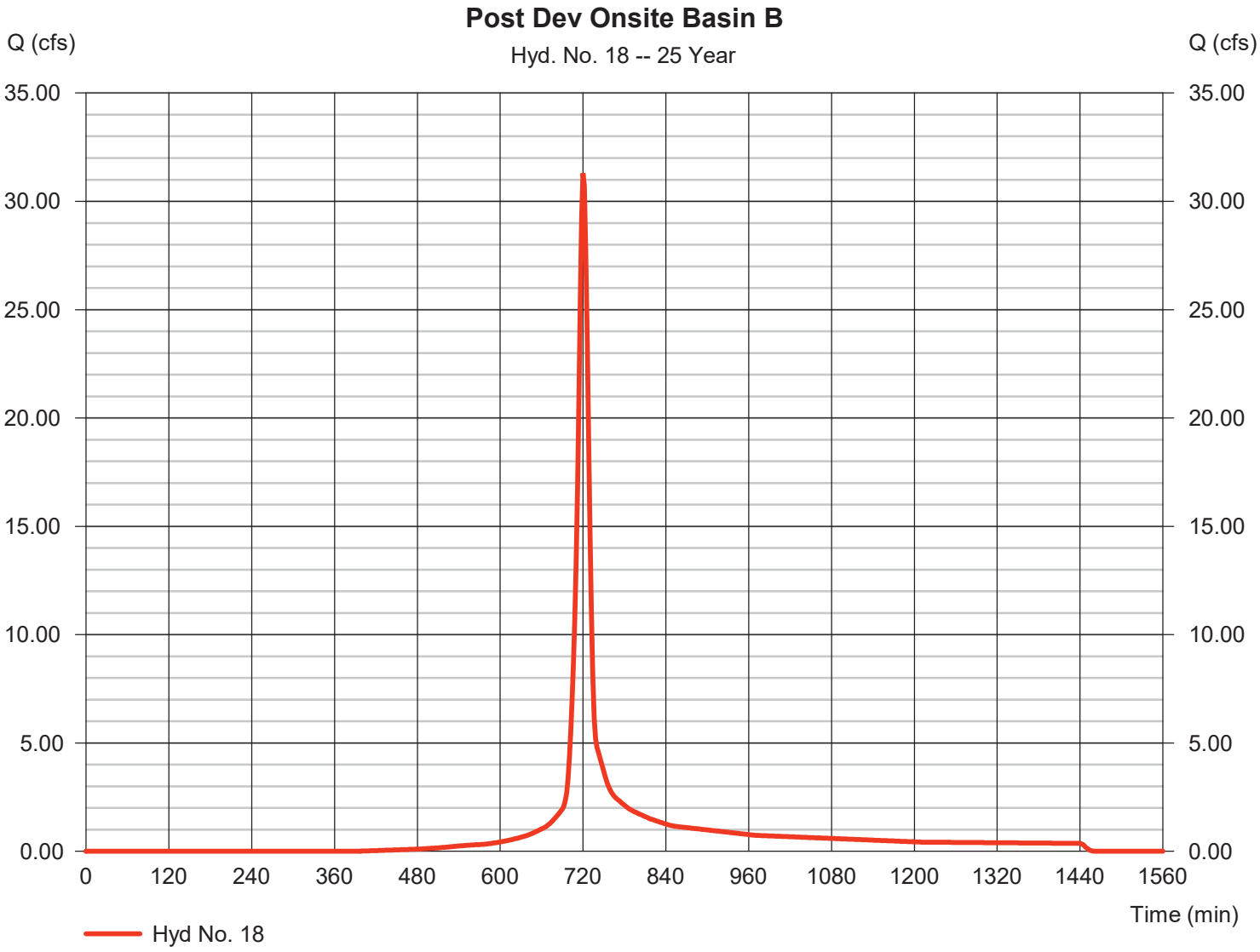
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 18

Post Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 31.30 cfs
Storm frequency	= 25 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 81,570 cuft
Drainage area	= 5.700 ac	Curve number	= 79
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



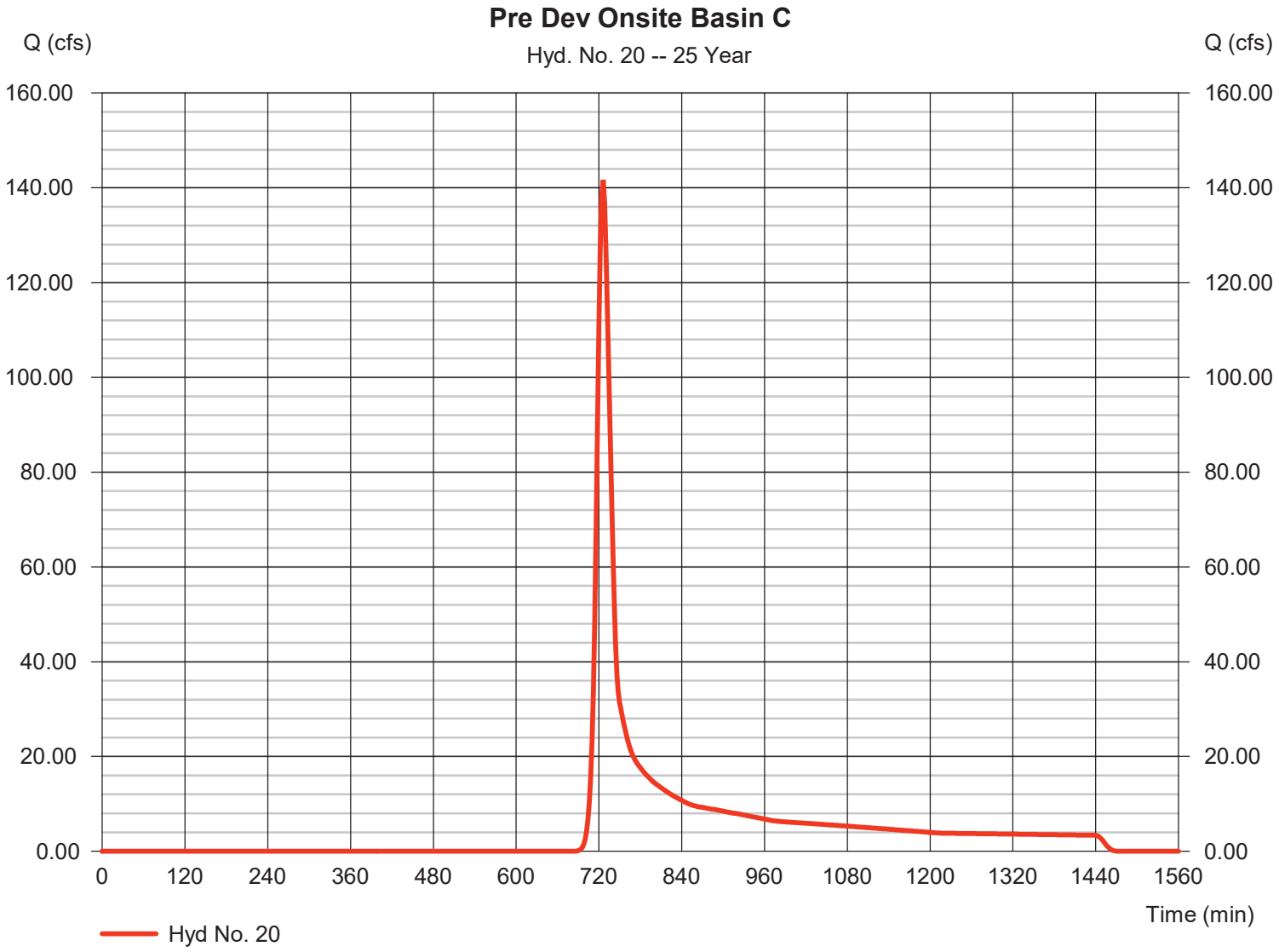
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 20

Pre Dev Onsite Basin C

Hydrograph type	= SCS Runoff	Peak discharge	= 141.61 cfs
Storm frequency	= 25 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 488,935 cuft
Drainage area	= 83.630 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



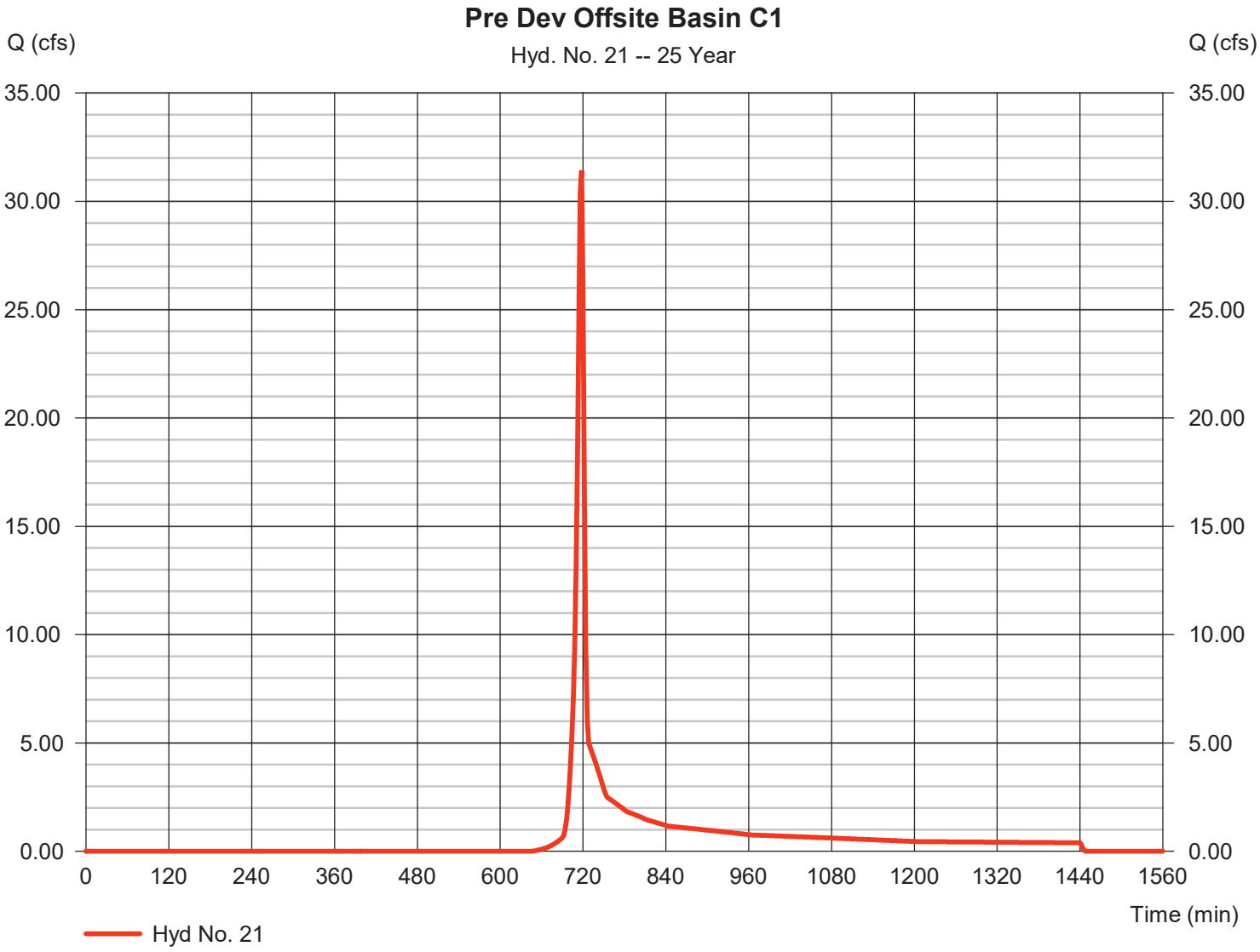
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 21

Pre Dev Offsite Basin C1

Hydrograph type	= SCS Runoff	Peak discharge	= 31.44 cfs
Storm frequency	= 25 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 62,979 cuft
Drainage area	= 9.130 ac	Curve number	= 60
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



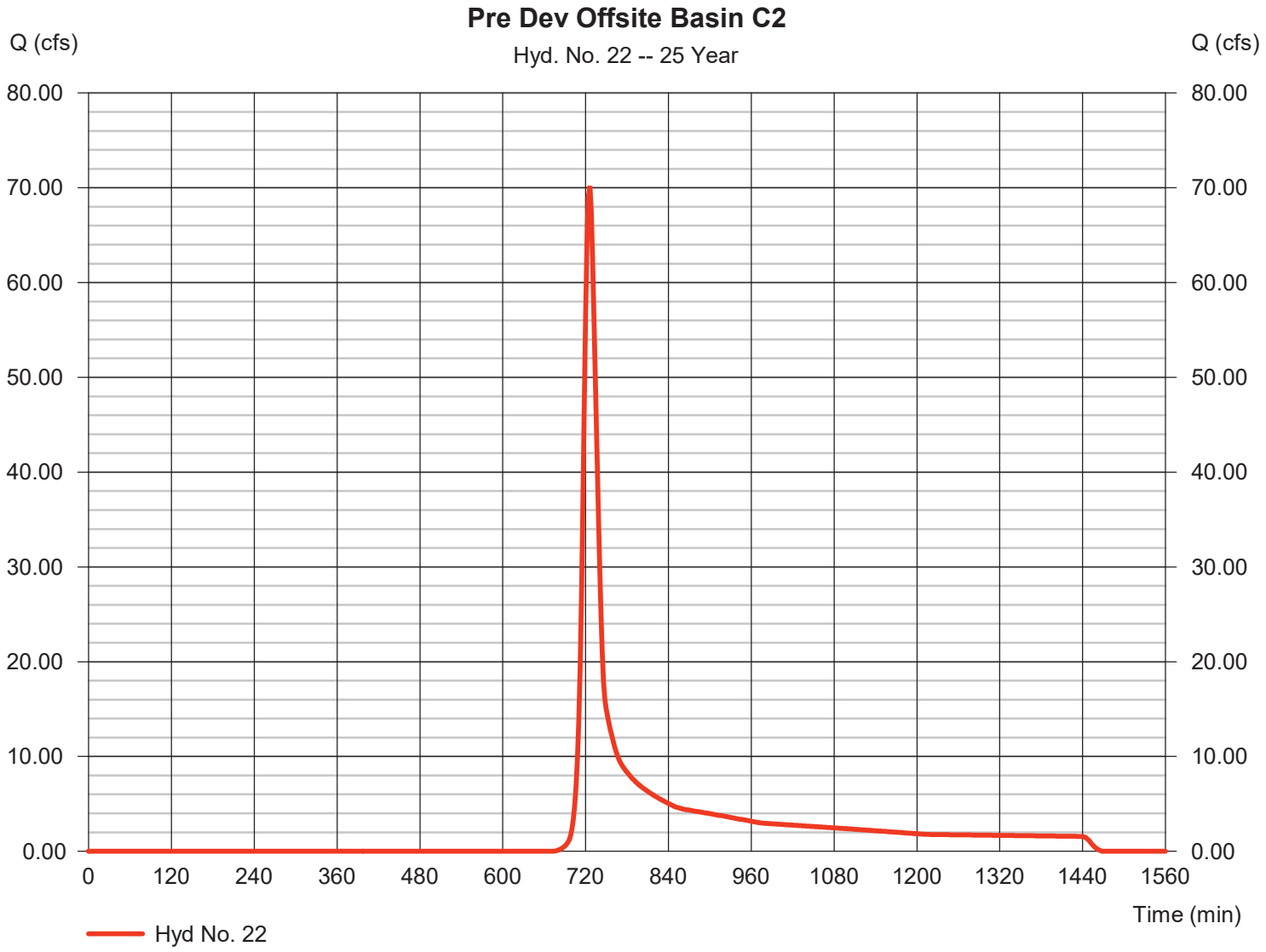
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 22

Pre Dev Offsite Basin C2

Hydrograph type	=	SCS Runoff	Peak discharge	=	70.18 cfs
Storm frequency	=	25 yrs	Time to peak	=	726 min
Time interval	=	2 min	Hyd. volume	=	236,461 cuft
Drainage area	=	36.720 ac	Curve number	=	57
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	18.00 min
Total precip.	=	6.16 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

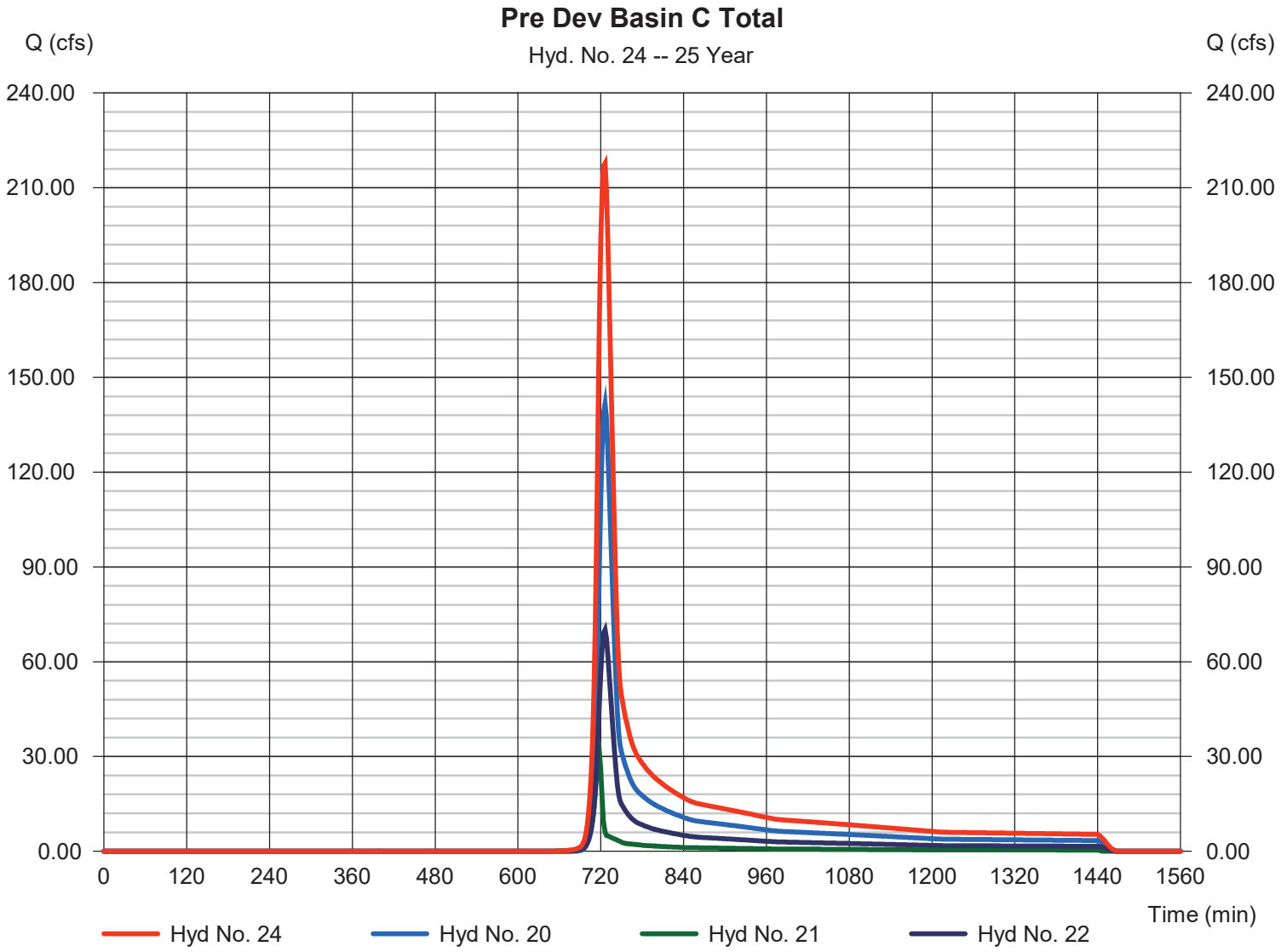


Hydrograph Report

Hyd. No. 24

Pre Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 217.80 cfs
Storm frequency	= 25 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 788,376 cuft
Inflow hyds.	= 20, 21, 22	Contrib. drain. area	= 129.480 ac



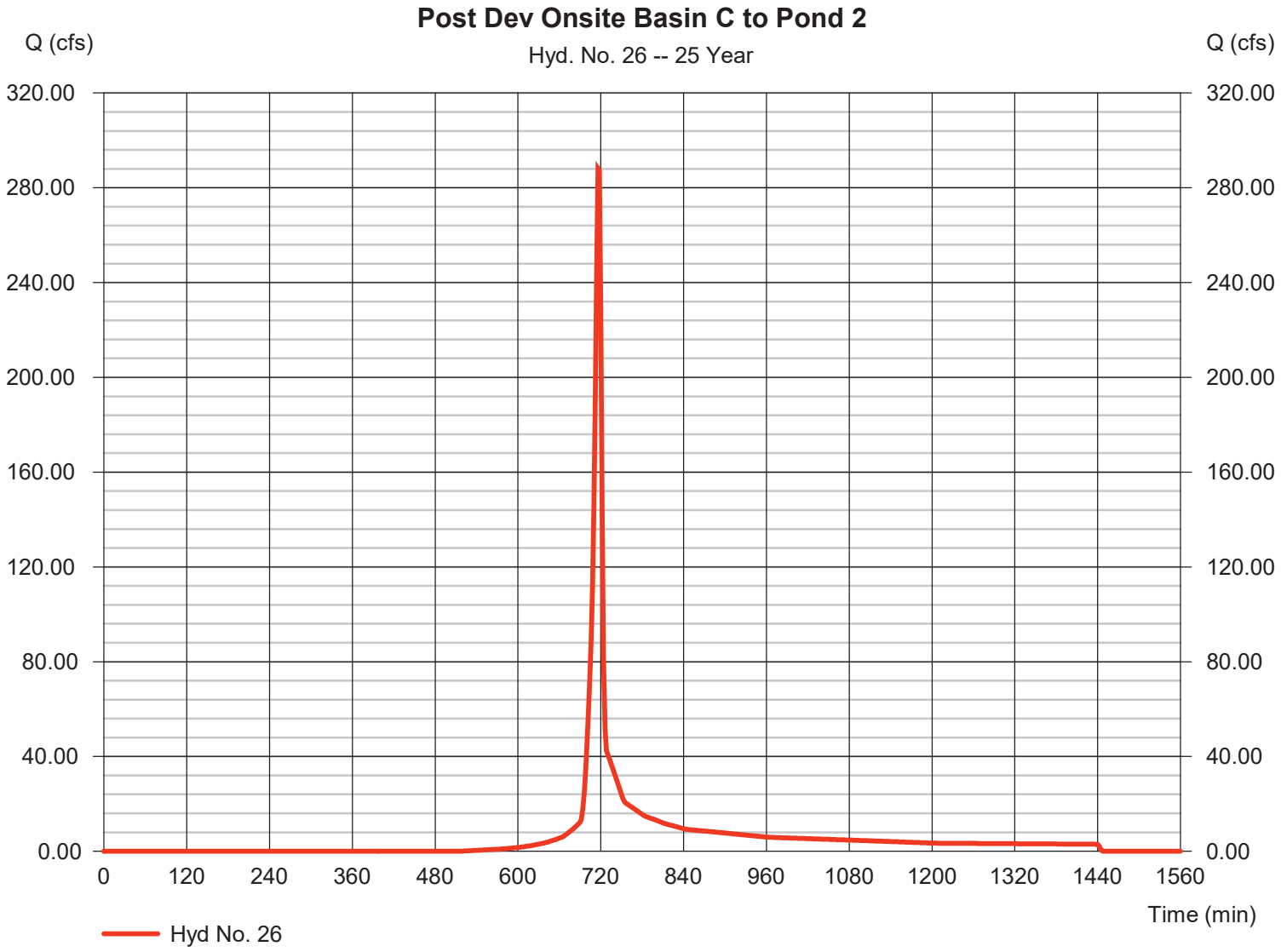
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 26

Post Dev Onsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 288.20 cfs
Storm frequency	= 25 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 581,944 cuft
Drainage area	= 56.470 ac	Curve number	= 71
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



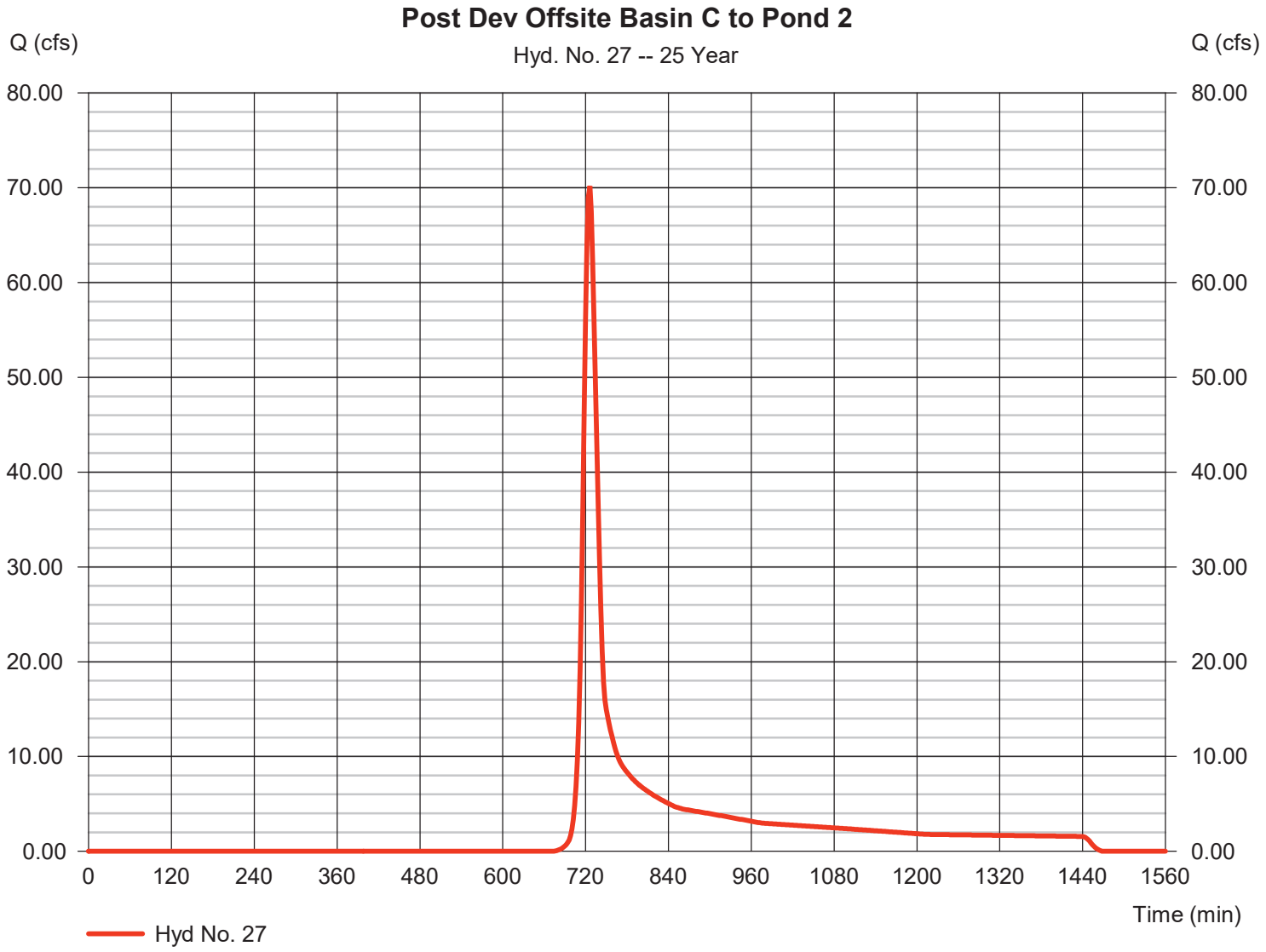
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 27

Post Dev Offsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 70.18 cfs
Storm frequency	= 25 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 236,461 cuft
Drainage area	= 36.720 ac	Curve number	= 57
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 18.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



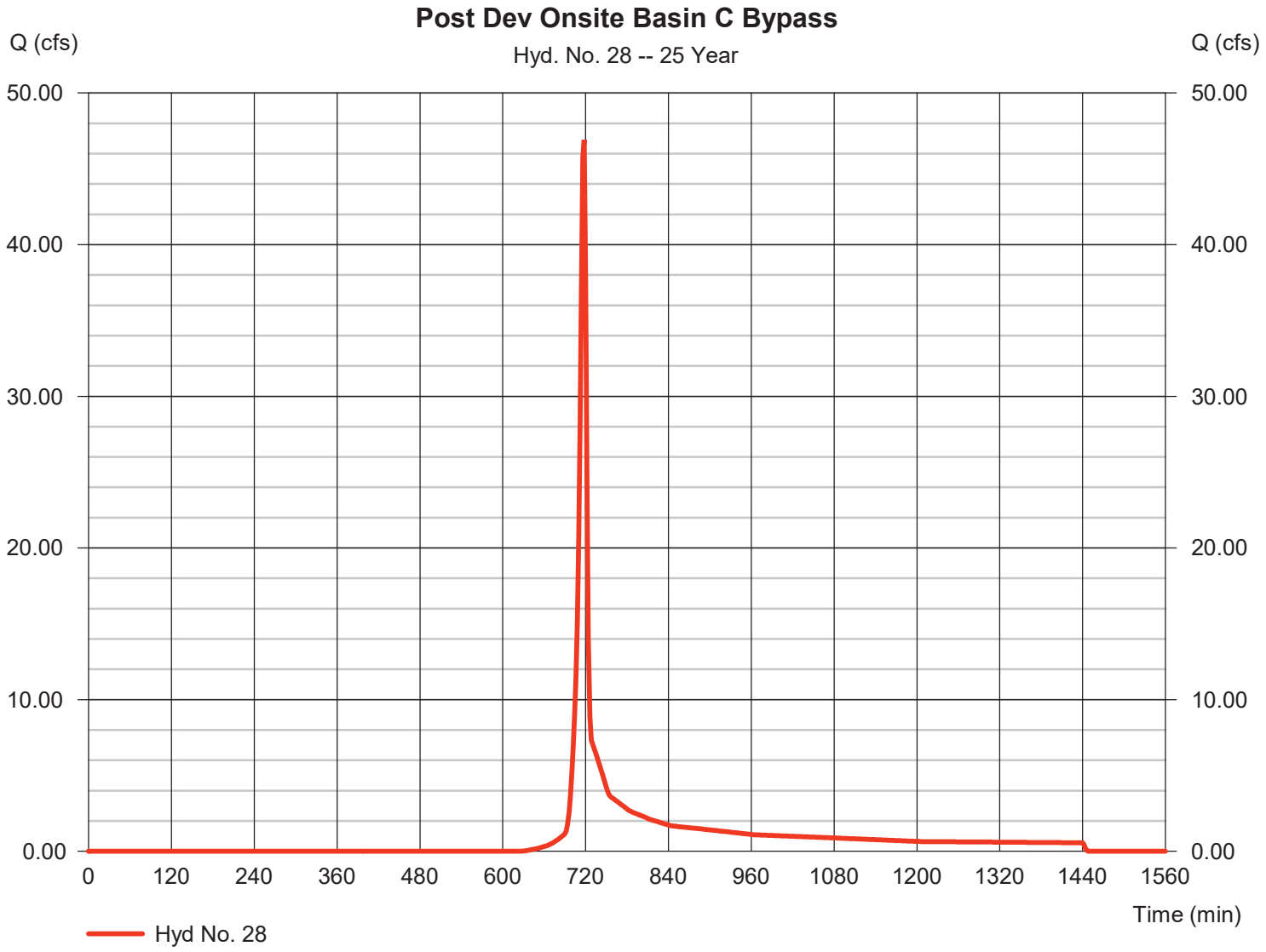
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 28

Post Dev Onsite Basin C Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	46.92 cfs
Storm frequency	=	25 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	93,838 cuft
Drainage area	=	12.530 ac	Curve number	=	62
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.16 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

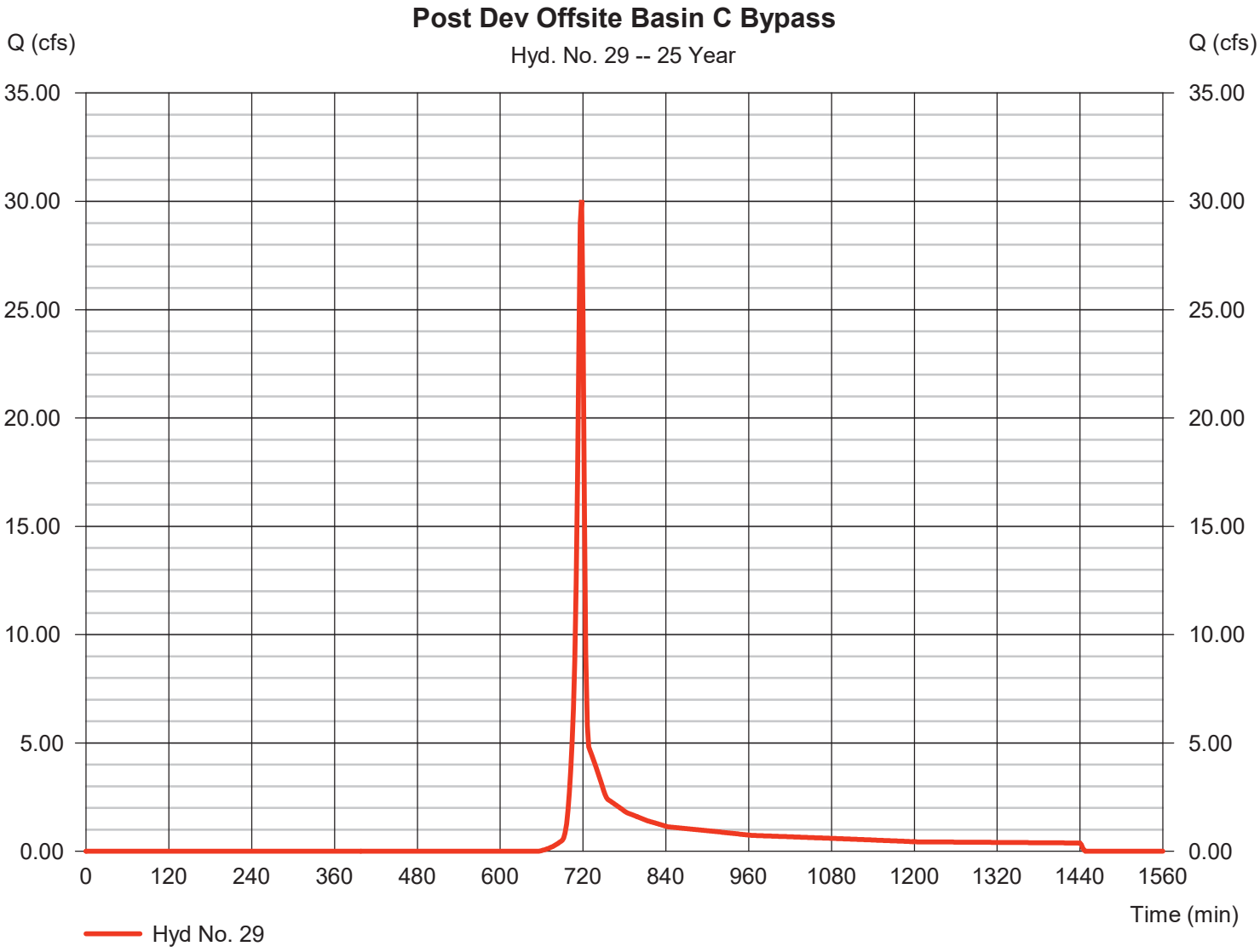


Hydrograph Report

Hyd. No. 29

Post Dev Offsite Basin C Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 30.06 cfs
Storm frequency	= 25 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 60,327 cuft
Drainage area	= 9.130 ac	Curve number	= 59
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



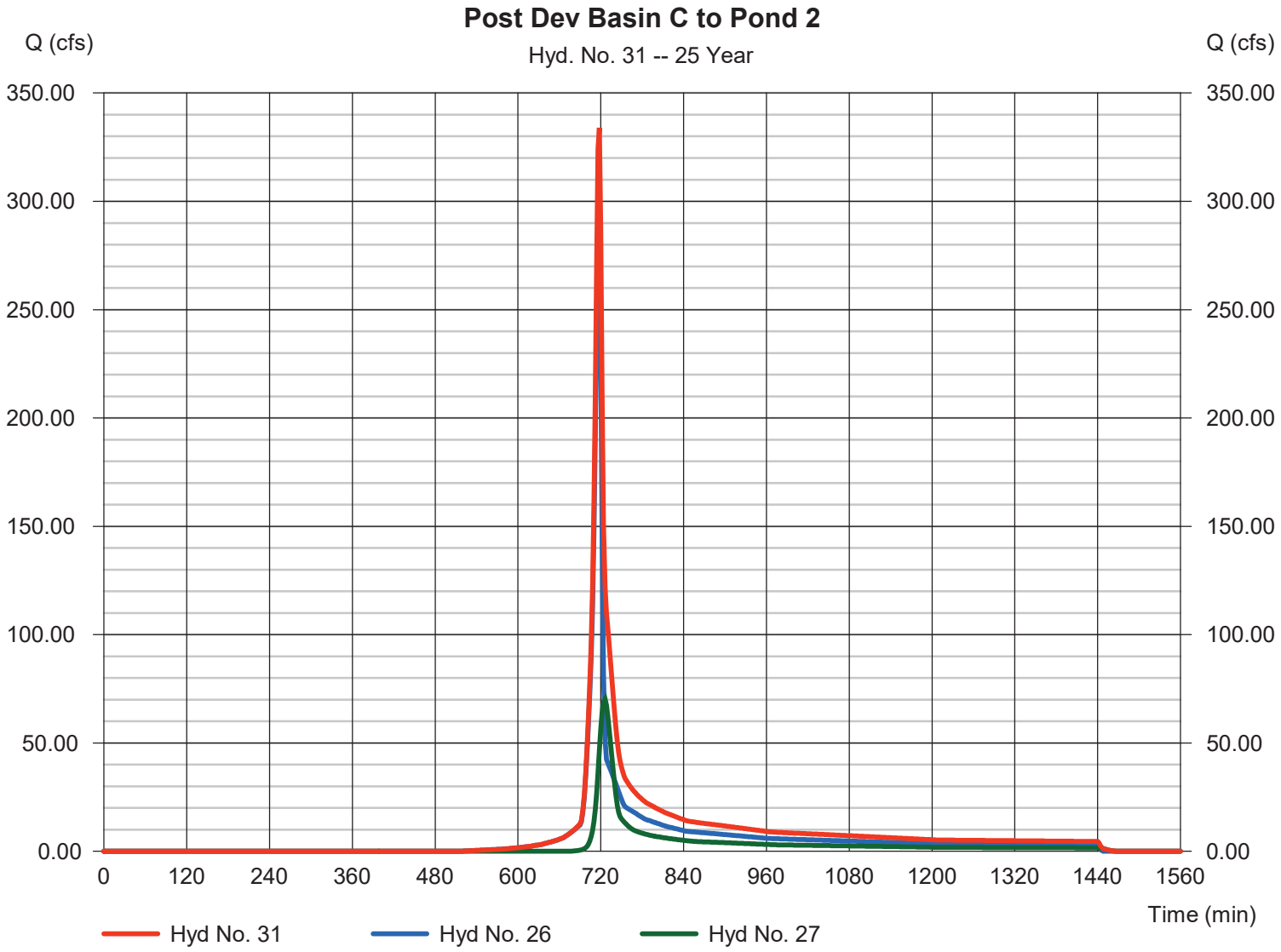
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 31

Post Dev Basin C to Pond 2

Hydrograph type	= Combine	Peak discharge	= 333.93 cfs
Storm frequency	= 25 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 818,404 cuft
Inflow hyds.	= 26, 27	Contrib. drain. area	= 93.190 ac



Hydrograph Report

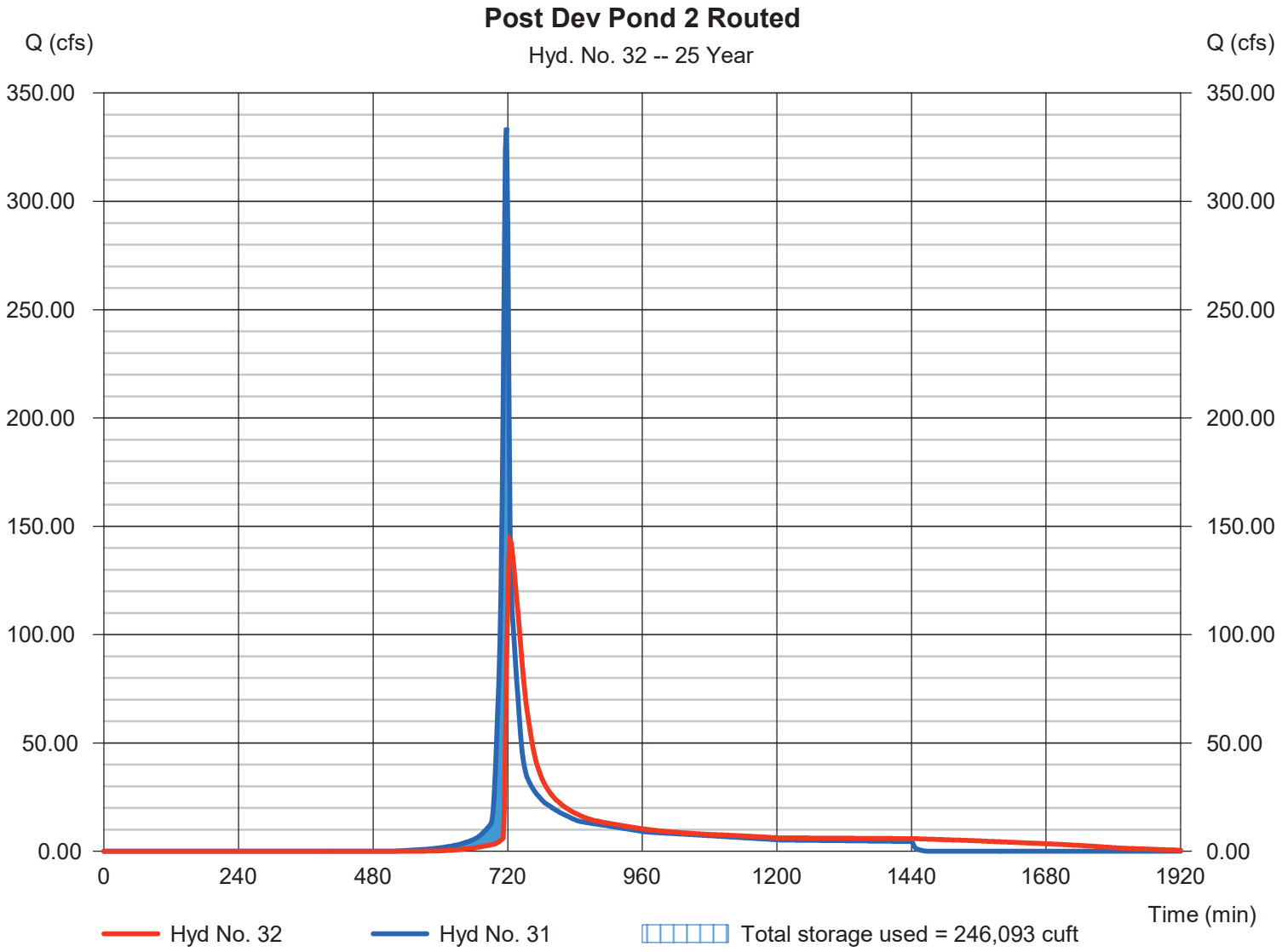
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 32

Post Dev Pond 2 Routed

Hydrograph type	=	Reservoir	Peak discharge	=	143.60 cfs
Storm frequency	=	25 yrs	Time to peak	=	724 min
Time interval	=	2 min	Hyd. volume	=	818,386 cuft
Inflow hyd. No.	=	31 - Post Dev Basin C to Pond 2	Max. Elevation	=	1111.04 ft
Reservoir name	=	Pond 2	Max. Storage	=	246,093 cuft

Storage Indication method used.

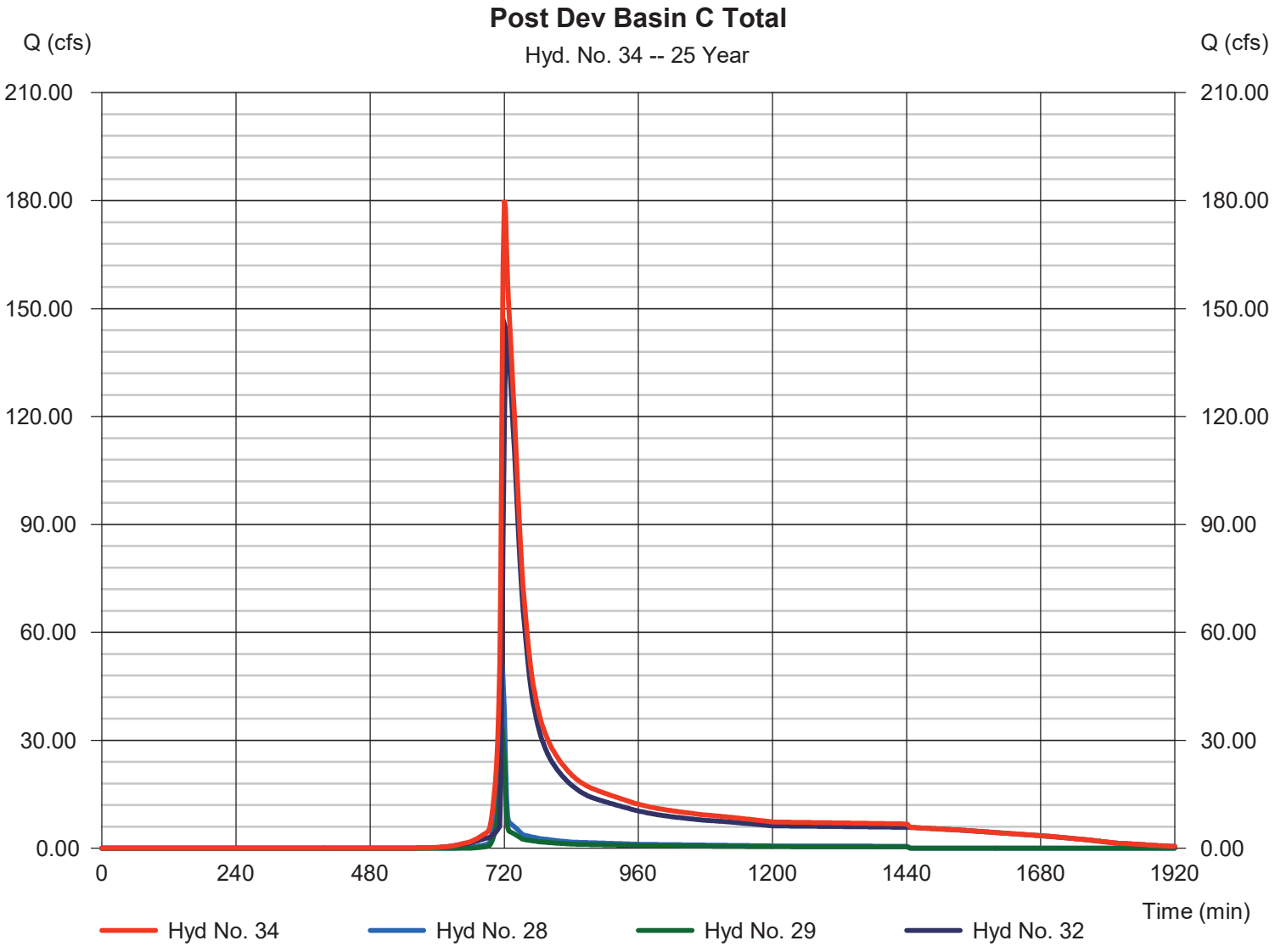


Hydrograph Report

Hyd. No. 34

Post Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 180.05 cfs
Storm frequency	= 25 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 972,552 cuft
Inflow hyds.	= 28, 29, 32	Contrib. drain. area	= 21.660 ac



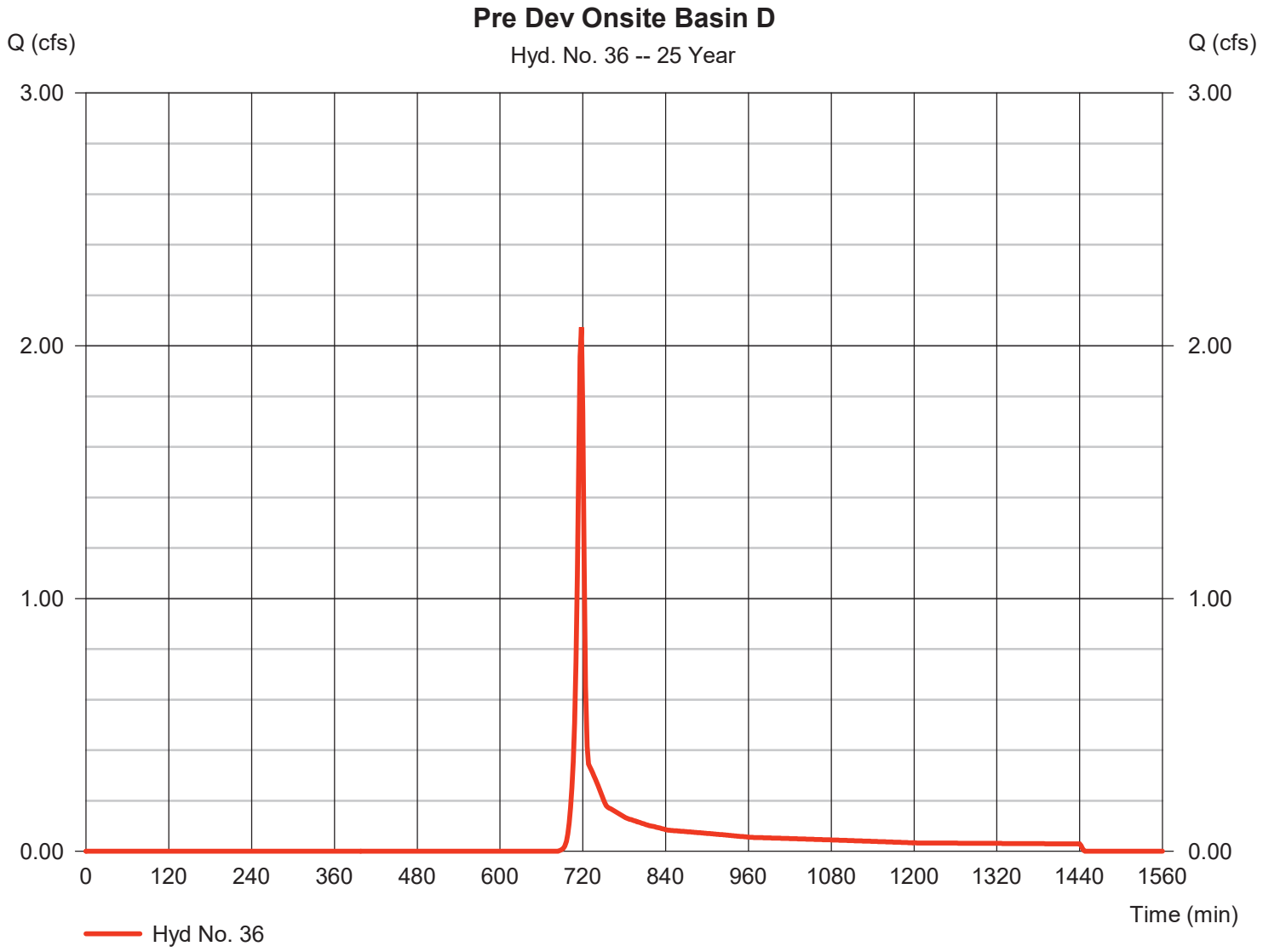
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 36

Pre Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 2.073 cfs
Storm frequency	= 25 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 4,220 cuft
Drainage area	= 0.770 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



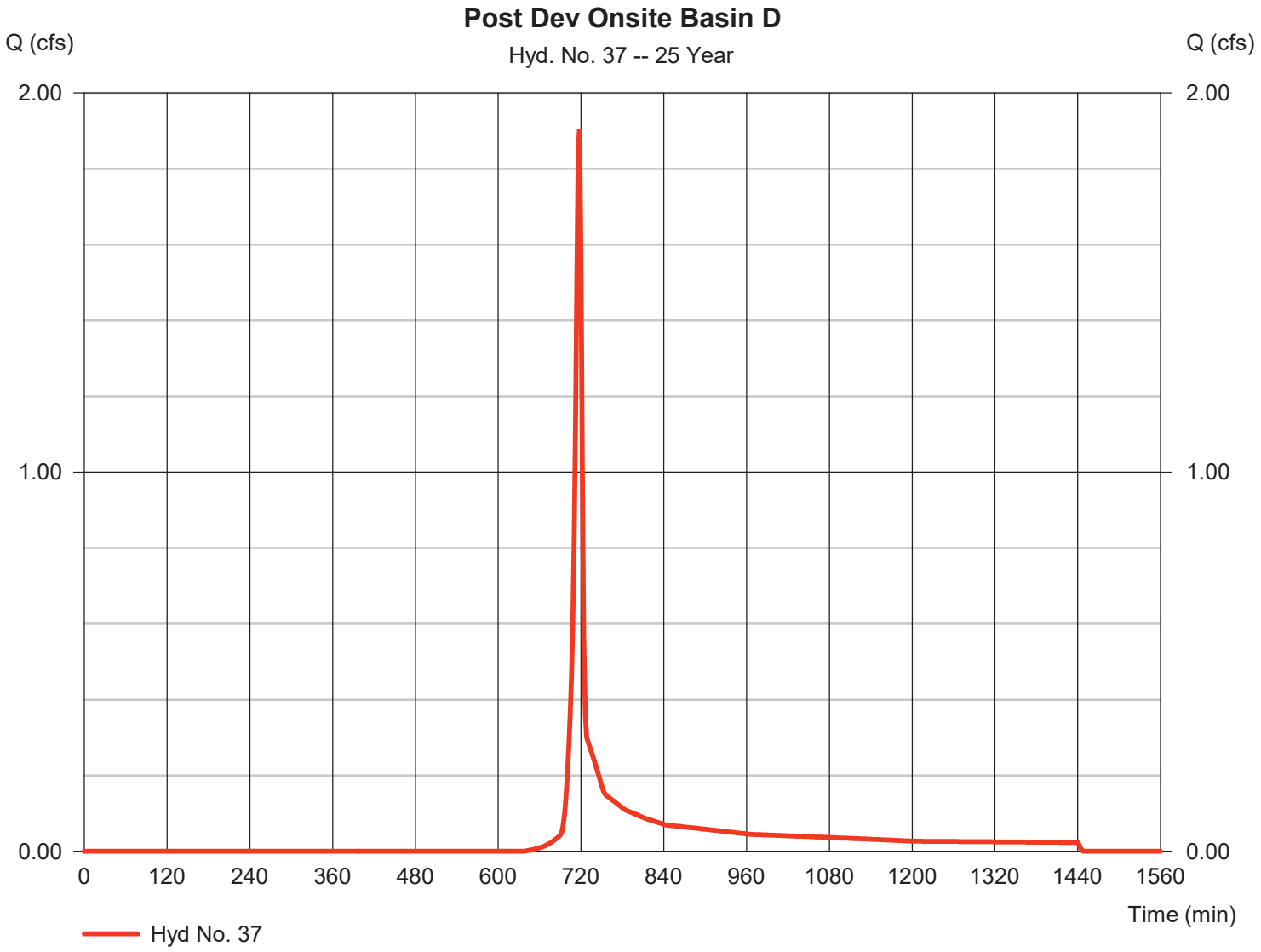
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 37

Post Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 1.905 cfs
Storm frequency	= 25 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 3,812 cuft
Drainage area	= 0.530 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 6.16 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	104.40	2	728	388,055	------	------	------	Pre Dev Onsite Basin A
2	SCS Runoff	30.01	2	722	78,940	------	------	------	Pre Dev Offite Basin A1
3	SCS Runoff	2.319	2	720	5,346	------	------	------	Pre Dev Offsite Basin A2
5	Combine	127.51	2	726	472,340	1, 2, 3,	------	------	Pre Dev Basin A Total
7	SCS Runoff	303.35	2	716	621,561	------	------	------	Post Dev Onsite Basin A to Pond 1
8	SCS Runoff	6.678	2	722	17,670	------	------	------	Post Dev Offsite Basin A to Pond 1
9	SCS Runoff	24.37	2	720	55,937	------	------	------	Post Dev Offsite Basin A1 Bypass
10	SCS Runoff	2.319	2	720	5,346	------	------	------	Post Dev Offsite Basin A2 Bypass
12	Combine	308.25	2	716	639,231	7, 8,	------	------	Post Dev Basin A to Pond 1
13	Reservoir	96.62	2	724	623,259	12	1062.49	290,706	Post Dev Pond 1 Routed
15	Combine	115.76	2	722	684,543	9, 10, 13,	------	------	Post Dev Basin A Total
17	SCS Runoff	10.74	2	730	42,613	------	------	------	Pre Dev Onsite Basin B
18	SCS Runoff	36.98	2	720	96,844	------	------	------	Post Dev Onsite Basin B
20	SCS Runoff	190.30	2	726	635,133	------	------	------	Pre Dev Onsite Basin C
21	SCS Runoff	39.91	2	718	79,797	------	------	------	Pre Dev Offsite Basin C1
22	SCS Runoff	92.53	2	726	303,920	------	------	------	Pre Dev Offsite Basin C2
24	Combine	291.06	2	724	1,018,850	20, 21, 22,	------	------	Pre Dev Basin C Total
26	SCS Runoff	349.68	2	716	707,468	------	------	------	Post Dev Onsite Basin C to Pond 2
27	SCS Runoff	92.53	2	726	303,920	------	------	------	Post Dev Offsite Basin C to Pond 2
28	SCS Runoff	58.89	2	718	117,875	------	------	------	Post Dev Onsite Basin C Bypass
29	SCS Runoff	38.39	2	718	76,788	------	------	------	Post Dev Offsite Basin C Bypass
31	Combine	410.75	2	718	1,011,387	26, 27,	------	------	Post Dev Basin C to Pond 2
32	Reservoir	201.97	2	724	1,011,368	31	1112.13	291,046	Post Dev Pond 2 Routed
34	Combine	257.73	2	720	1,206,030	28, 29, 32,	------	------	Post Dev Basin C Total
36	SCS Runoff	2.725	2	718	5,482	------	------	------	Pre Dev Onsite Basin D
37	SCS Runoff	2.404	2	718	4,808	------	------	------	Post Dev Onsite Basin D

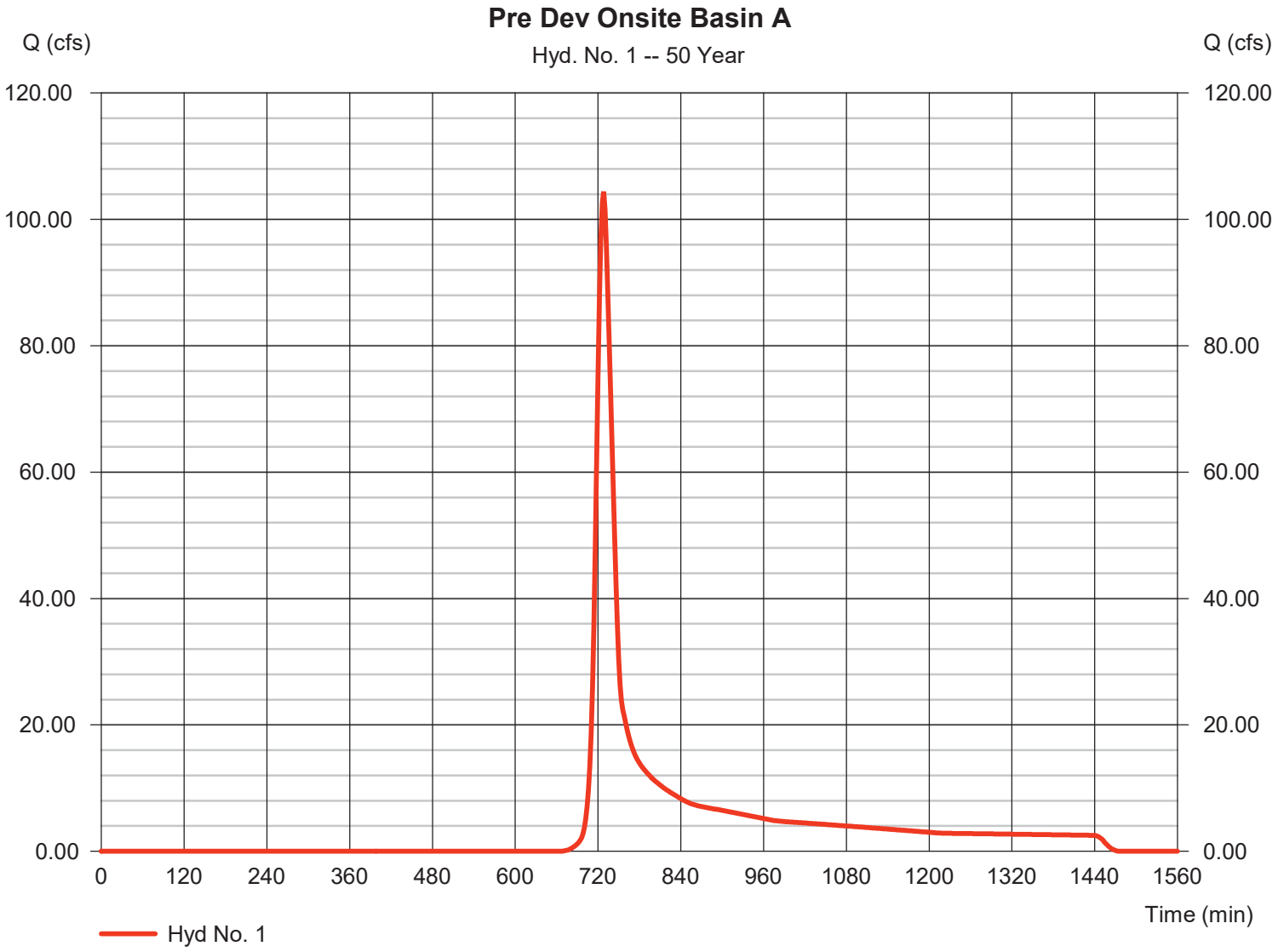
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 1

Pre Dev Onsite Basin A

Hydrograph type	= SCS Runoff	Peak discharge	= 104.40 cfs
Storm frequency	= 50 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 388,055 cuft
Drainage area	= 50.200 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 22.00 min
Total precip.	= 6.95 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



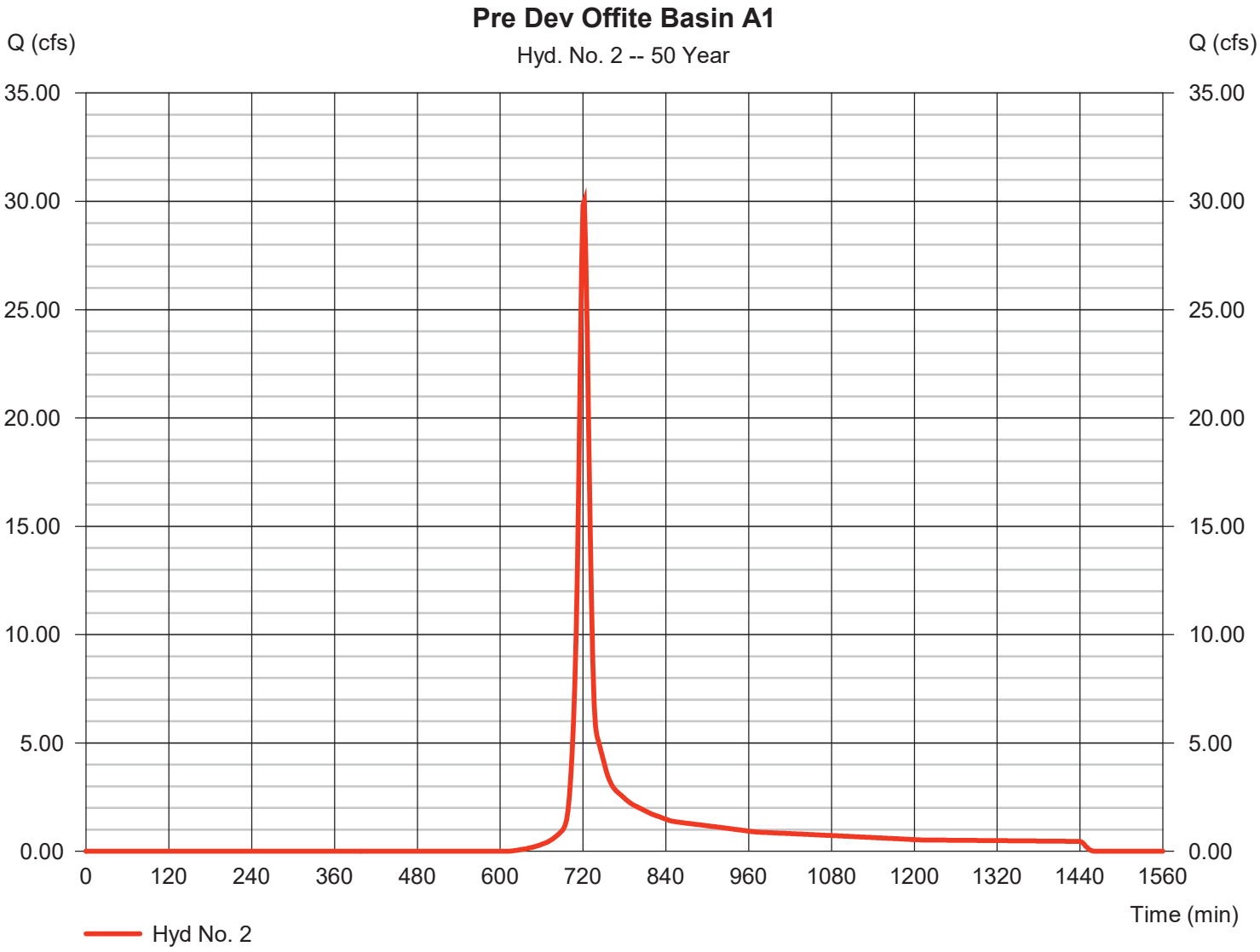
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 2

Pre Dev Offite Basin A1

Hydrograph type	= SCS Runoff	Peak discharge	= 30.01 cfs
Storm frequency	= 50 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 78,940 cuft
Drainage area	= 7.910 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.00 min
Total precip.	= 6.95 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



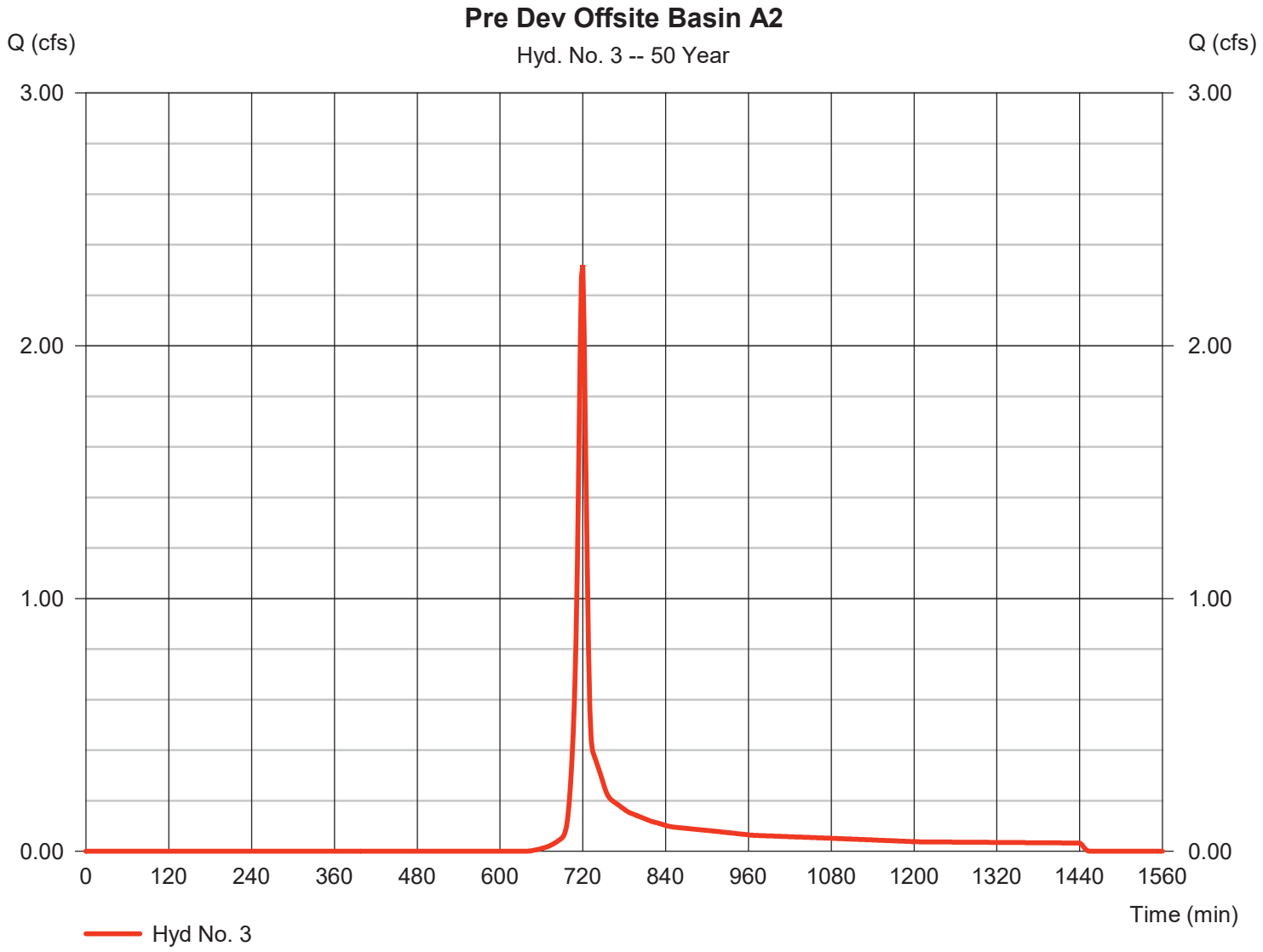
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 3

Pre Dev Offsite Basin A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	2.319 cfs
Storm frequency	=	50 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	5,346 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



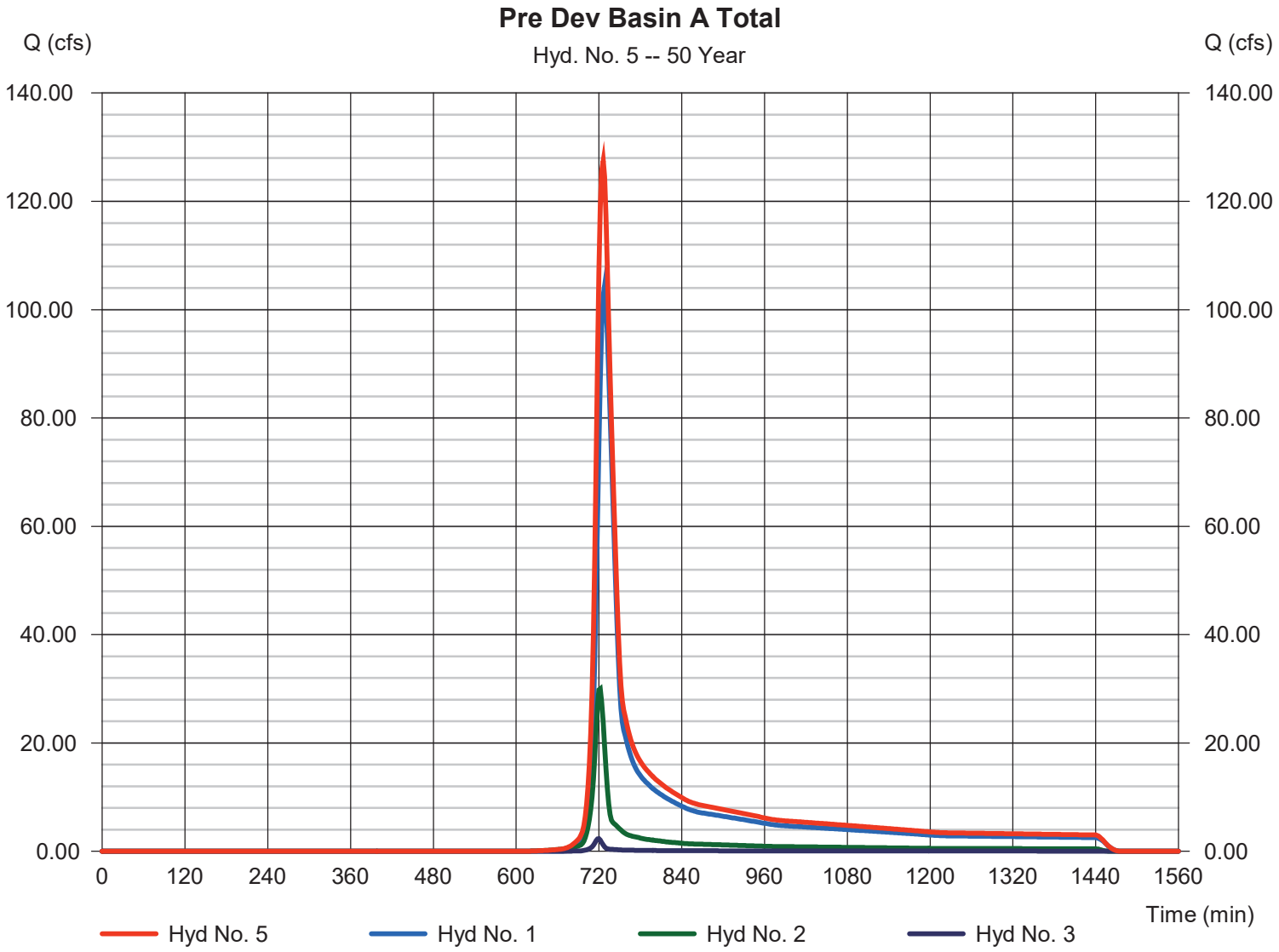
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 5

Pre Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 127.51 cfs
Storm frequency	= 50 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 472,340 cuft
Inflow hyds.	= 1, 2, 3	Contrib. drain. area	= 58.730 ac



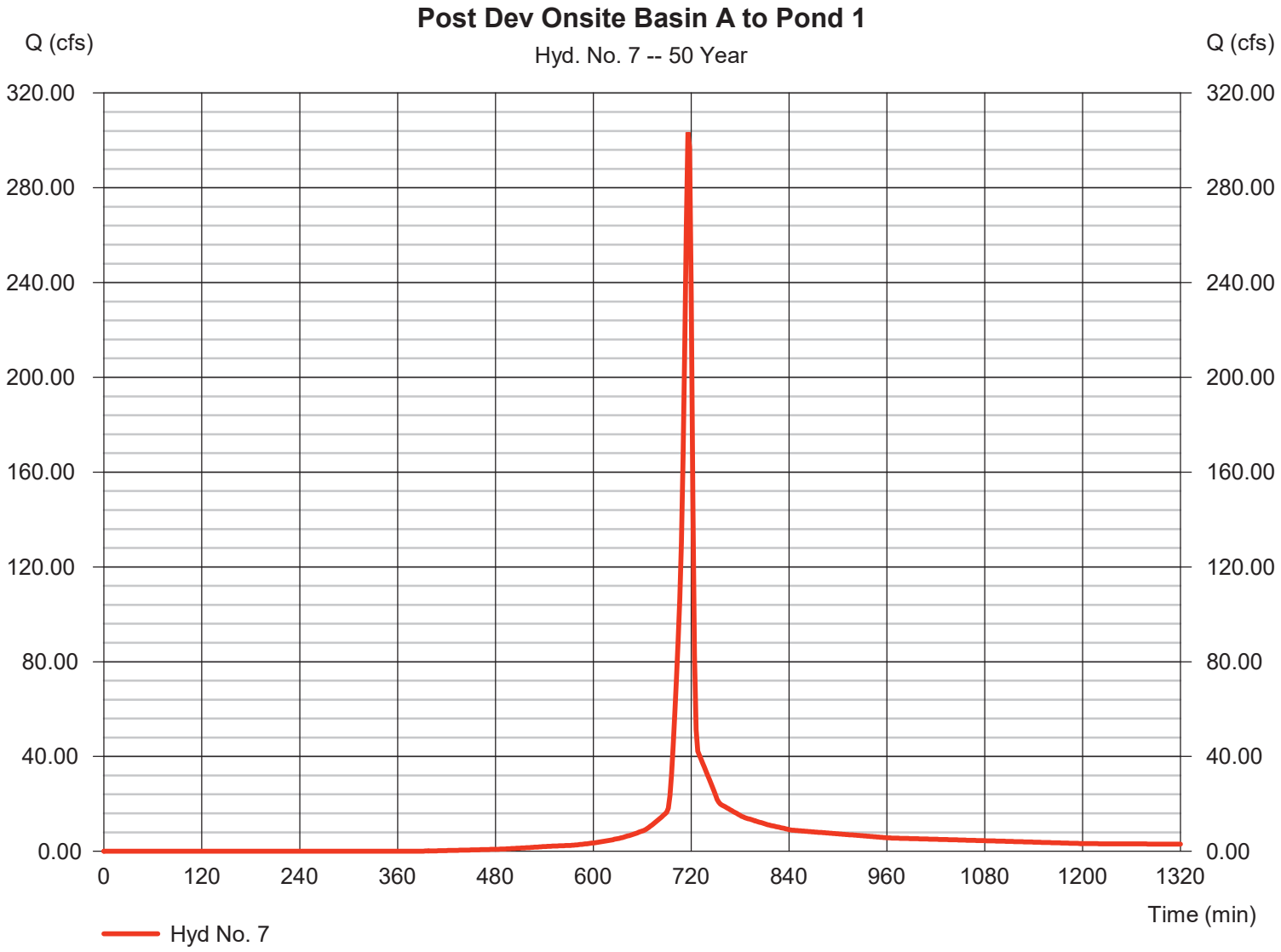
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 7

Post Dev Onsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	303.35 cfs
Storm frequency	=	50 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	621,561 cuft
Drainage area	=	42.270 ac	Curve number	=	77
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



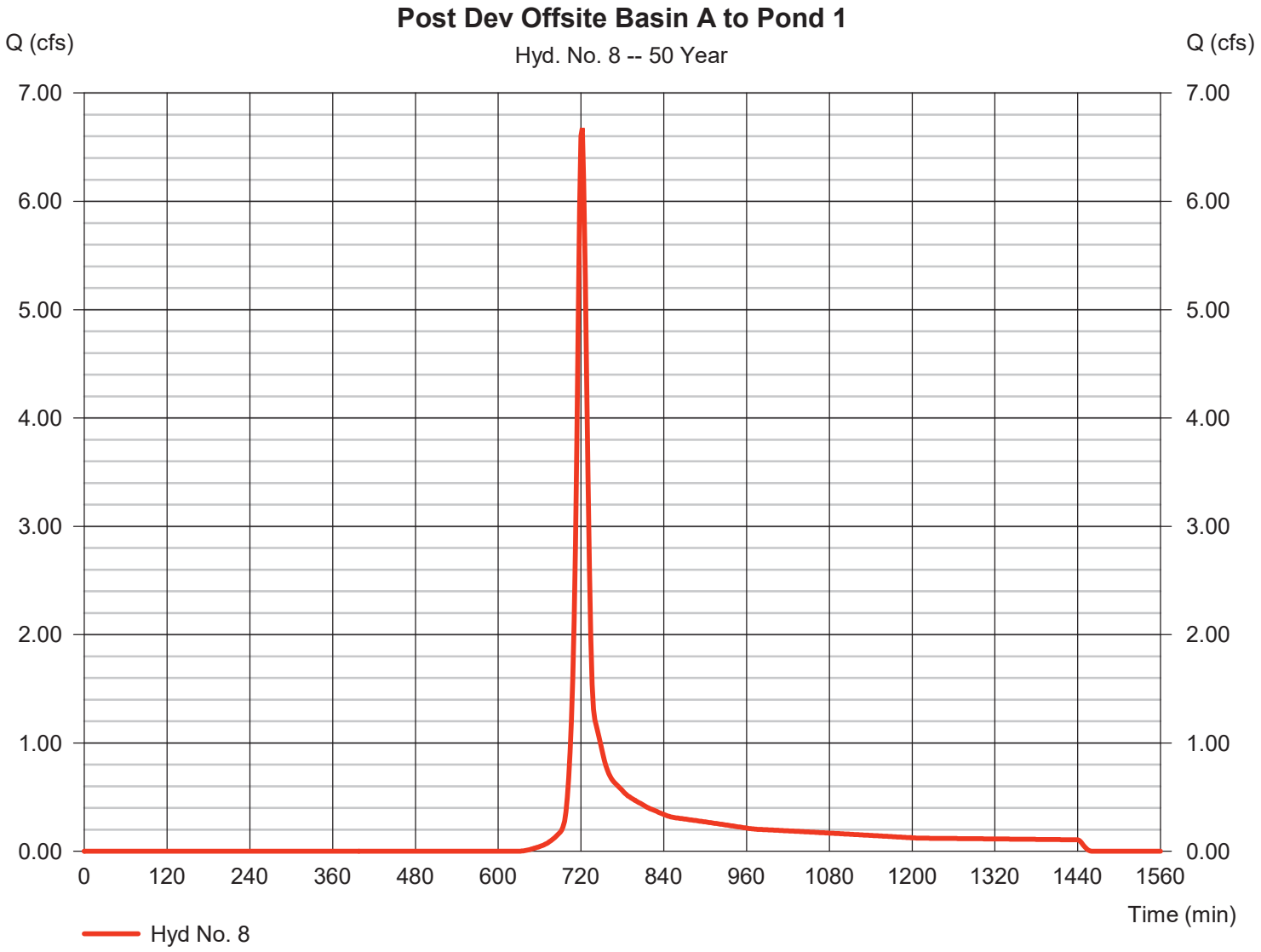
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 8

Post Dev Offsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	6.678 cfs
Storm frequency	=	50 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	17,670 cuft
Drainage area	=	1.910 ac	Curve number	=	59
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	12.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



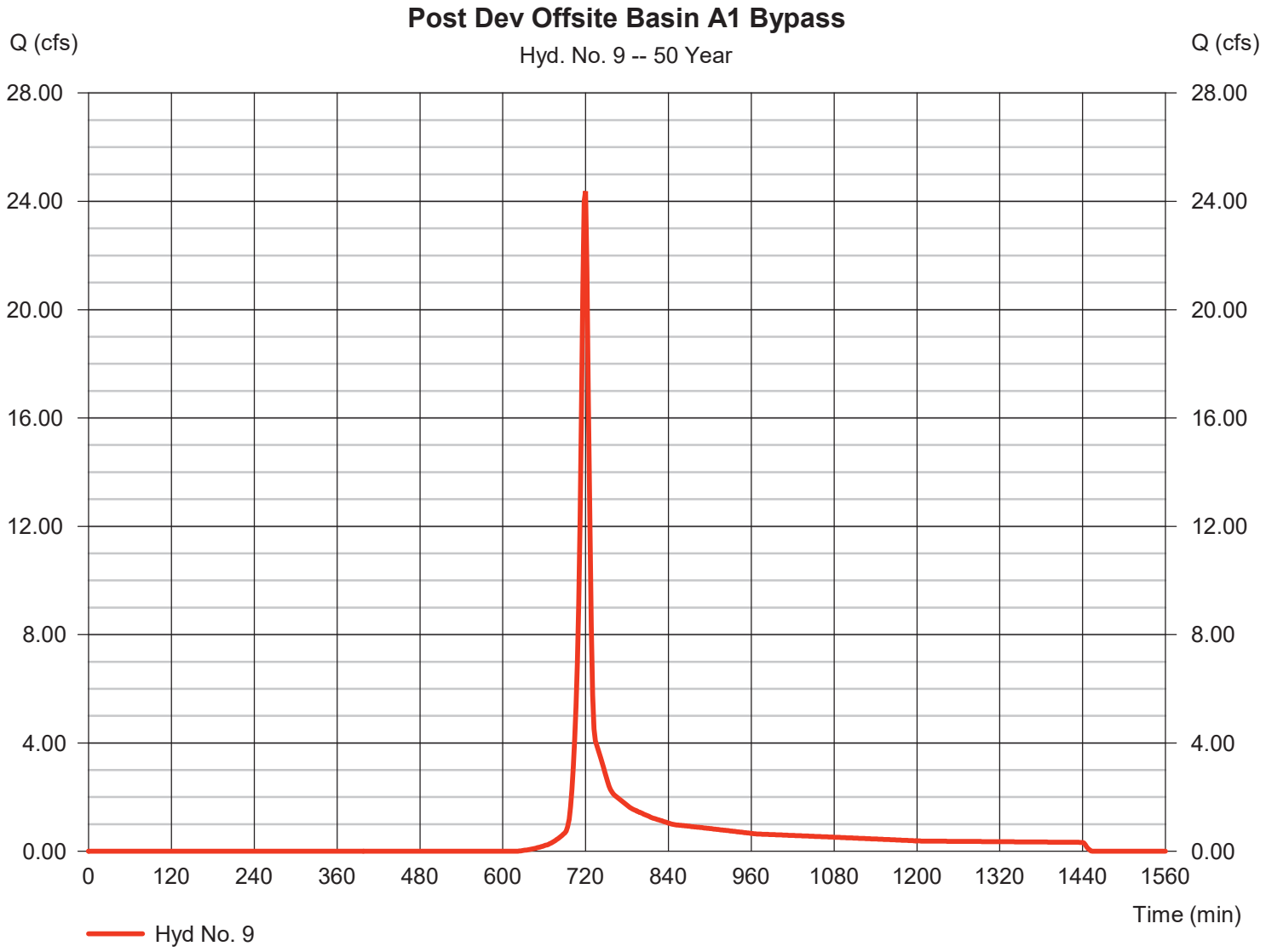
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 9

Post Dev Offsite Basin A1 Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 24.37 cfs
Storm frequency	= 50 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 55,937 cuft
Drainage area	= 6.000 ac	Curve number	= 60
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.00 min
Total precip.	= 6.95 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



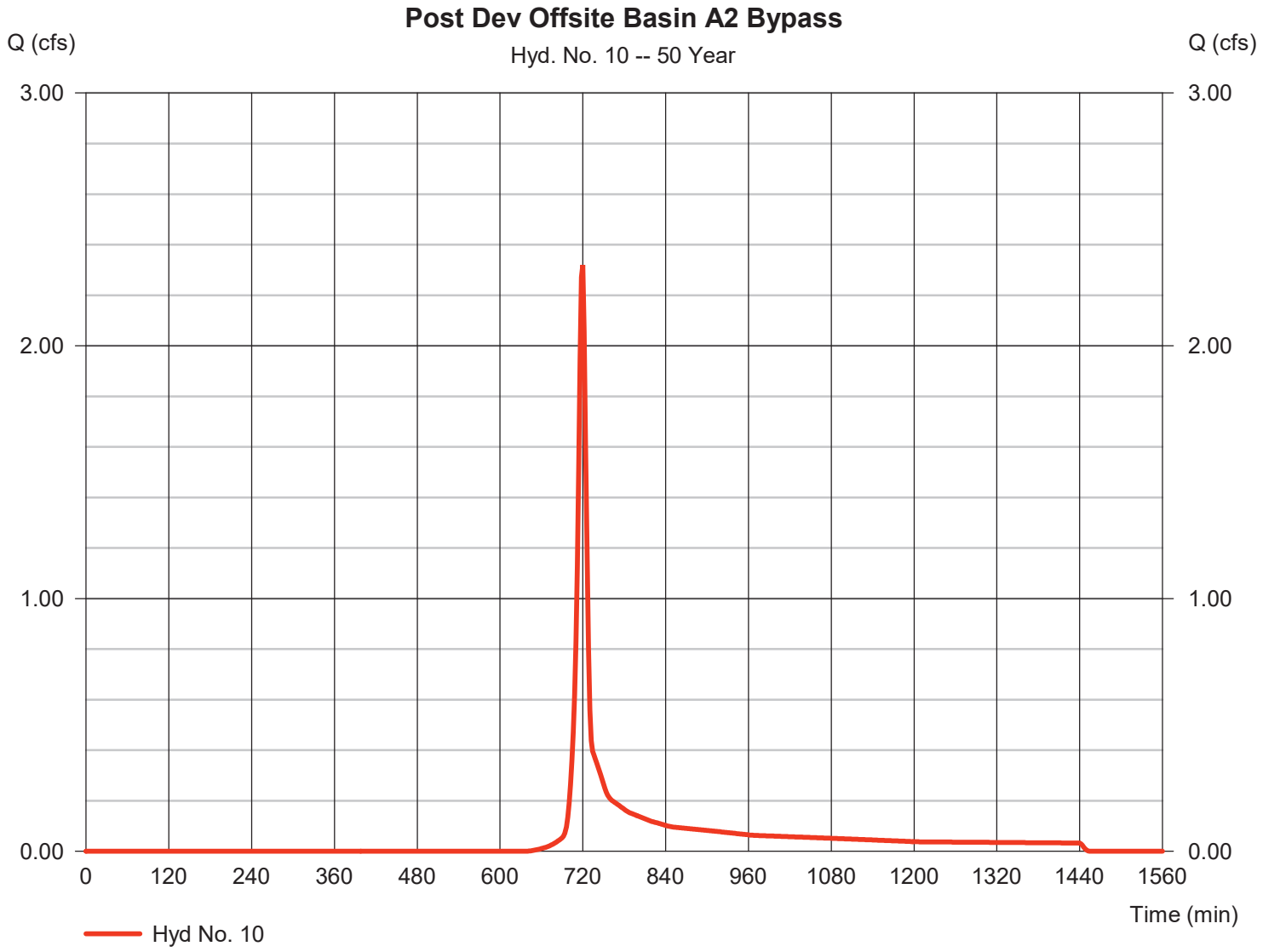
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 10

Post Dev Offsite Basin A2 Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	2.319 cfs
Storm frequency	=	50 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	5,346 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



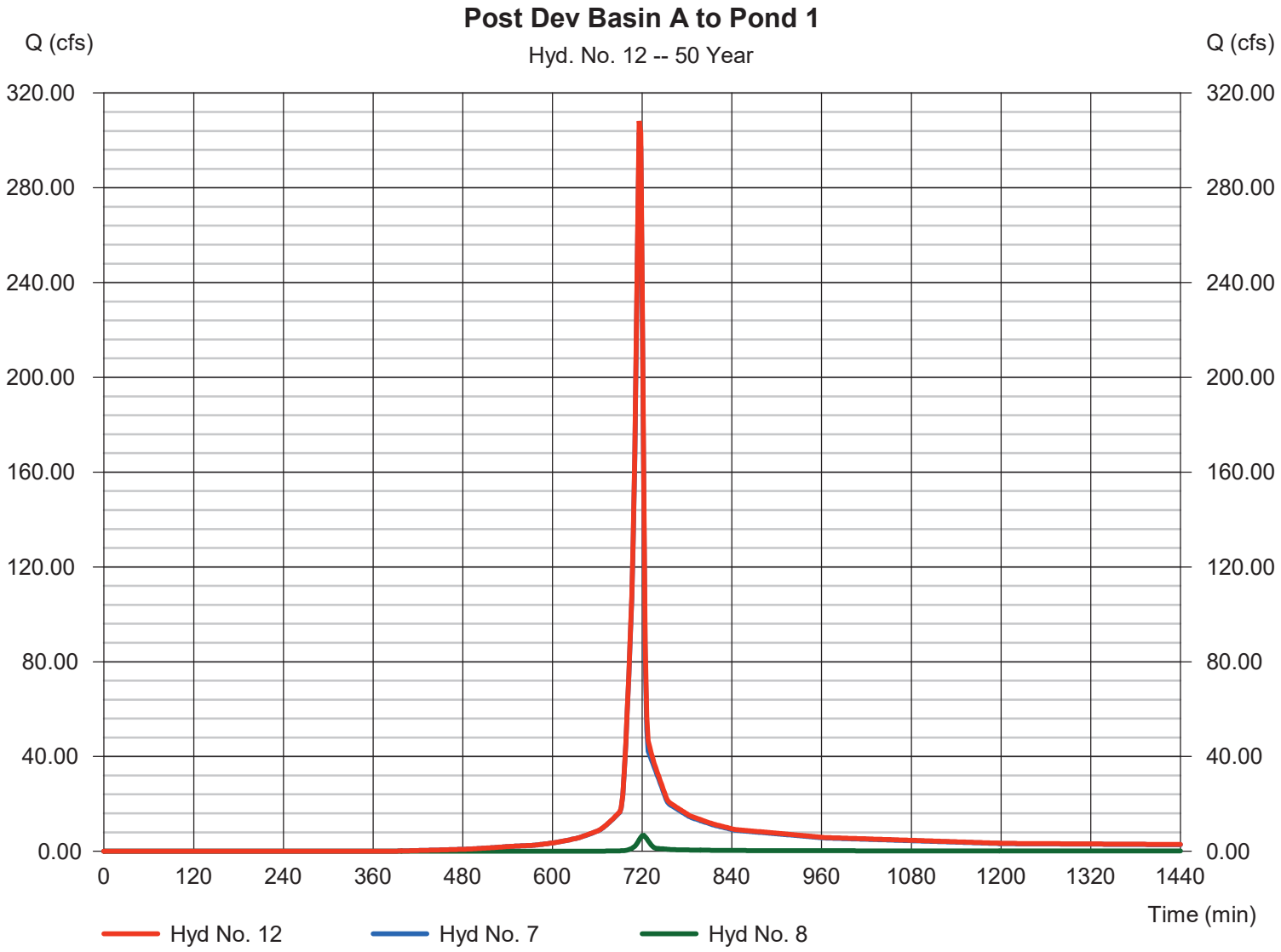
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 12

Post Dev Basin A to Pond 1

Hydrograph type	= Combine	Peak discharge	= 308.25 cfs
Storm frequency	= 50 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 639,231 cuft
Inflow hyds.	= 7, 8	Contrib. drain. area	= 44.180 ac



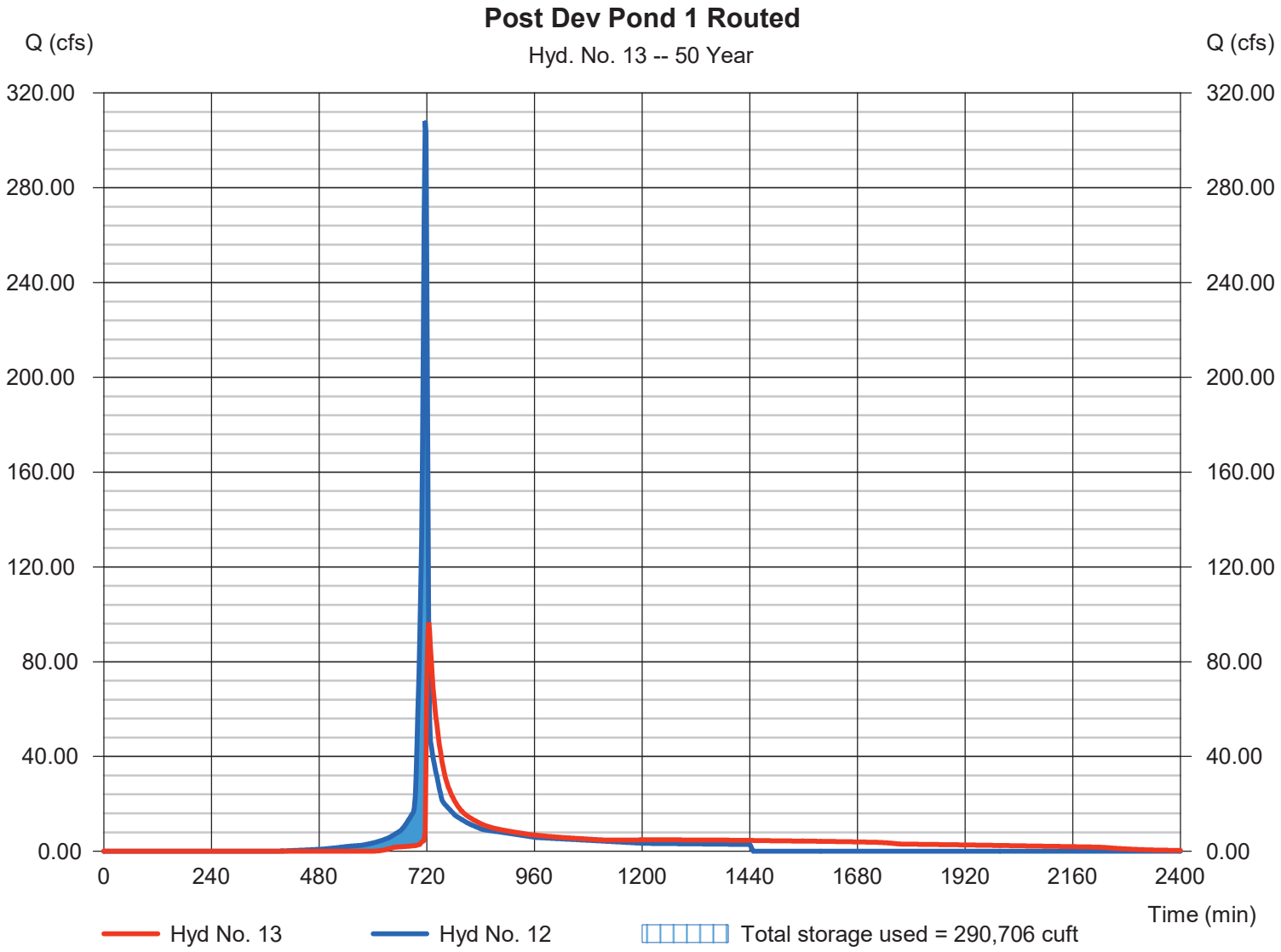
Hydrograph Report

Hyd. No. 13

Post Dev Pond 1 Routed

Hydrograph type	= Reservoir	Peak discharge	= 96.62 cfs
Storm frequency	= 50 yrs	Time to peak	= 724 min
Time interval	= 2 min	Hyd. volume	= 623,259 cuft
Inflow hyd. No.	= 12 - Post Dev Basin A to Pond 1	Max. Elevation	= 1062.49 ft
Reservoir name	= Pond 1	Max. Storage	= 290,706 cuft

Storage Indication method used.



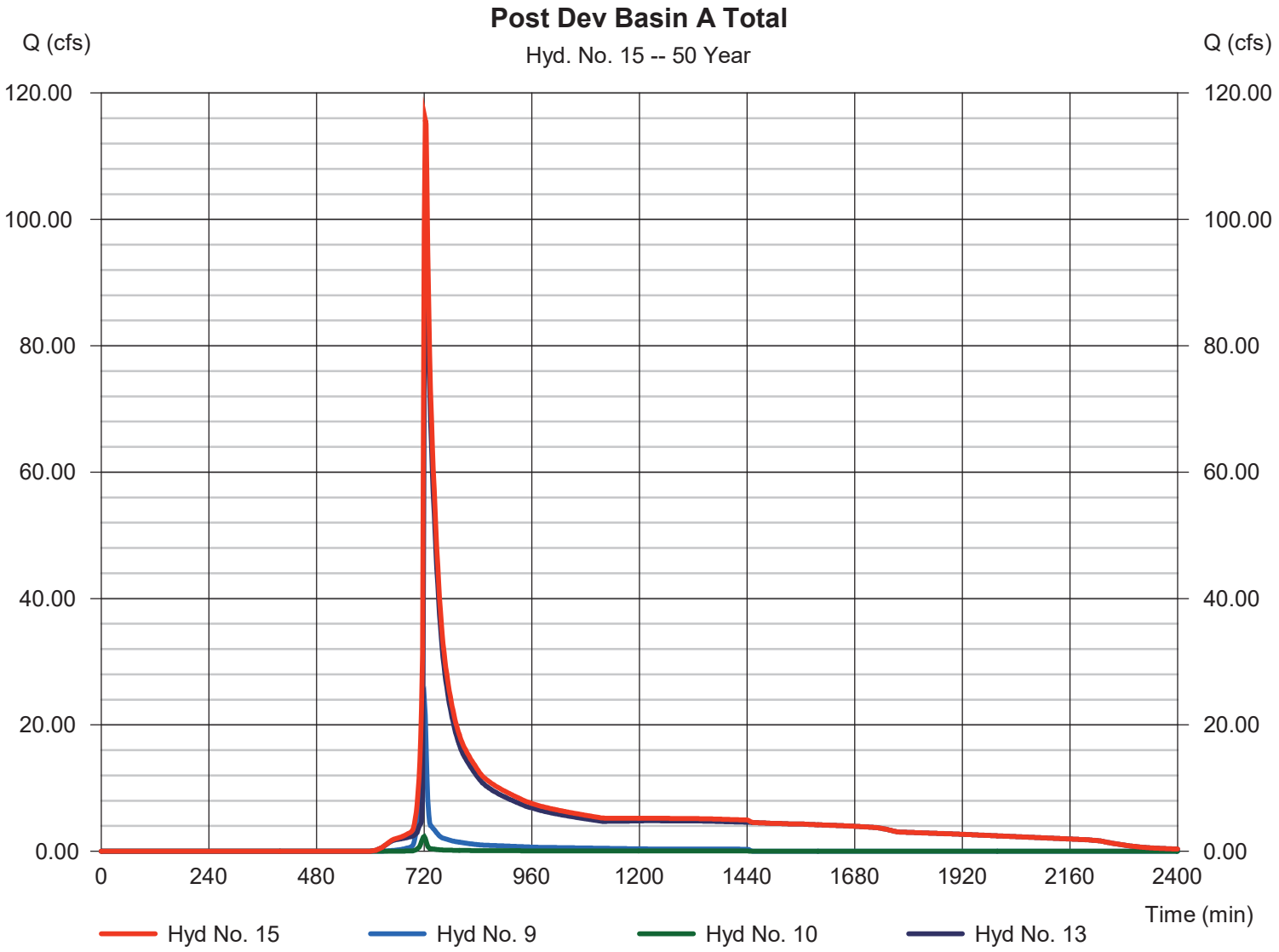
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 15

Post Dev Basin A Total

Hydrograph type	=	Combine	Peak discharge	=	115.76 cfs
Storm frequency	=	50 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	684,543 cuft
Inflow hyds.	=	9, 10, 13	Contrib. drain. area	=	6.620 ac



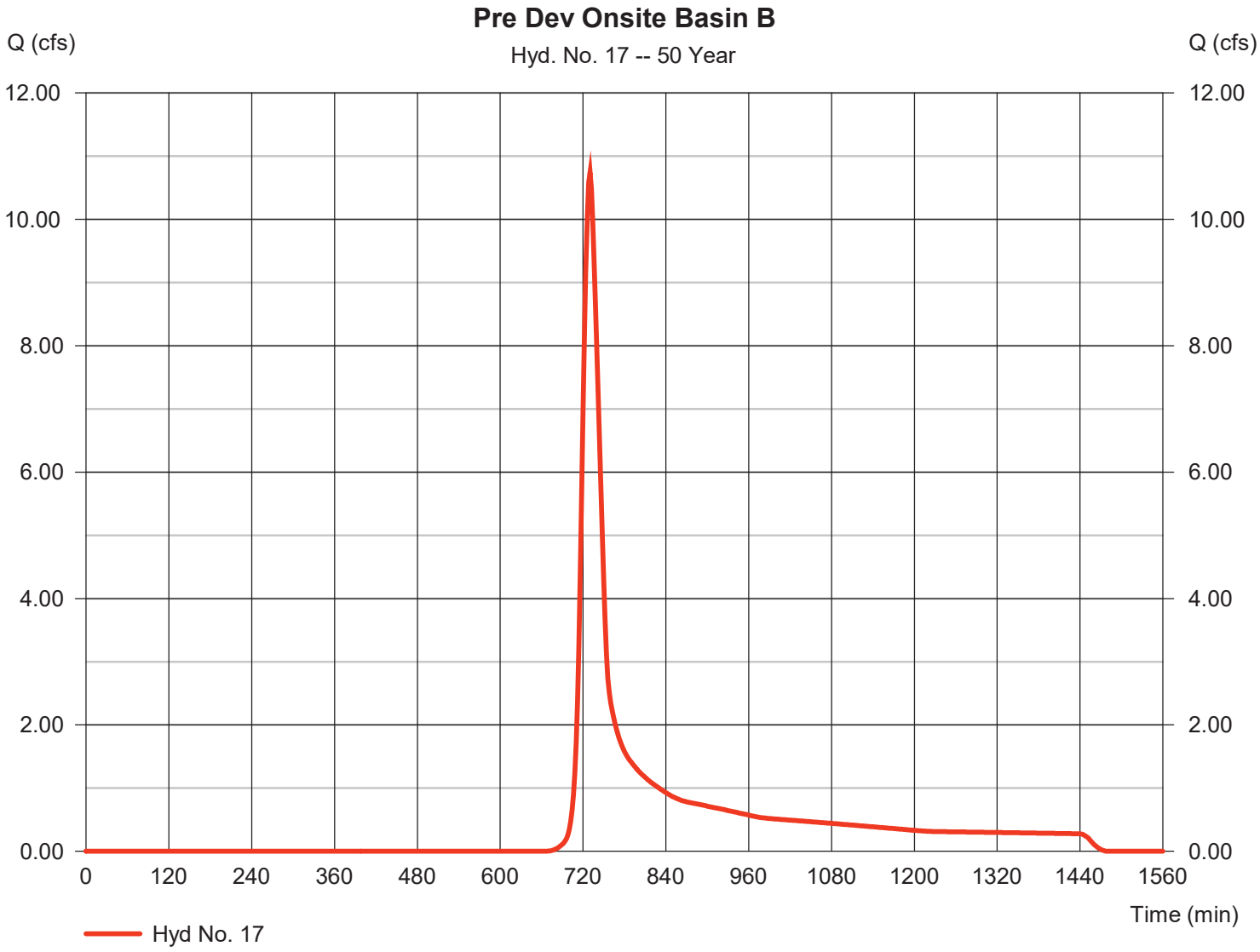
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 17

Pre Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 10.74 cfs
Storm frequency	= 50 yrs	Time to peak	= 730 min
Time interval	= 2 min	Hyd. volume	= 42,613 cuft
Drainage area	= 5.700 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 25.00 min
Total precip.	= 6.95 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



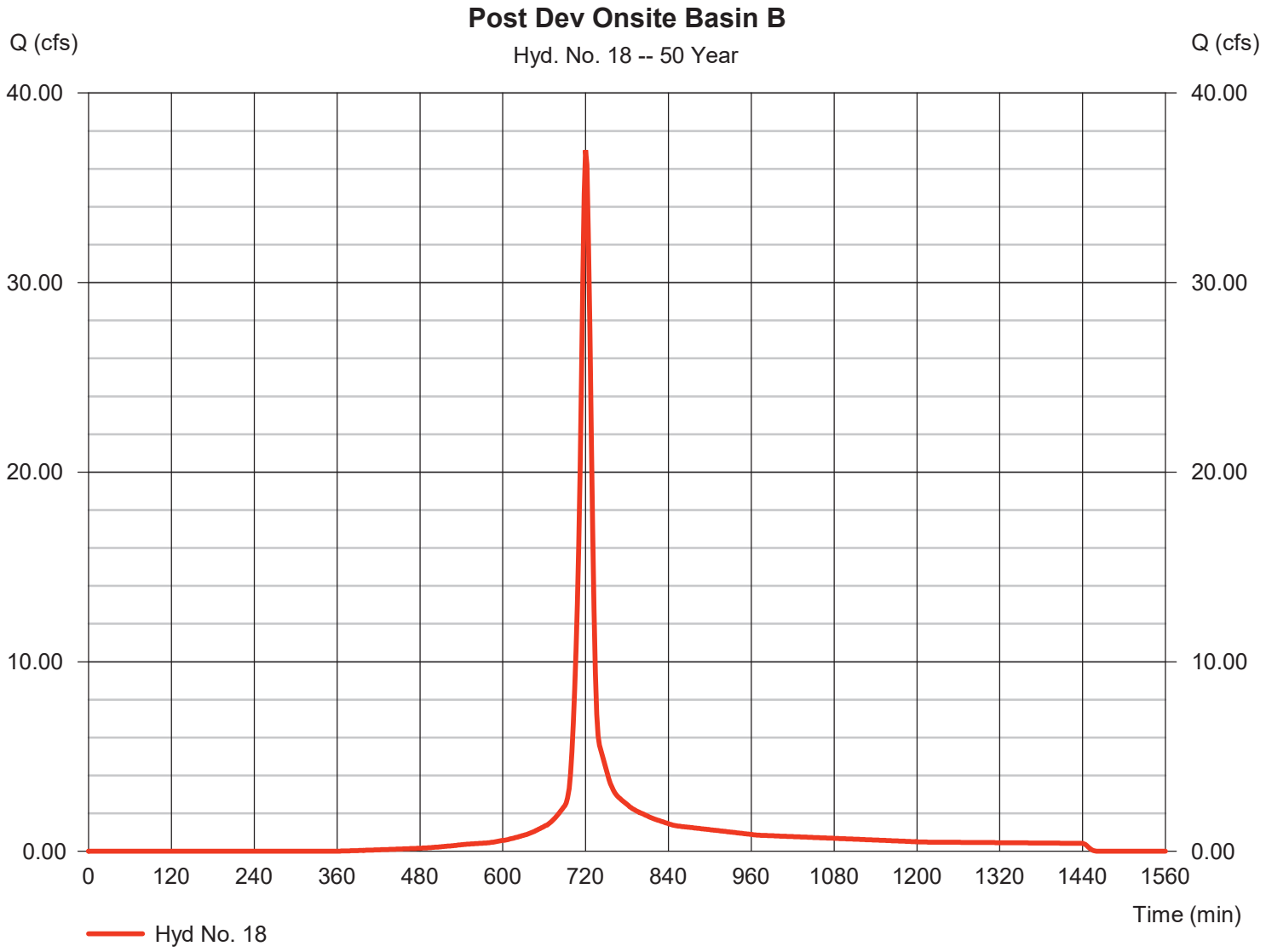
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 18

Post Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 36.98 cfs
Storm frequency	= 50 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 96,844 cuft
Drainage area	= 5.700 ac	Curve number	= 79
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 6.95 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



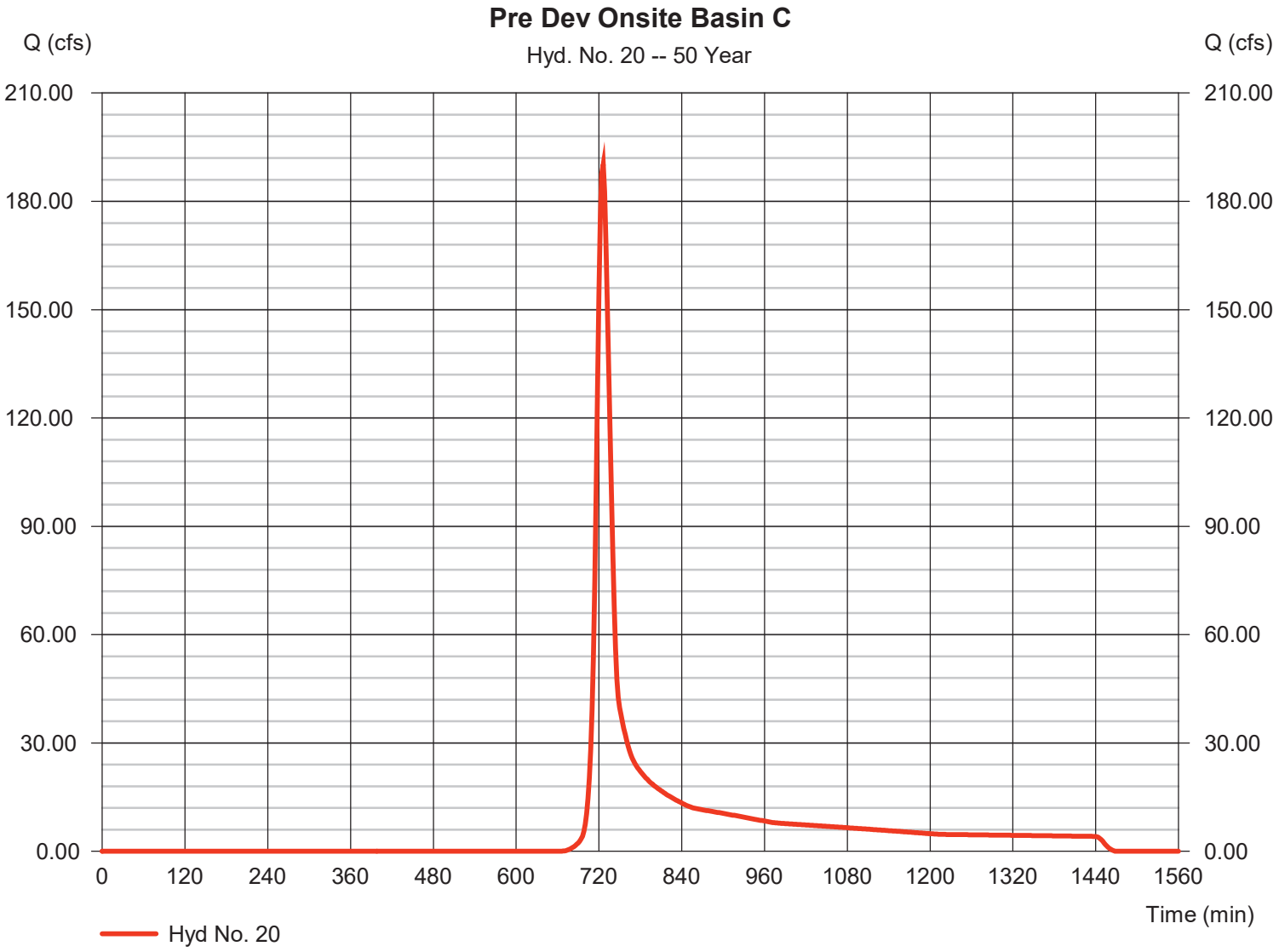
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Friday, 01 / 31 / 2025

Hyd. No. 20

Pre Dev Onsite Basin C

Hydrograph type	= SCS Runoff	Peak discharge	= 190.30 cfs
Storm frequency	= 50 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 635,133 cuft
Drainage area	= 83.630 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.00 min
Total precip.	= 6.95 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



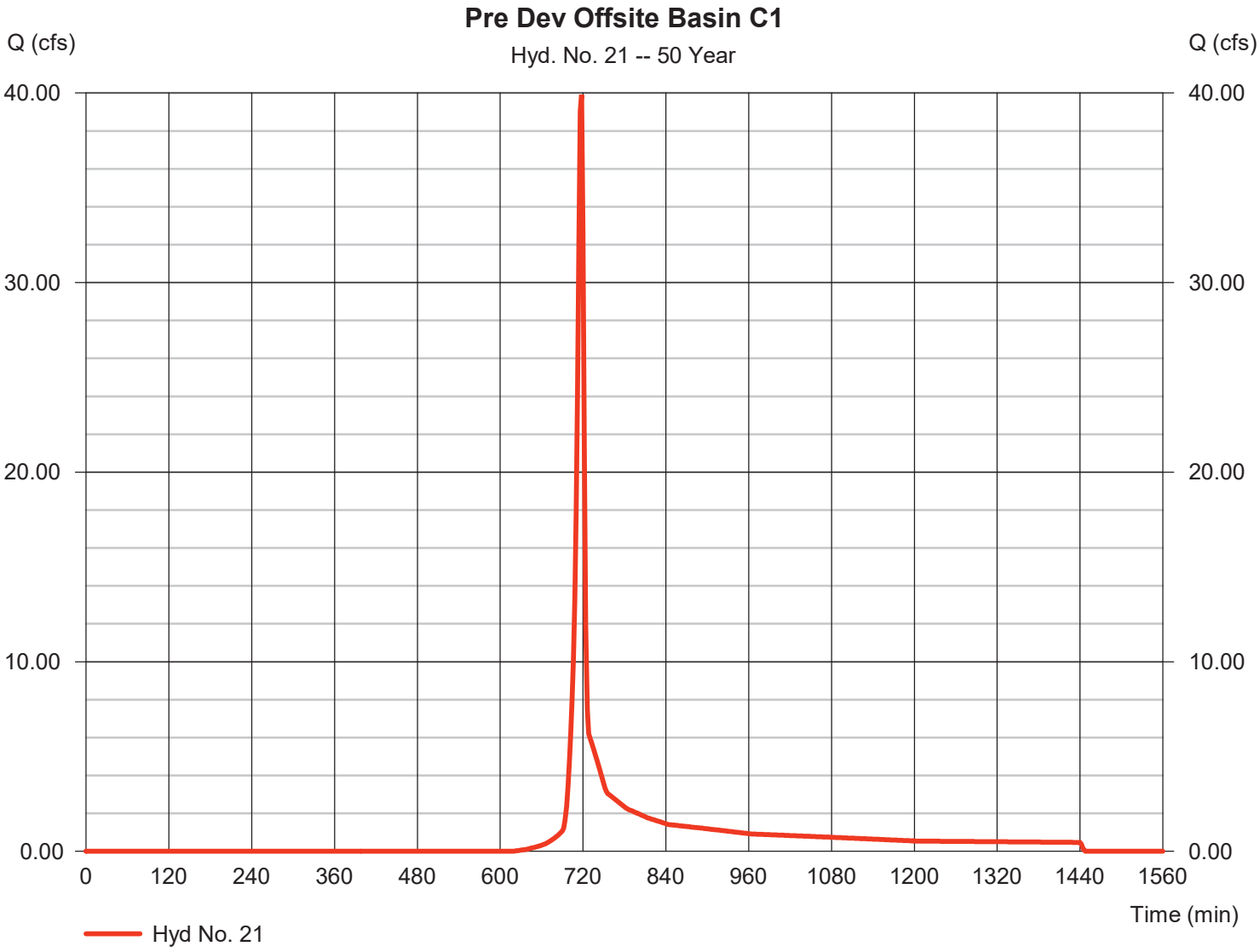
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 21

Pre Dev Offsite Basin C1

Hydrograph type	=	SCS Runoff	Peak discharge	=	39.91 cfs
Storm frequency	=	50 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	79,797 cuft
Drainage area	=	9.130 ac	Curve number	=	60
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



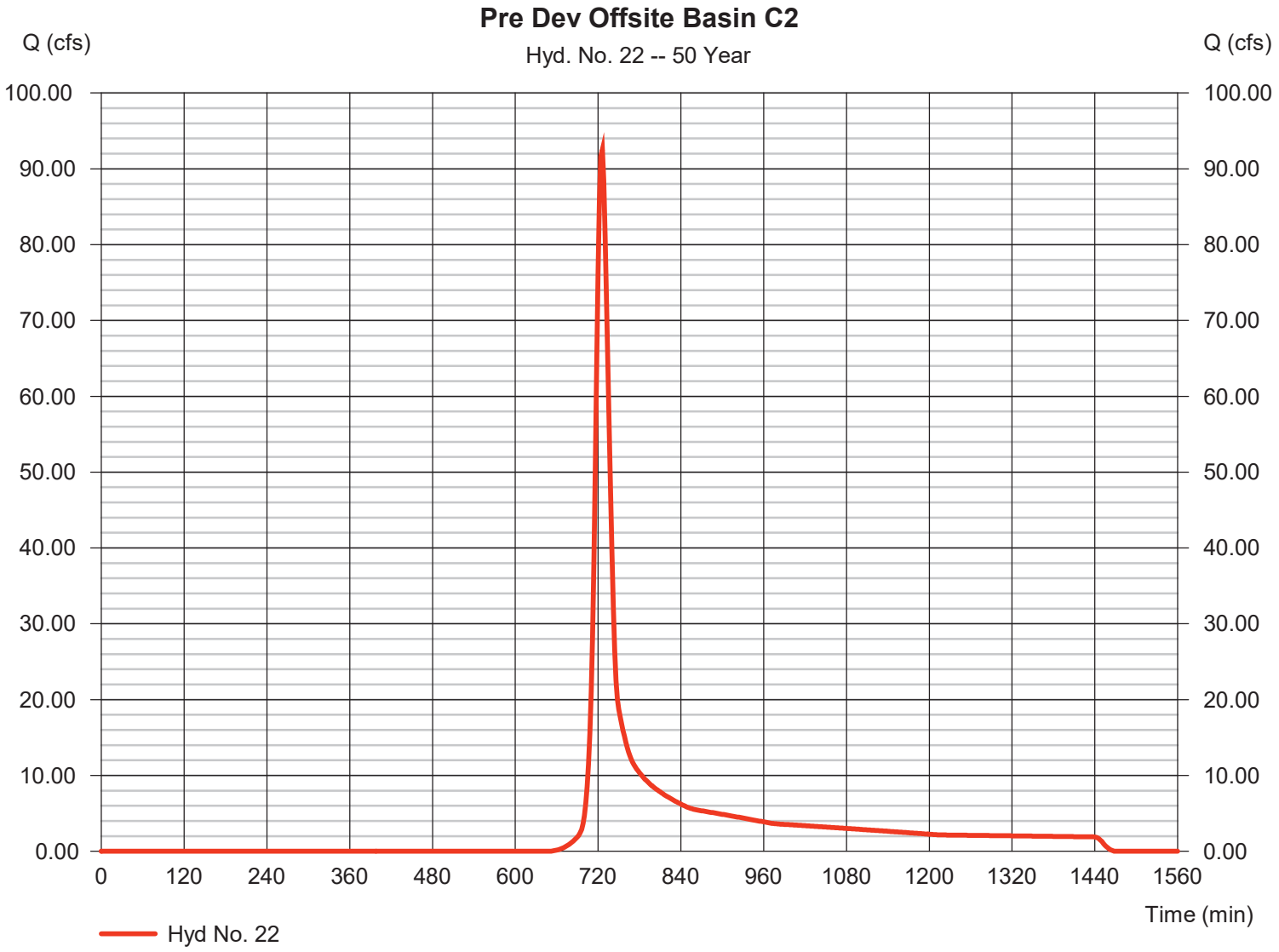
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 22

Pre Dev Offsite Basin C2

Hydrograph type	=	SCS Runoff	Peak discharge	=	92.53 cfs
Storm frequency	=	50 yrs	Time to peak	=	726 min
Time interval	=	2 min	Hyd. volume	=	303,920 cuft
Drainage area	=	36.720 ac	Curve number	=	57
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	18.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

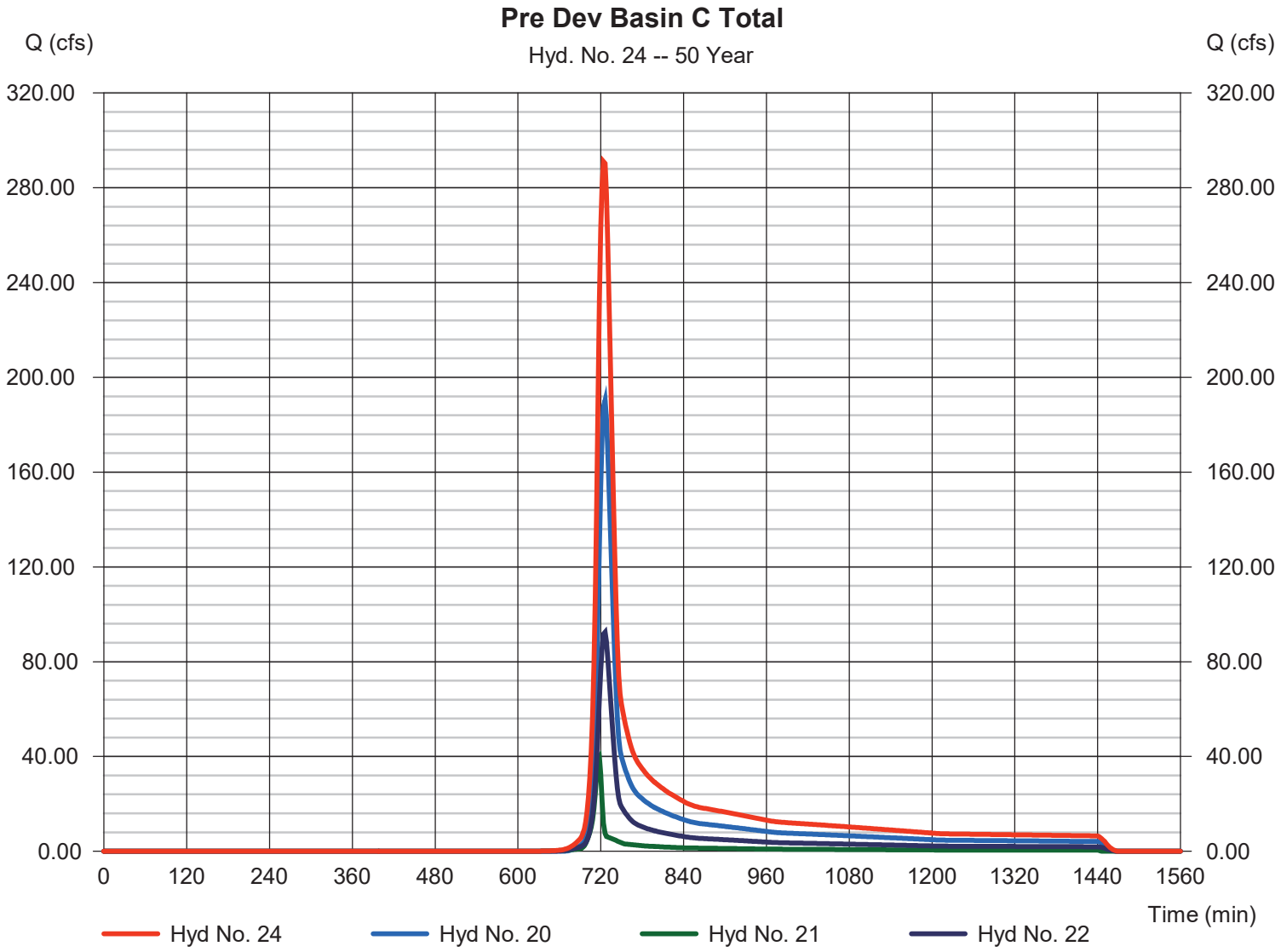


Hydrograph Report

Hyd. No. 24

Pre Dev Basin C Total

Hydrograph type	=	Combine	Peak discharge	=	291.06 cfs
Storm frequency	=	50 yrs	Time to peak	=	724 min
Time interval	=	2 min	Hyd. volume	=	1,018,850 cuft
Inflow hyds.	=	20, 21, 22	Contrib. drain. area	=	129.480 ac

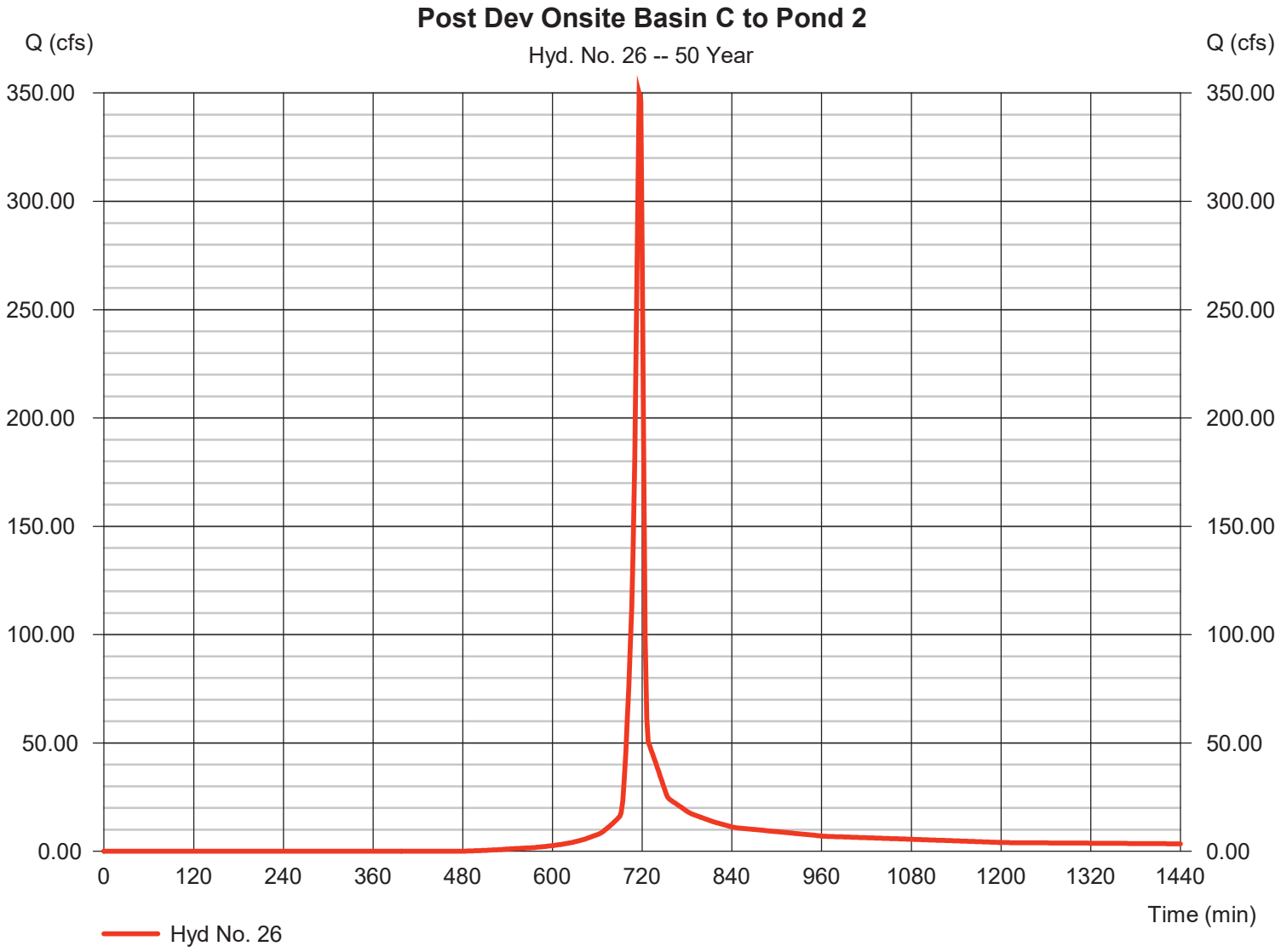


Hydrograph Report

Hyd. No. 26

Post Dev Onsite Basin C to Pond 2

Hydrograph type	=	SCS Runoff	Peak discharge	=	349.68 cfs
Storm frequency	=	50 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	707,468 cuft
Drainage area	=	56.470 ac	Curve number	=	71
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



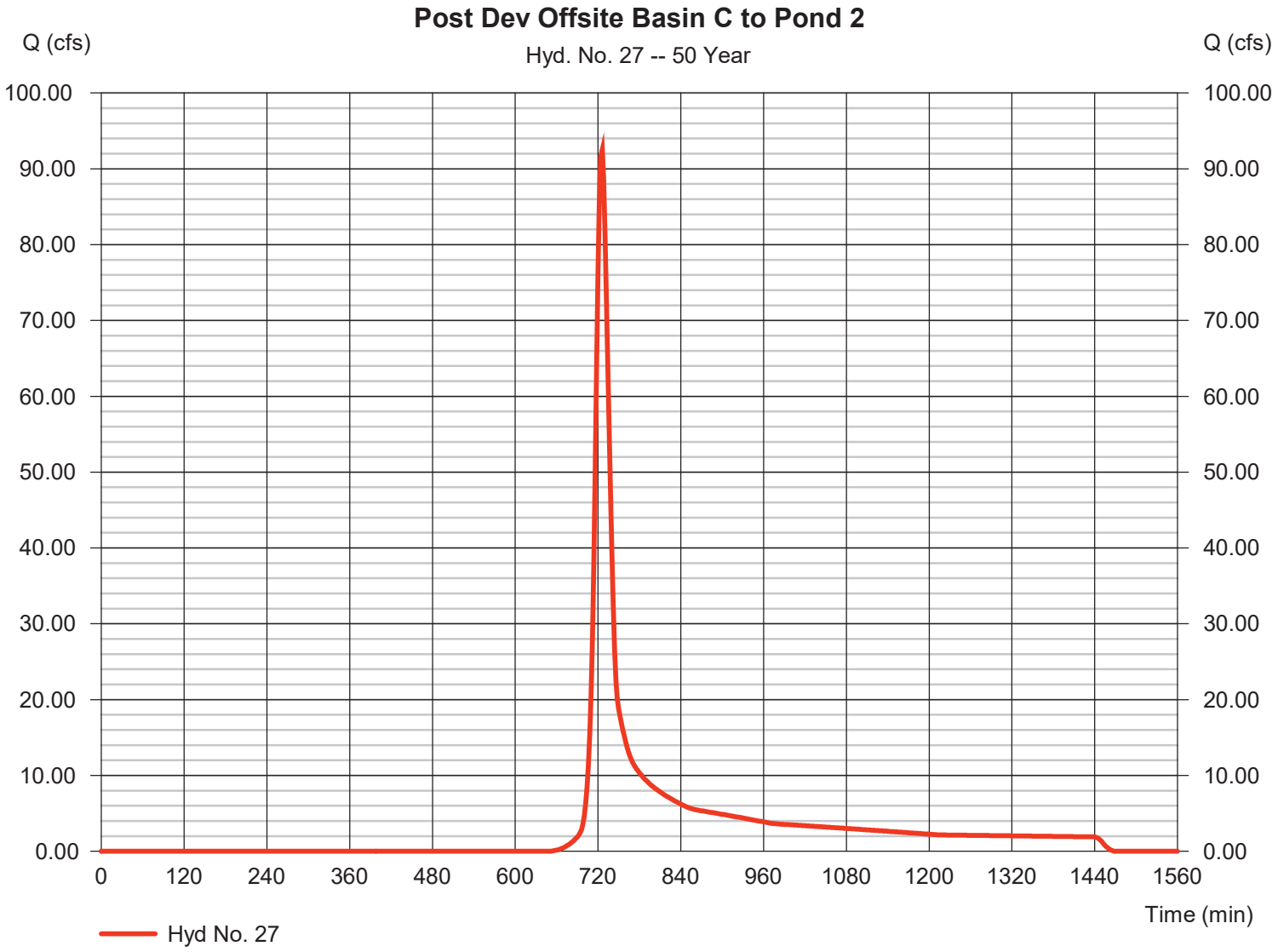
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 27

Post Dev Offsite Basin C to Pond 2

Hydrograph type	=	SCS Runoff	Peak discharge	=	92.53 cfs
Storm frequency	=	50 yrs	Time to peak	=	726 min
Time interval	=	2 min	Hyd. volume	=	303,920 cuft
Drainage area	=	36.720 ac	Curve number	=	57
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	18.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

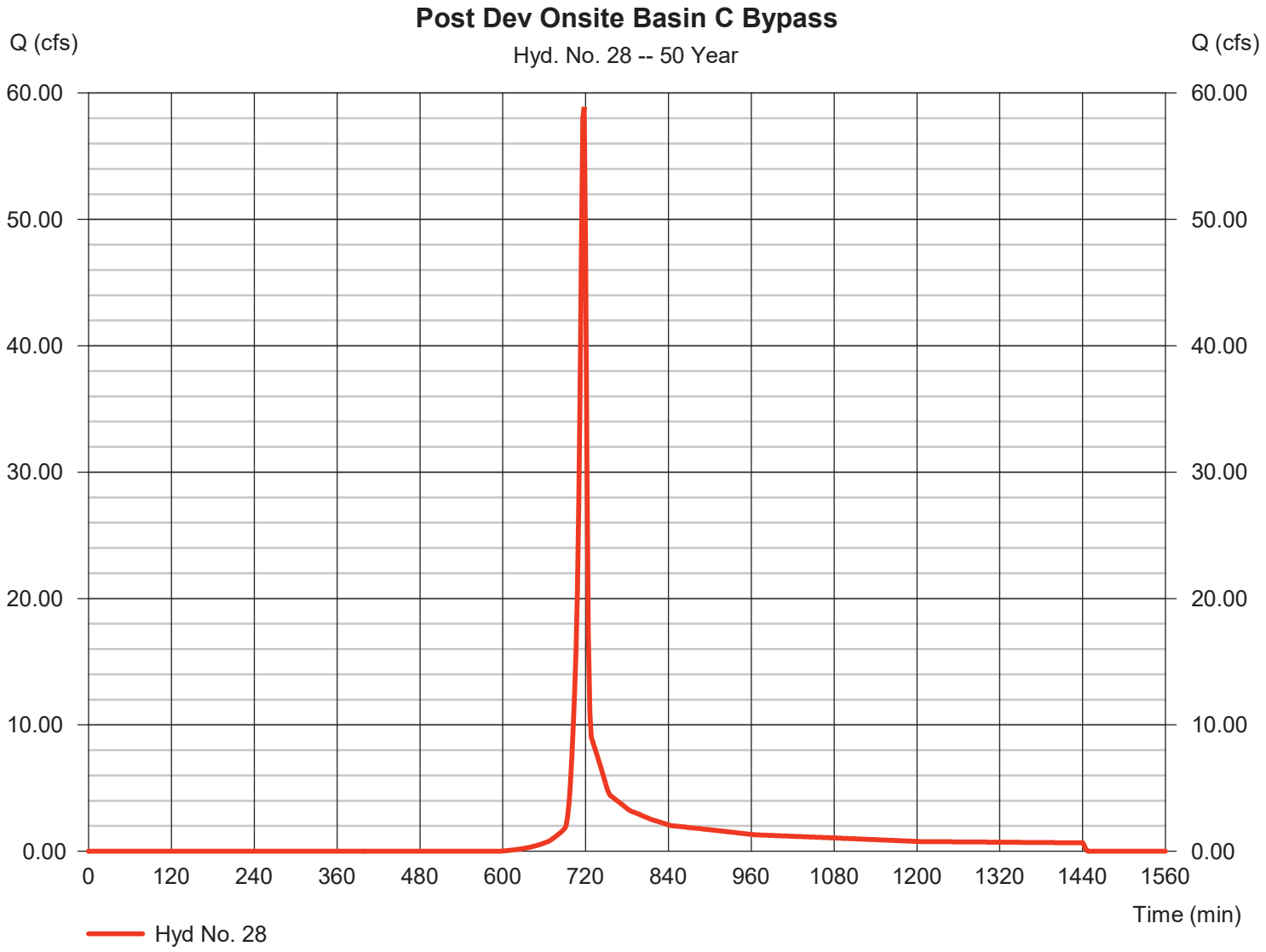


Hydrograph Report

Hyd. No. 28

Post Dev Onsite Basin C Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	58.89 cfs
Storm frequency	=	50 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	117,875 cuft
Drainage area	=	12.530 ac	Curve number	=	62
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



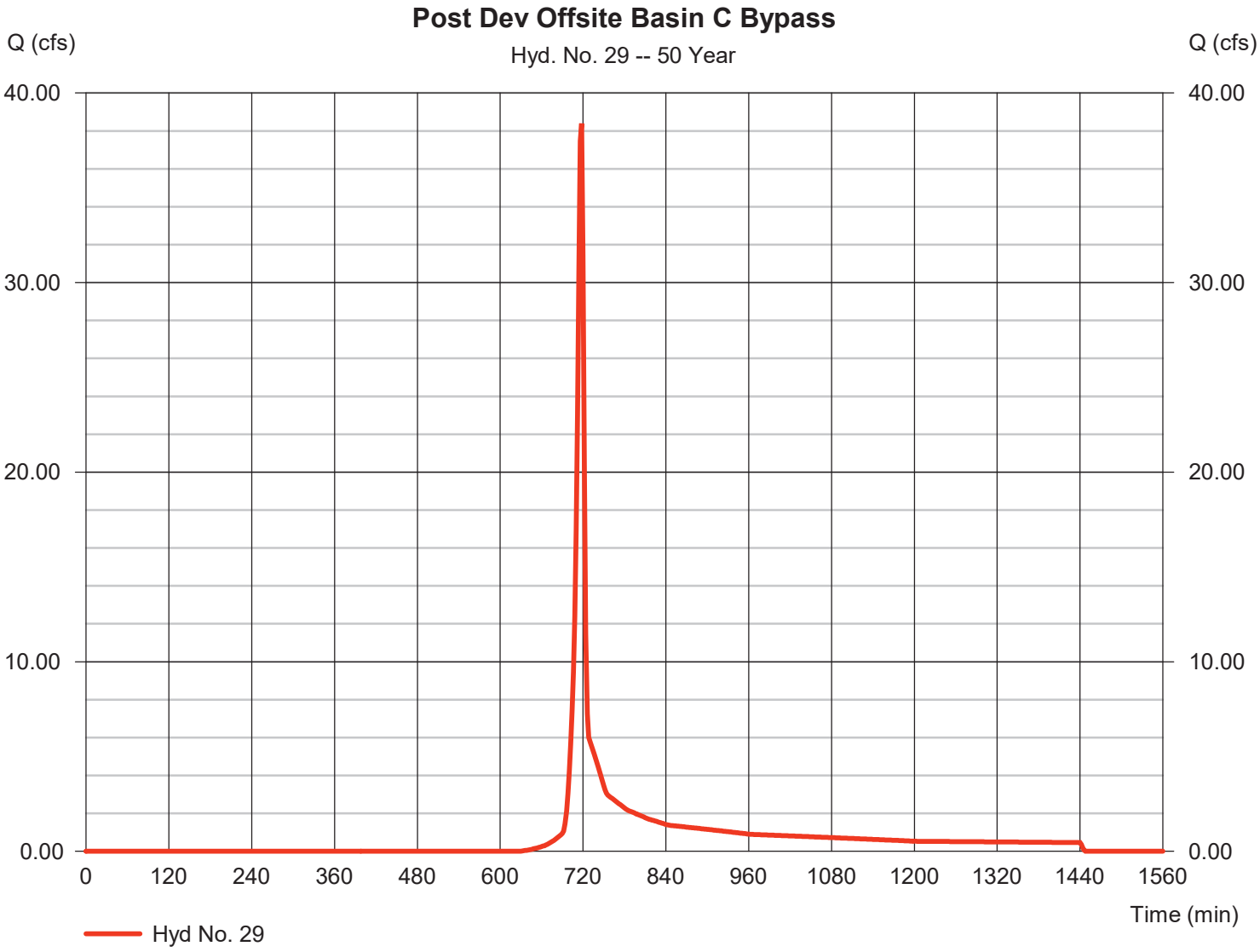
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 29

Post Dev Offsite Basin C Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	38.39 cfs
Storm frequency	=	50 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	76,788 cuft
Drainage area	=	9.130 ac	Curve number	=	59
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	6.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



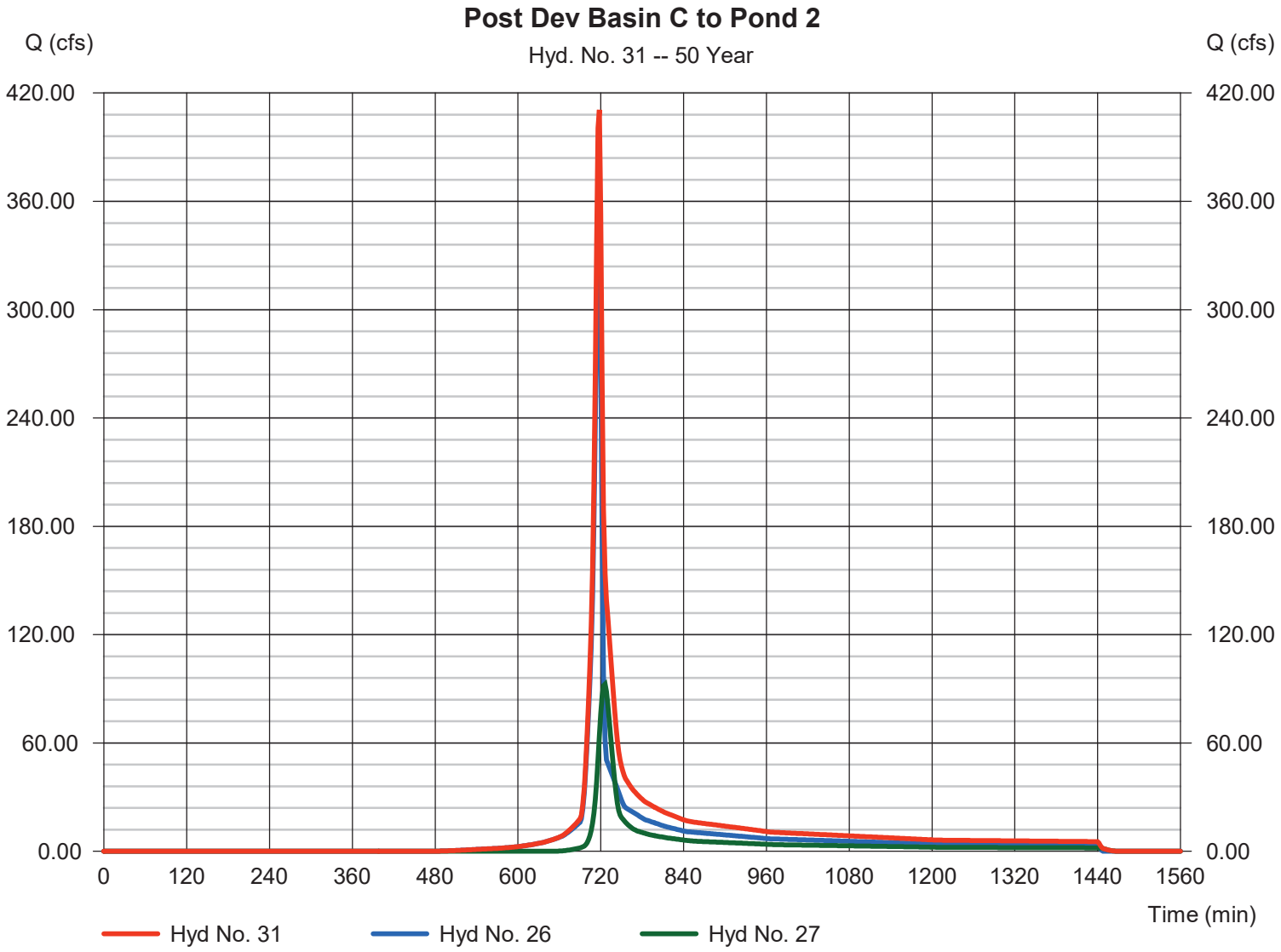
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 31

Post Dev Basin C to Pond 2

Hydrograph type	= Combine	Peak discharge	= 410.75 cfs
Storm frequency	= 50 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 1,011,387 cuft
Inflow hyds.	= 26, 27	Contrib. drain. area	= 93.190 ac



Hydrograph Report

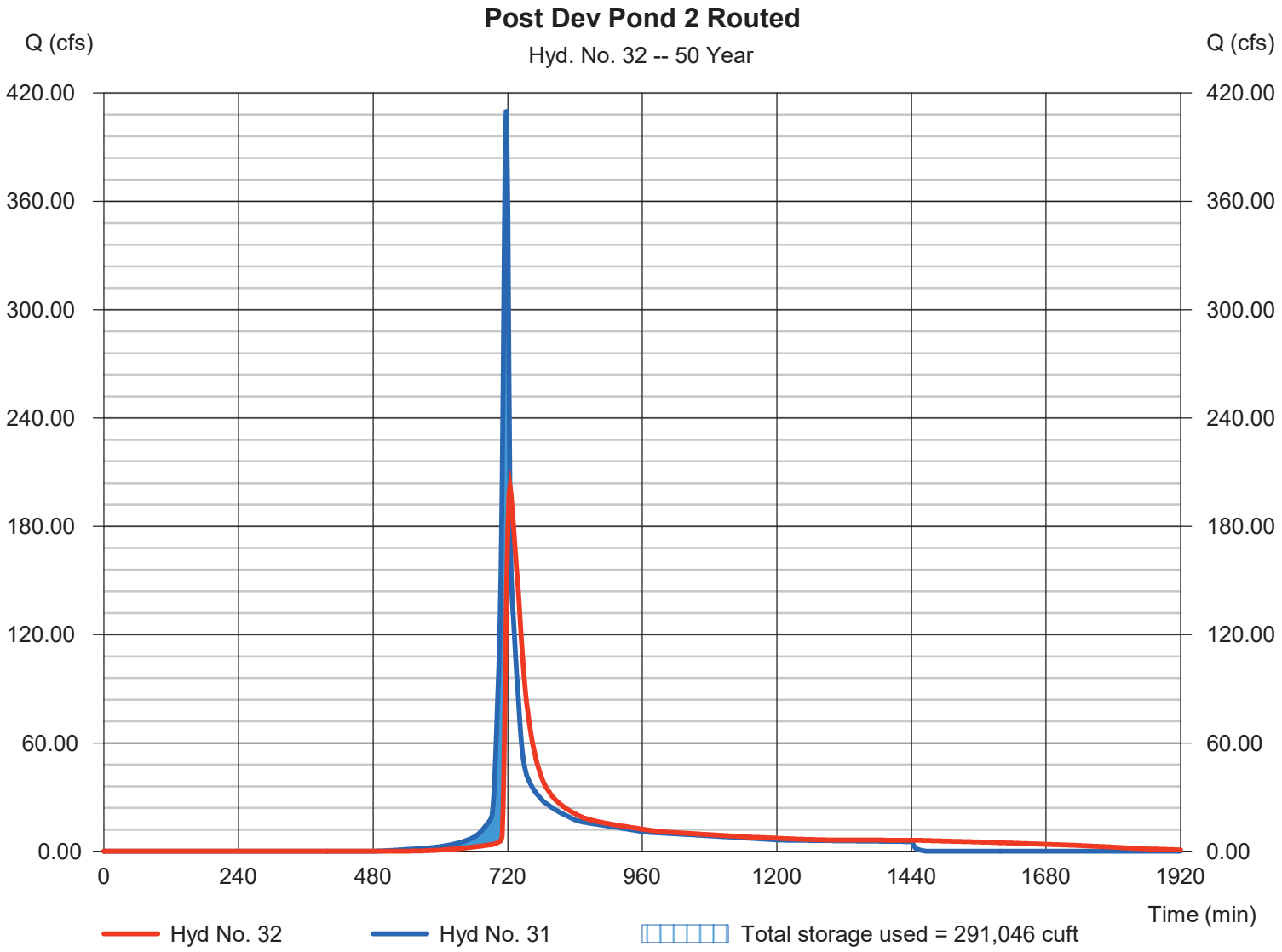
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 32

Post Dev Pond 2 Routed

Hydrograph type	= Reservoir	Peak discharge	= 201.97 cfs
Storm frequency	= 50 yrs	Time to peak	= 724 min
Time interval	= 2 min	Hyd. volume	= 1,011,368 cuft
Inflow hyd. No.	= 31 - Post Dev Basin C to Pond 2	Max. Elevation	= 1112.13 ft
Reservoir name	= Pond 2	Max. Storage	= 291,046 cuft

Storage Indication method used.

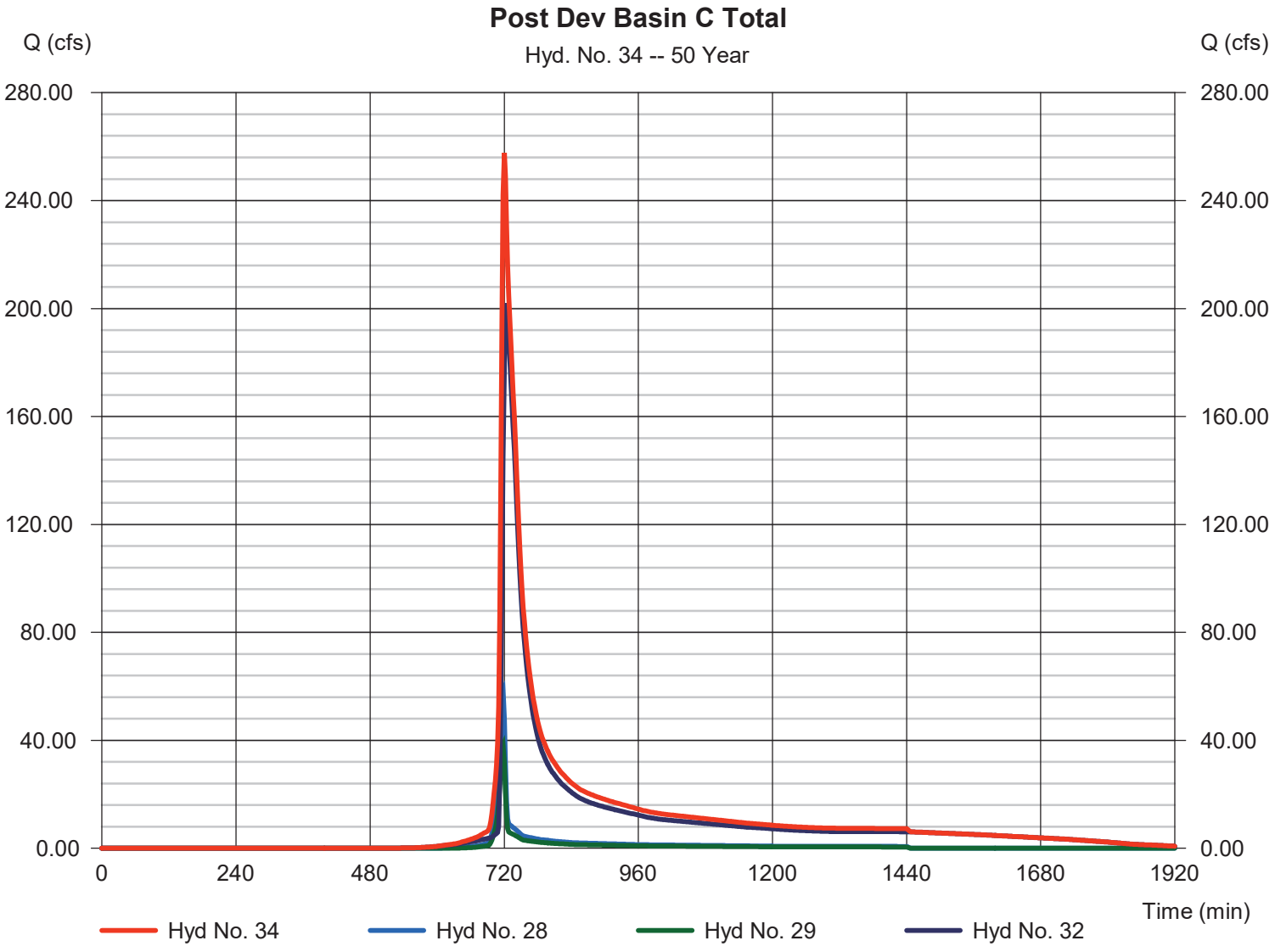


Hydrograph Report

Hyd. No. 34

Post Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 257.73 cfs
Storm frequency	= 50 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 1,206,030 cuft
Inflow hyds.	= 28, 29, 32	Contrib. drain. area	= 21.660 ac



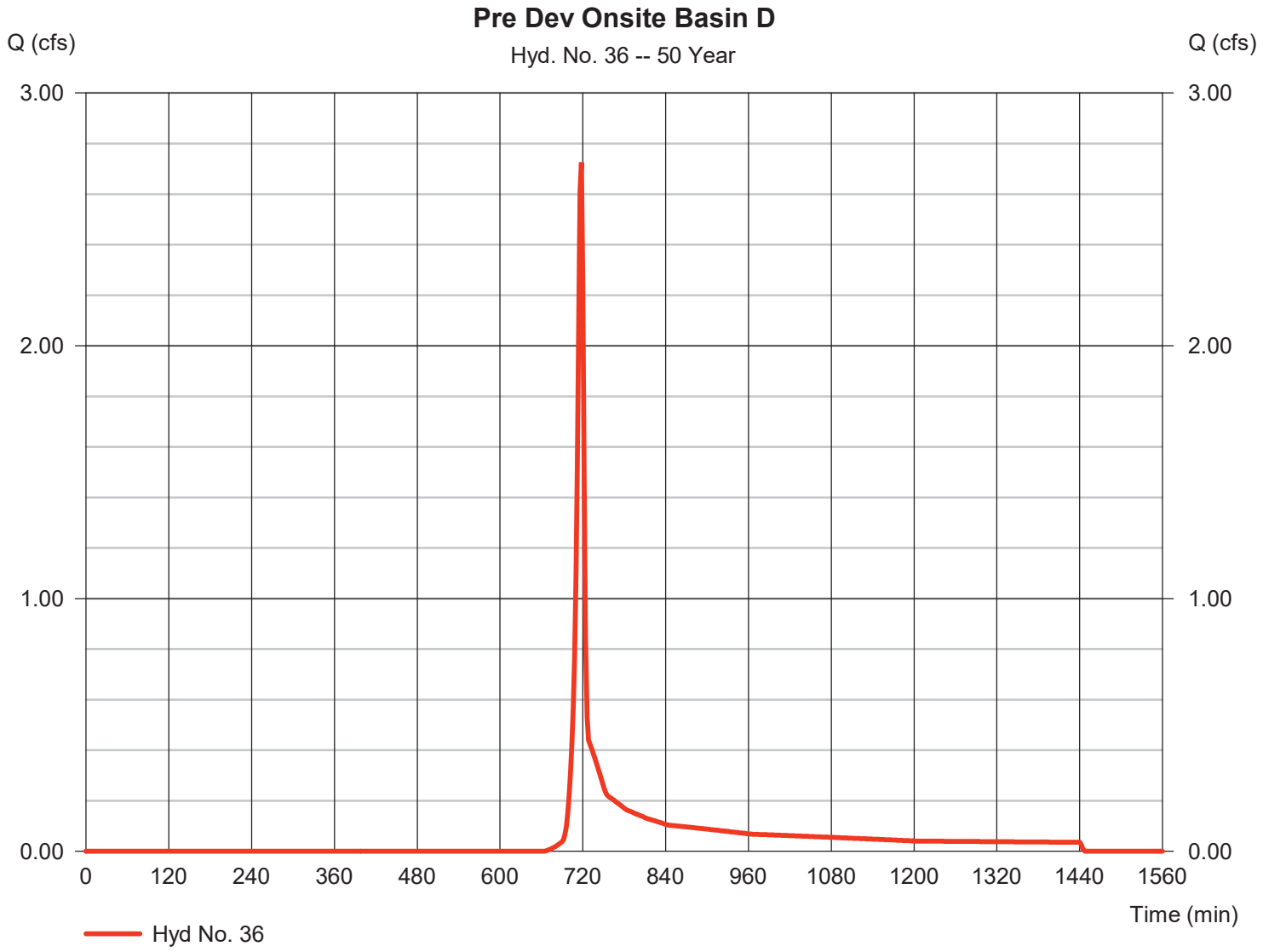
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 36

Pre Dev Onsite Basin D

Hydrograph type	=	SCS Runoff	Peak discharge	=	2.725 cfs
Storm frequency	=	50 yrs	Time to peak	=	718 min
Time interval	=	2 min	Hyd. volume	=	5,482 cuft
Drainage area	=	0.770 ac	Curve number	=	55
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	6.95 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



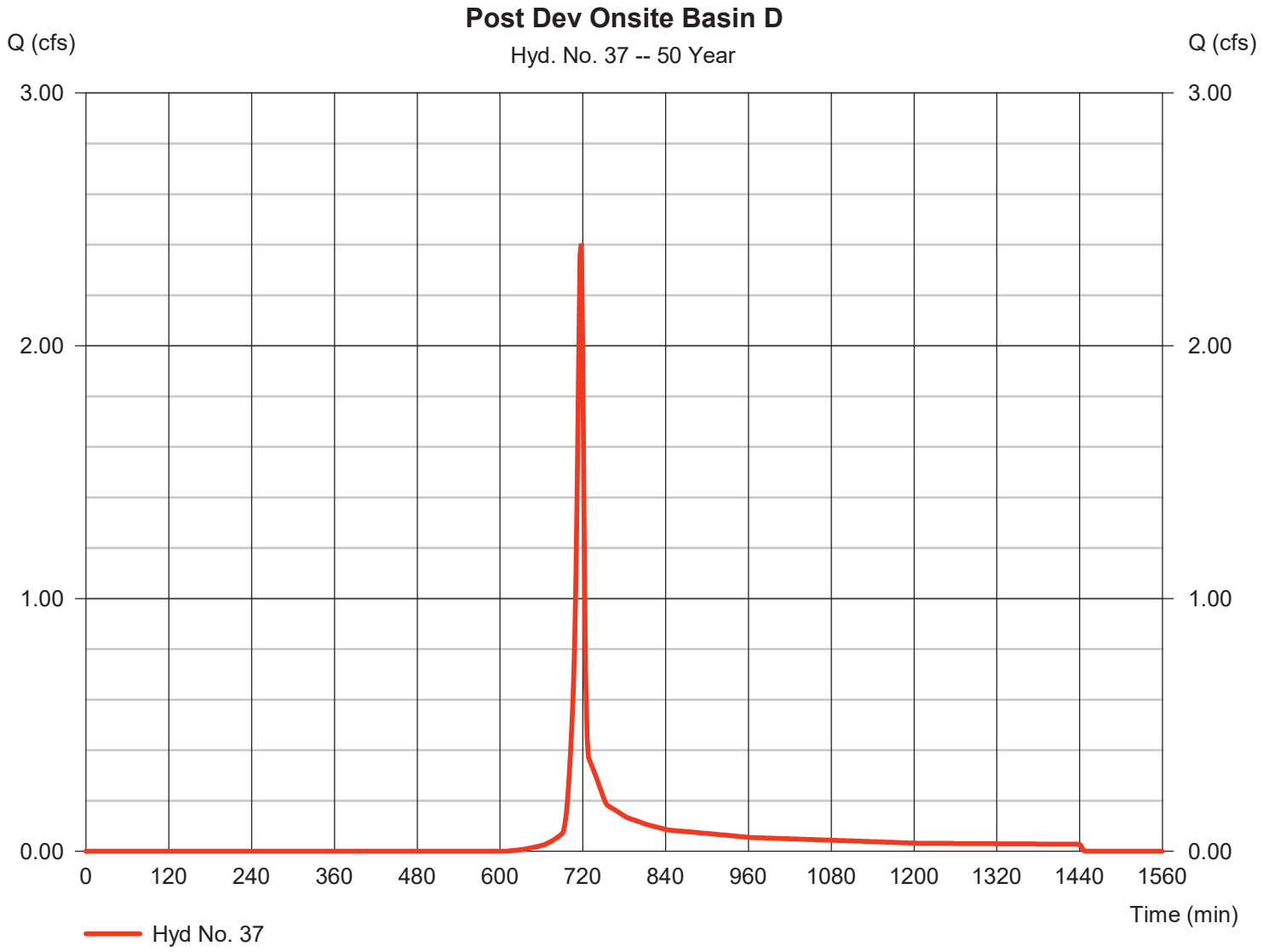
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 37

Post Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 2.404 cfs
Storm frequency	= 50 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 4,808 cuft
Drainage area	= 0.530 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 6.95 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	134.70	2	728	488,696	------	------	------	Pre Dev Onsite Basin A
2	SCS Runoff	37.08	2	722	97,059	------	------	------	Pre Dev Offite Basin A1
3	SCS Runoff	2.899	2	720	6,648	------	------	------	Pre Dev Offsite Basin A2
5	Combine	163.69	2	726	592,403	1, 2, 3,	------	------	Pre Dev Basin A Total
7	SCS Runoff	353.83	2	716	729,741	------	------	------	Post Dev Onsite Basin A to Pond 1
8	SCS Runoff	8.334	2	722	21,887	------	------	------	Post Dev Offsite Basin A to Pond 1
9	SCS Runoff	30.15	2	720	69,026	------	------	------	Post Dev Offsite Basin A1 Bypass
10	SCS Runoff	2.899	2	720	6,648	------	------	------	Post Dev Offsite Basin A2 Bypass
12	Combine	360.10	2	716	751,629	7, 8,	------	------	Post Dev Basin A to Pond 1
13	Reservoir	148.59	2	722	735,656	12	1063.38	324,674	Post Dev Pond 1 Routed
15	Combine	177.62	2	722	811,331	9, 10, 13,	------	------	Post Dev Basin A Total
17	SCS Runoff	13.87	2	730	53,664	------	------	------	Pre Dev Onsite Basin B
18	SCS Runoff	42.99	2	720	113,162	------	------	------	Post Dev Onsite Basin B
20	SCS Runoff	244.76	2	726	799,853	------	------	------	Pre Dev Onsite Basin C
21	SCS Runoff	49.17	2	718	98,470	------	------	------	Pre Dev Offsite Basin C1
22	SCS Runoff	117.37	2	726	379,456	------	------	------	Pre Dev Offsite Basin C2
24	Combine	374.08	2	724	1,277,780	20, 21, 22,	------	------	Pre Dev Basin C Total
26	SCS Runoff	415.42	2	716	843,398	------	------	------	Post Dev Onsite Basin C to Pond 2
27	SCS Runoff	117.37	2	726	379,456	------	------	------	Post Dev Offsite Basin C to Pond 2
28	SCS Runoff	71.92	2	718	144,423	------	------	------	Post Dev Onsite Basin C Bypass
29	SCS Runoff	47.53	2	718	95,113	------	------	------	Post Dev Offsite Basin C Bypass
31	Combine	493.70	2	718	1,222,854	26, 27,	------	------	Post Dev Basin C to Pond 2
32	Reservoir	265.72	2	724	1,222,834	31	1113.19	336,562	Post Dev Pond 2 Routed
34	Combine	341.86	2	720	1,462,372	28, 29, 32,	------	------	Post Dev Basin C Total
36	SCS Runoff	3.449	2	718	6,904	------	------	------	Pre Dev Onsite Basin D
37	SCS Runoff	2.949	2	718	5,912	------	------	------	Post Dev Onsite Basin D

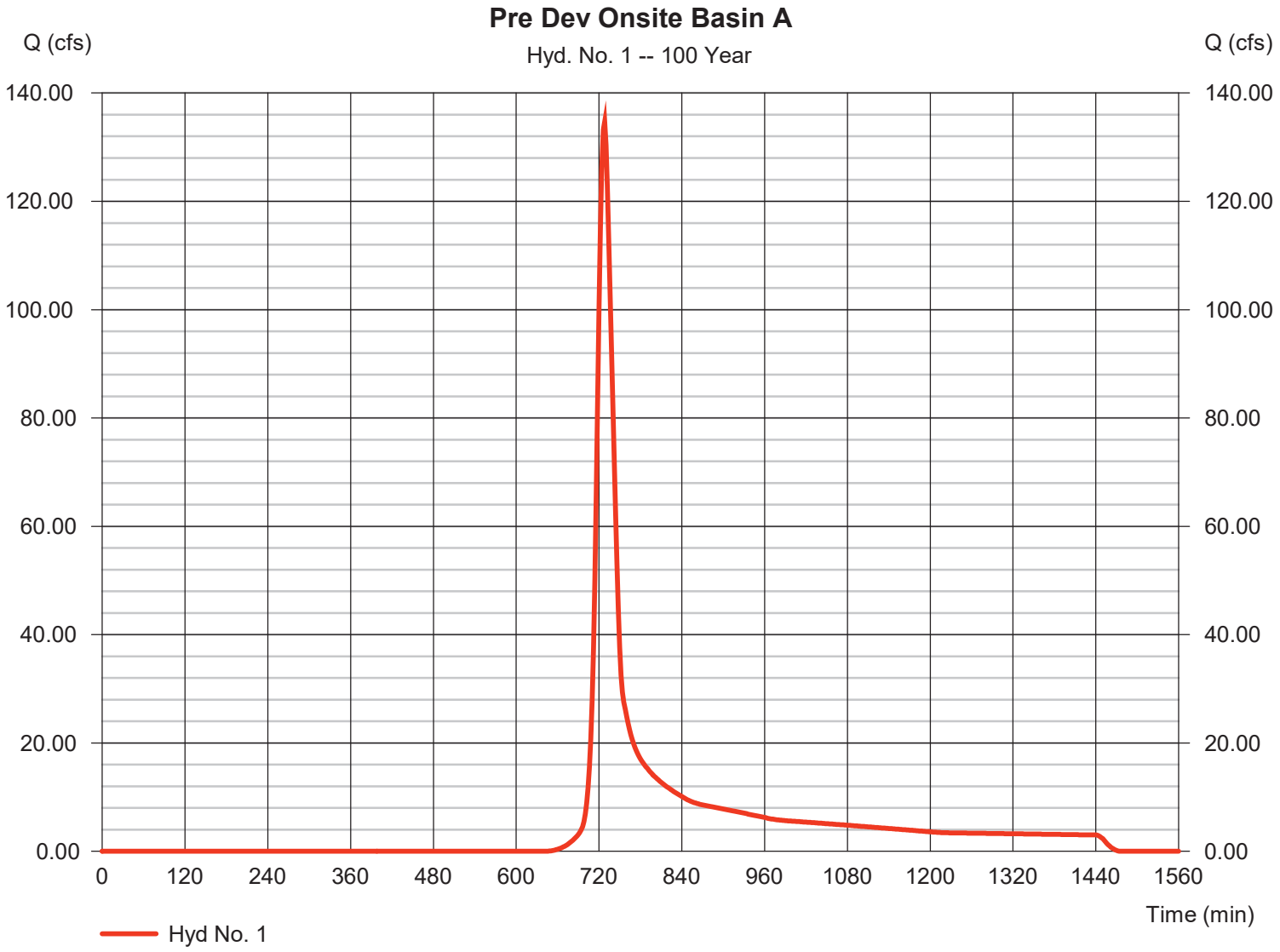
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 1

Pre Dev Onsite Basin A

Hydrograph type	= SCS Runoff	Peak discharge	= 134.70 cfs
Storm frequency	= 100 yrs	Time to peak	= 728 min
Time interval	= 2 min	Hyd. volume	= 488,696 cuft
Drainage area	= 50.200 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 22.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



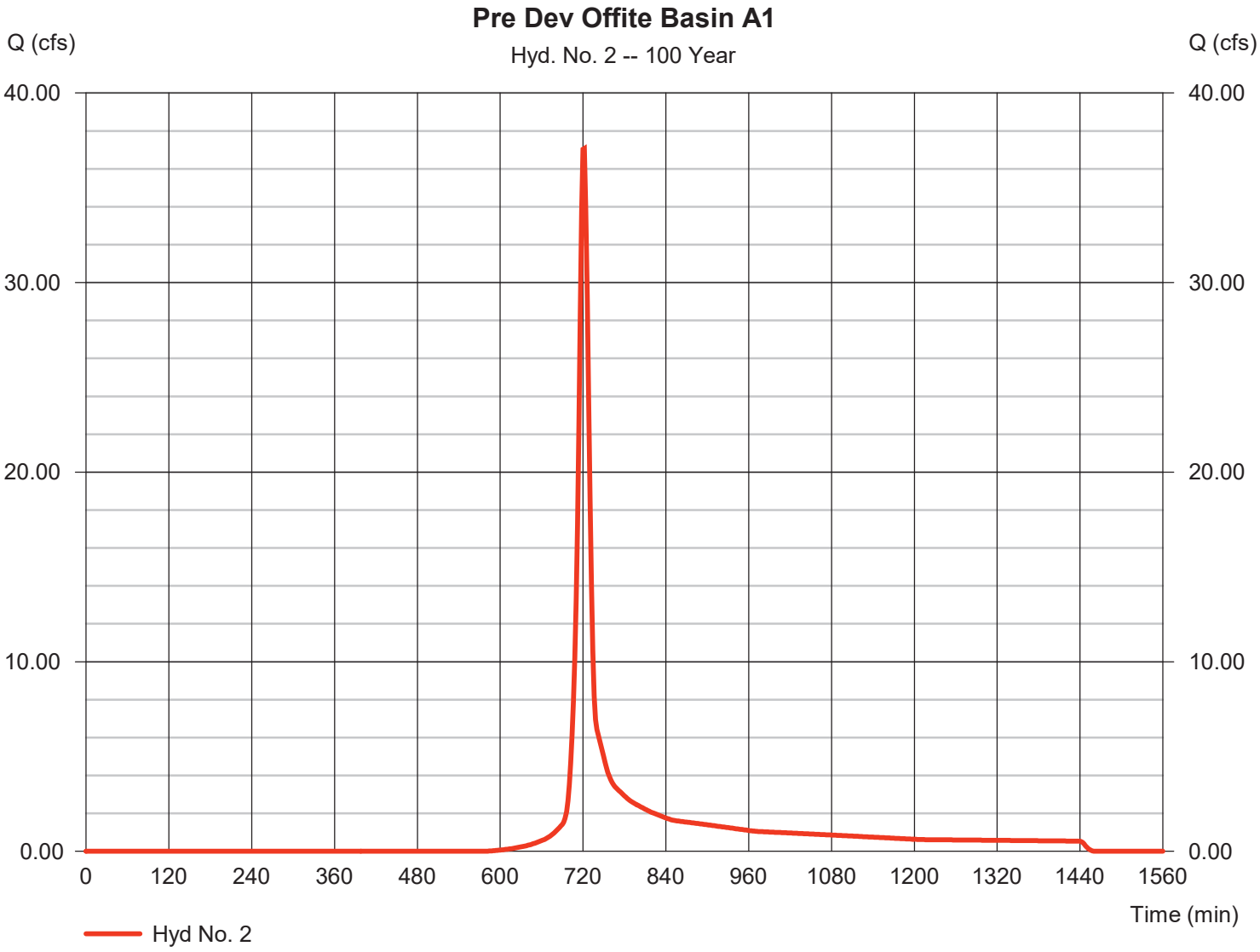
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 2

Pre Dev Offite Basin A1

Hydrograph type	= SCS Runoff	Peak discharge	= 37.08 cfs
Storm frequency	= 100 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 97,059 cuft
Drainage area	= 7.910 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



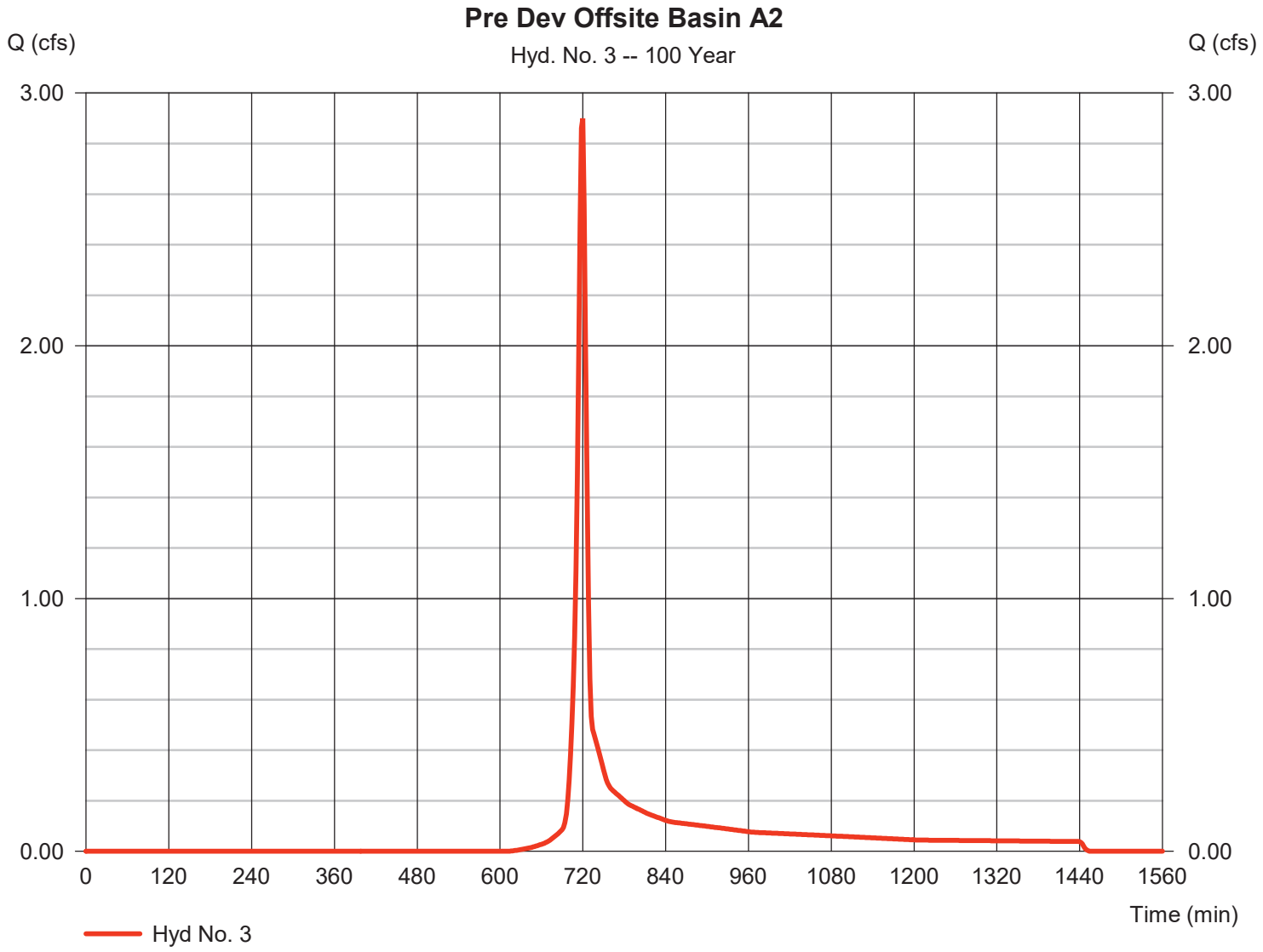
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 3

Pre Dev Offsite Basin A2

Hydrograph type	=	SCS Runoff	Peak discharge	=	2.899 cfs
Storm frequency	=	100 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	6,648 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	7.78 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

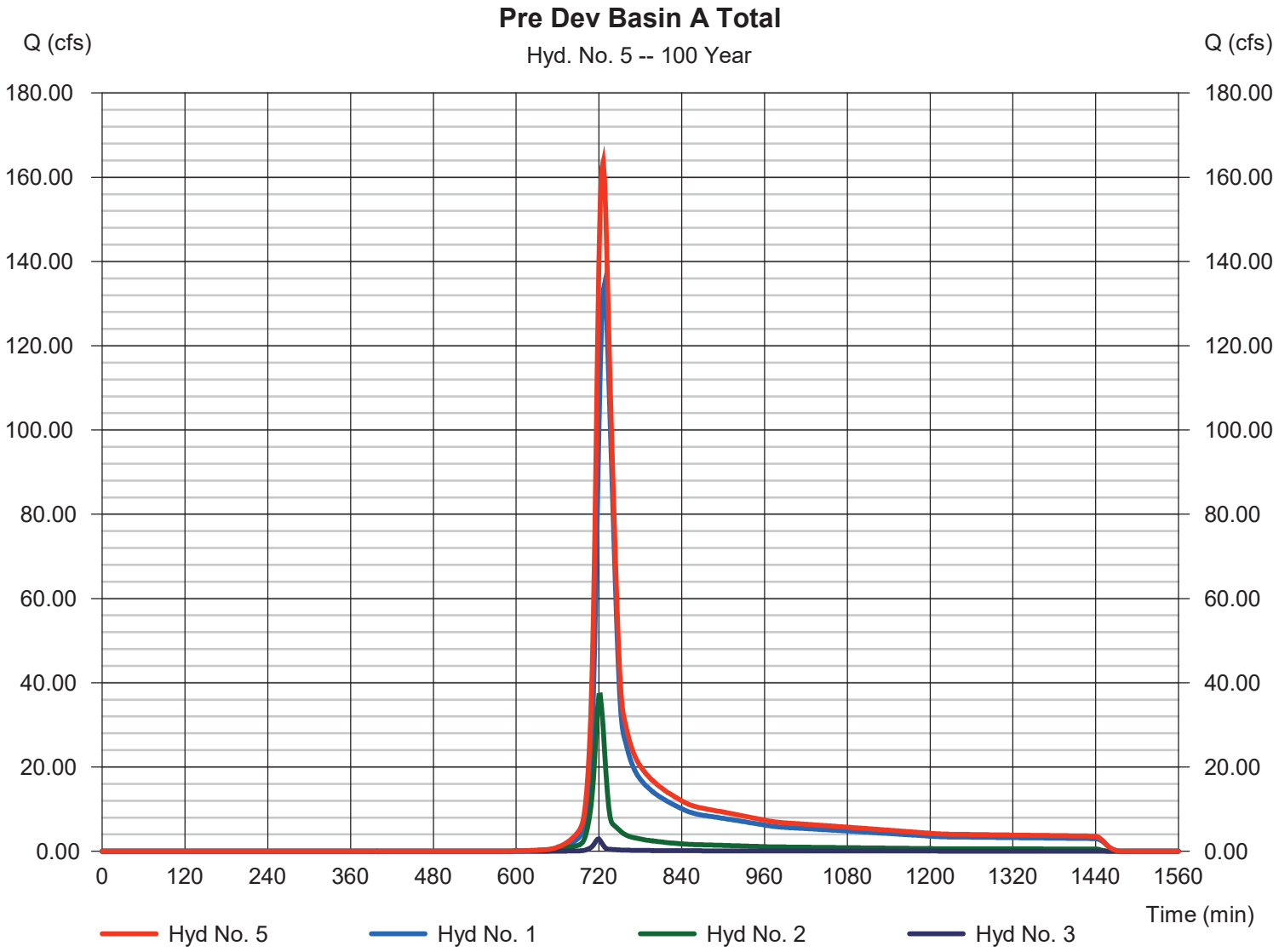


Hydrograph Report

Hyd. No. 5

Pre Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 163.69 cfs
Storm frequency	= 100 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 592,403 cuft
Inflow hyds.	= 1, 2, 3	Contrib. drain. area	= 58.730 ac



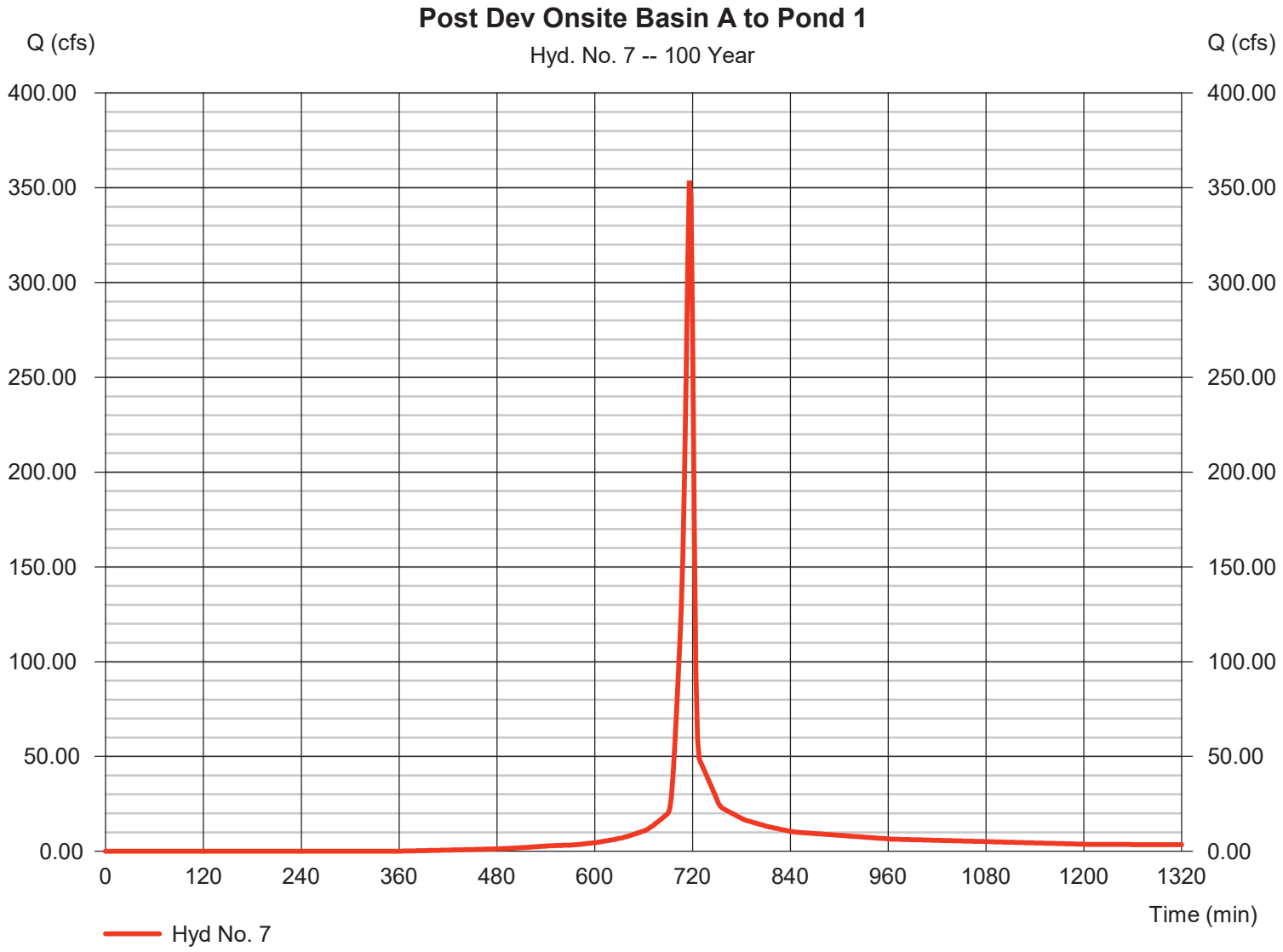
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 7

Post Dev Onsite Basin A to Pond 1

Hydrograph type	= SCS Runoff	Peak discharge	= 353.83 cfs
Storm frequency	= 100 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 729,741 cuft
Drainage area	= 42.270 ac	Curve number	= 77
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



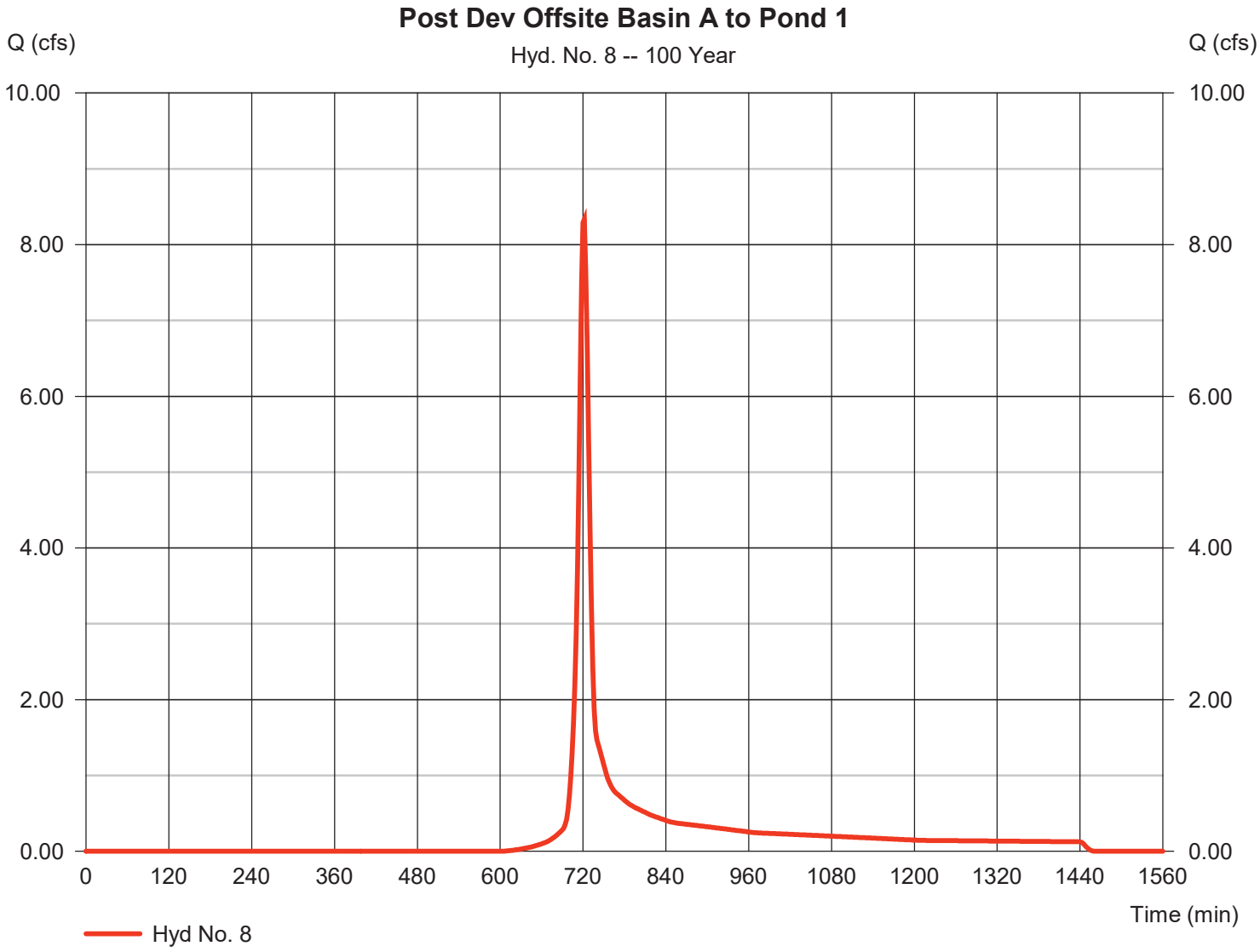
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 8

Post Dev Offsite Basin A to Pond 1

Hydrograph type	=	SCS Runoff	Peak discharge	=	8.334 cfs
Storm frequency	=	100 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	21,887 cuft
Drainage area	=	1.910 ac	Curve number	=	59
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	12.00 min
Total precip.	=	7.78 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



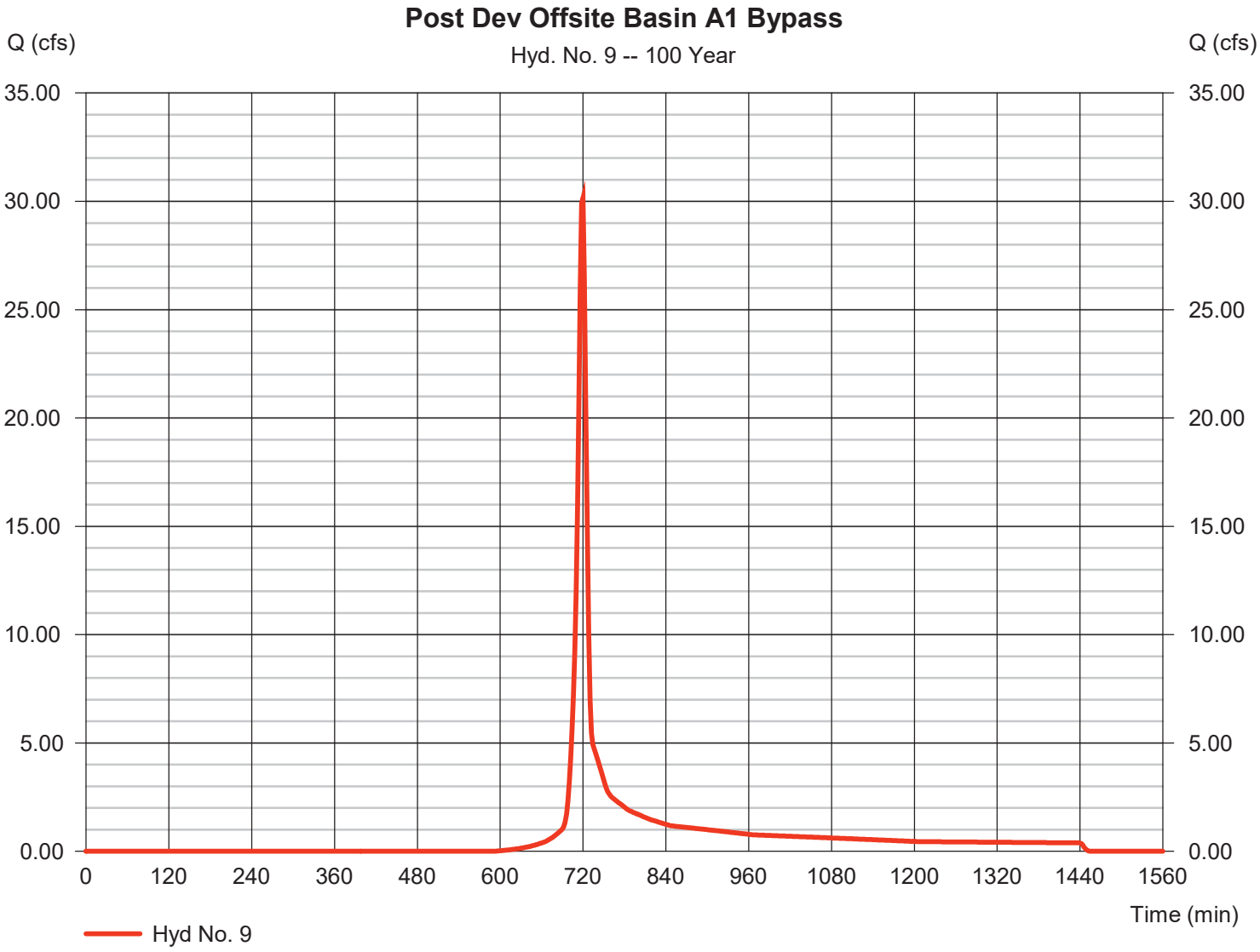
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 9

Post Dev Offsite Basin A1 Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 30.15 cfs
Storm frequency	= 100 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 69,026 cuft
Drainage area	= 6.000 ac	Curve number	= 60
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



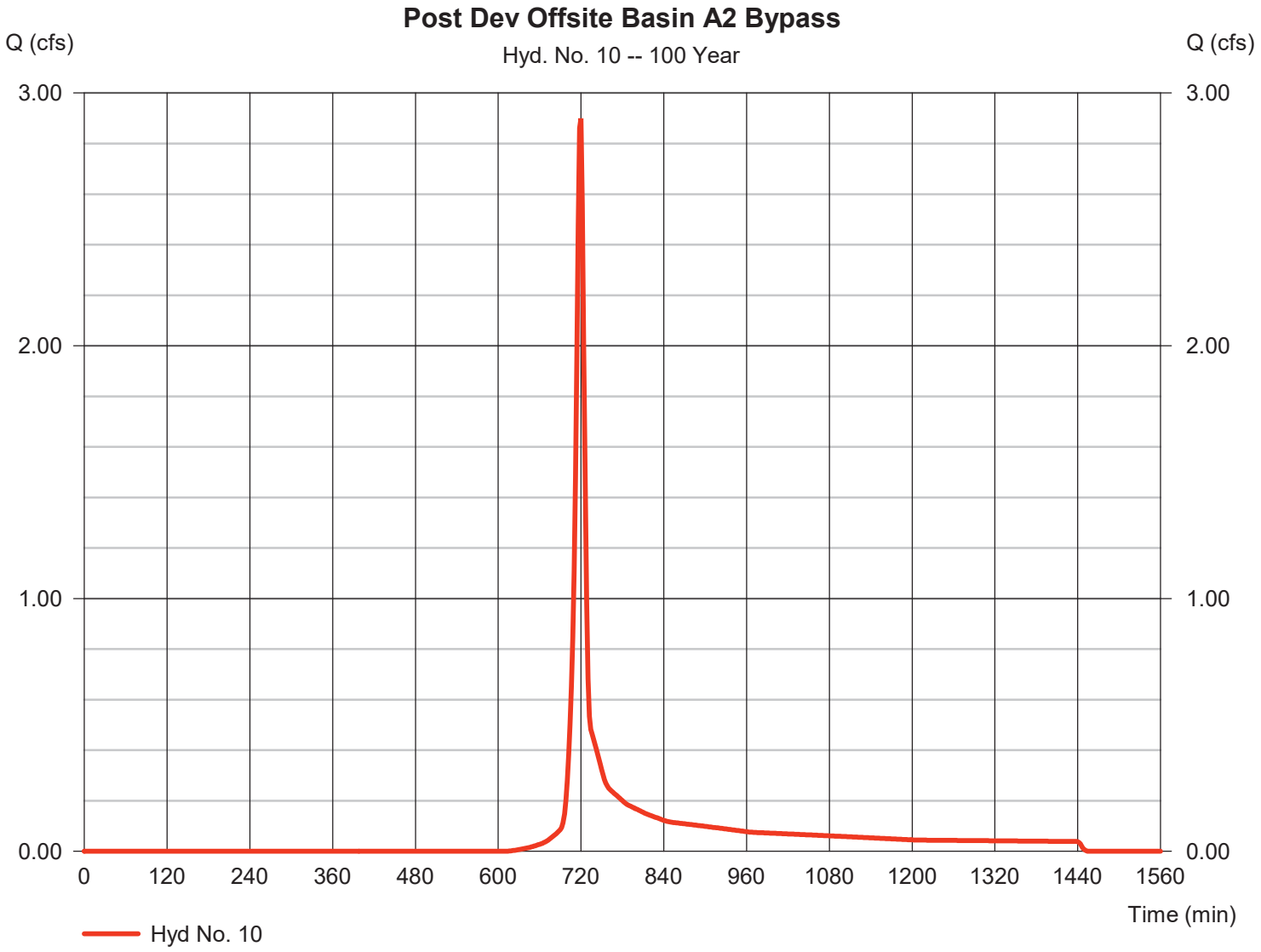
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 10

Post Dev Offsite Basin A2 Bypass

Hydrograph type	=	SCS Runoff	Peak discharge	=	2.899 cfs
Storm frequency	=	100 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	6,648 cuft
Drainage area	=	0.620 ac	Curve number	=	58
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	8.00 min
Total precip.	=	7.78 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



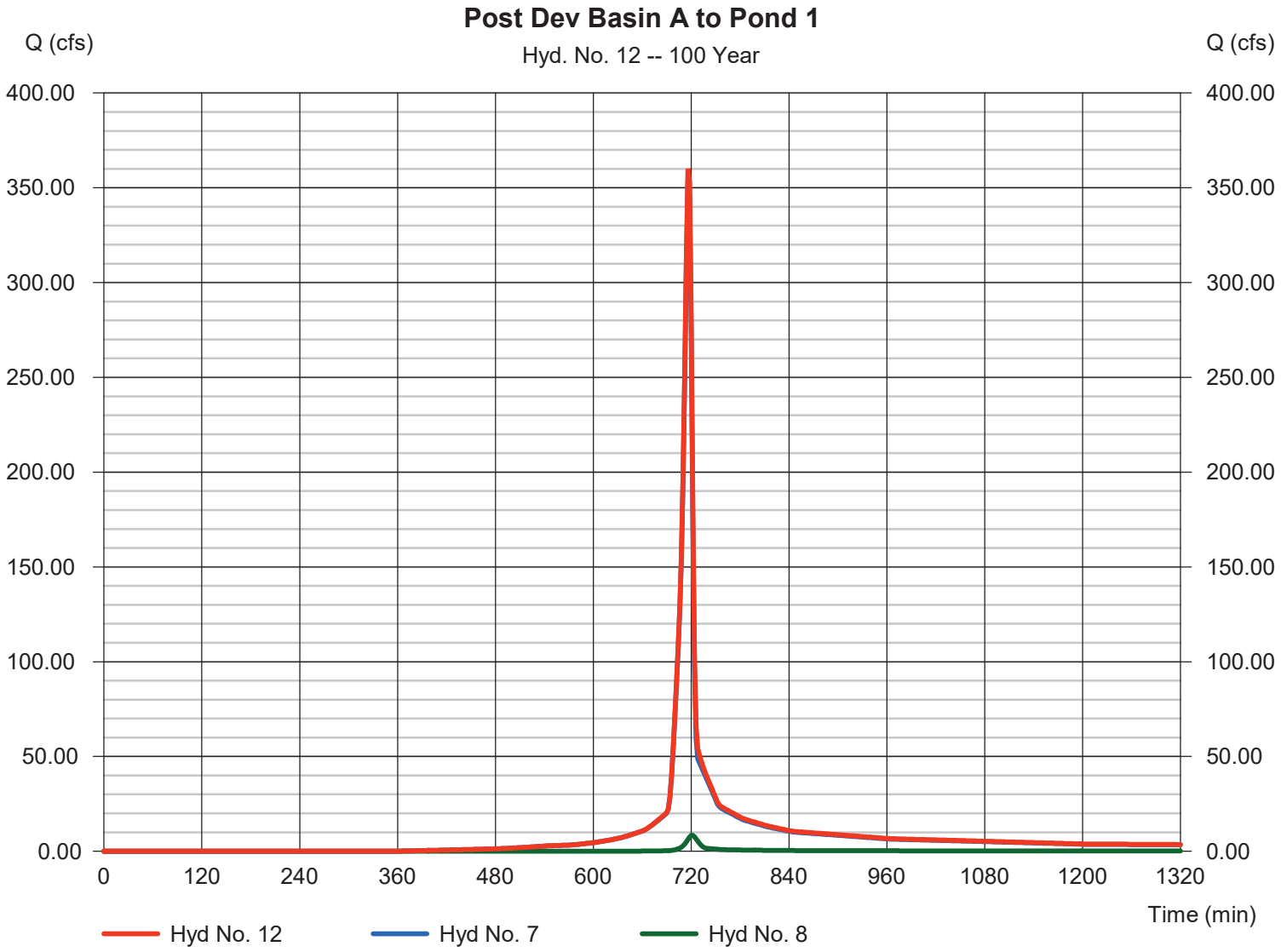
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 12

Post Dev Basin A to Pond 1

Hydrograph type	= Combine	Peak discharge	= 360.10 cfs
Storm frequency	= 100 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 751,629 cuft
Inflow hyds.	= 7, 8	Contrib. drain. area	= 44.180 ac



Hydrograph Report

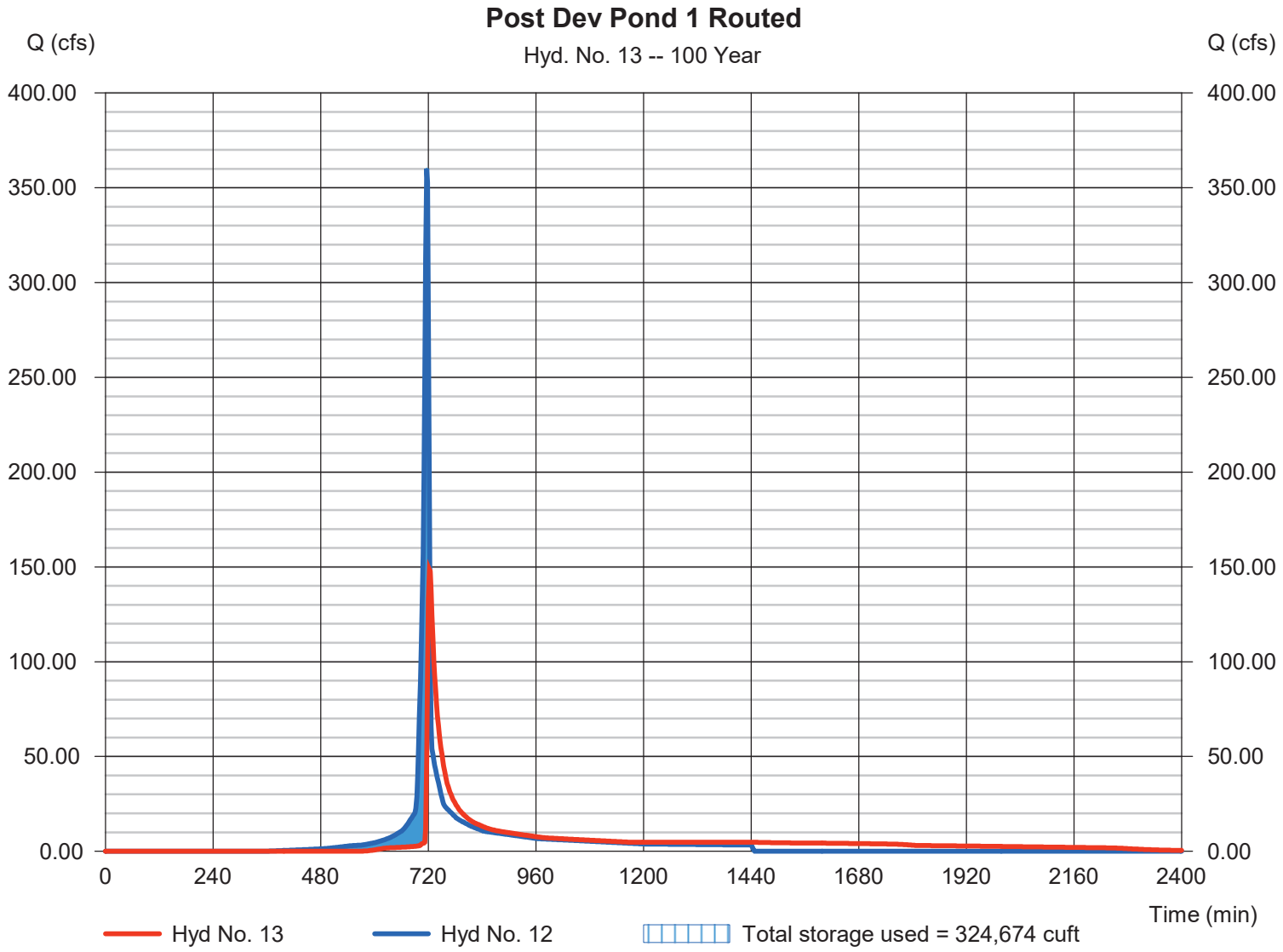
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 13

Post Dev Pond 1 Routed

Hydrograph type	=	Reservoir	Peak discharge	=	148.59 cfs
Storm frequency	=	100 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	735,656 cuft
Inflow hyd. No.	=	12 - Post Dev Basin A to Pond 1	Max. Elevation	=	1063.38 ft
Reservoir name	=	Pond 1	Max. Storage	=	324,674 cuft

Storage Indication method used.

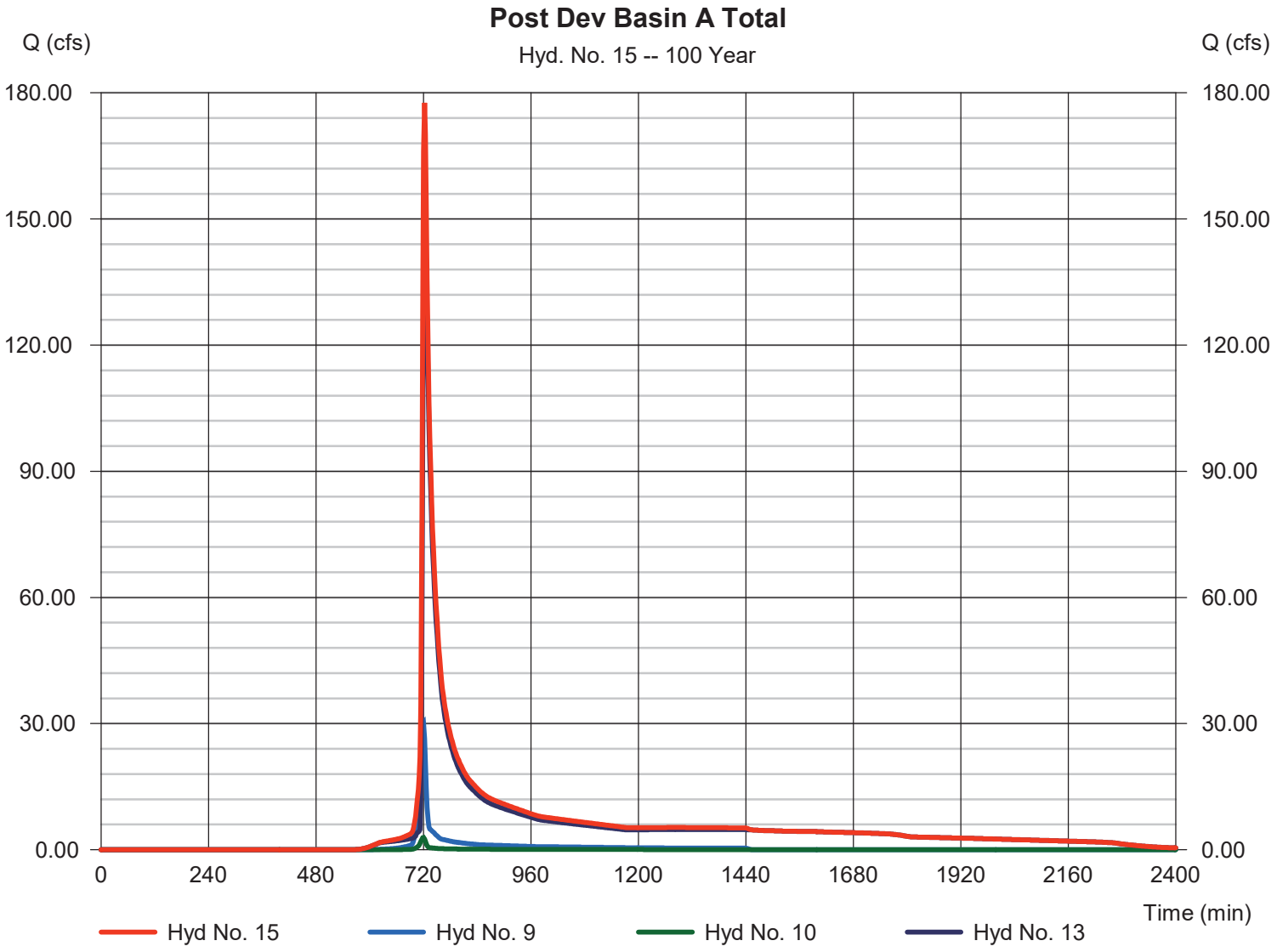


Hydrograph Report

Hyd. No. 15

Post Dev Basin A Total

Hydrograph type	= Combine	Peak discharge	= 177.62 cfs
Storm frequency	= 100 yrs	Time to peak	= 722 min
Time interval	= 2 min	Hyd. volume	= 811,331 cuft
Inflow hyds.	= 9, 10, 13	Contrib. drain. area	= 6.620 ac



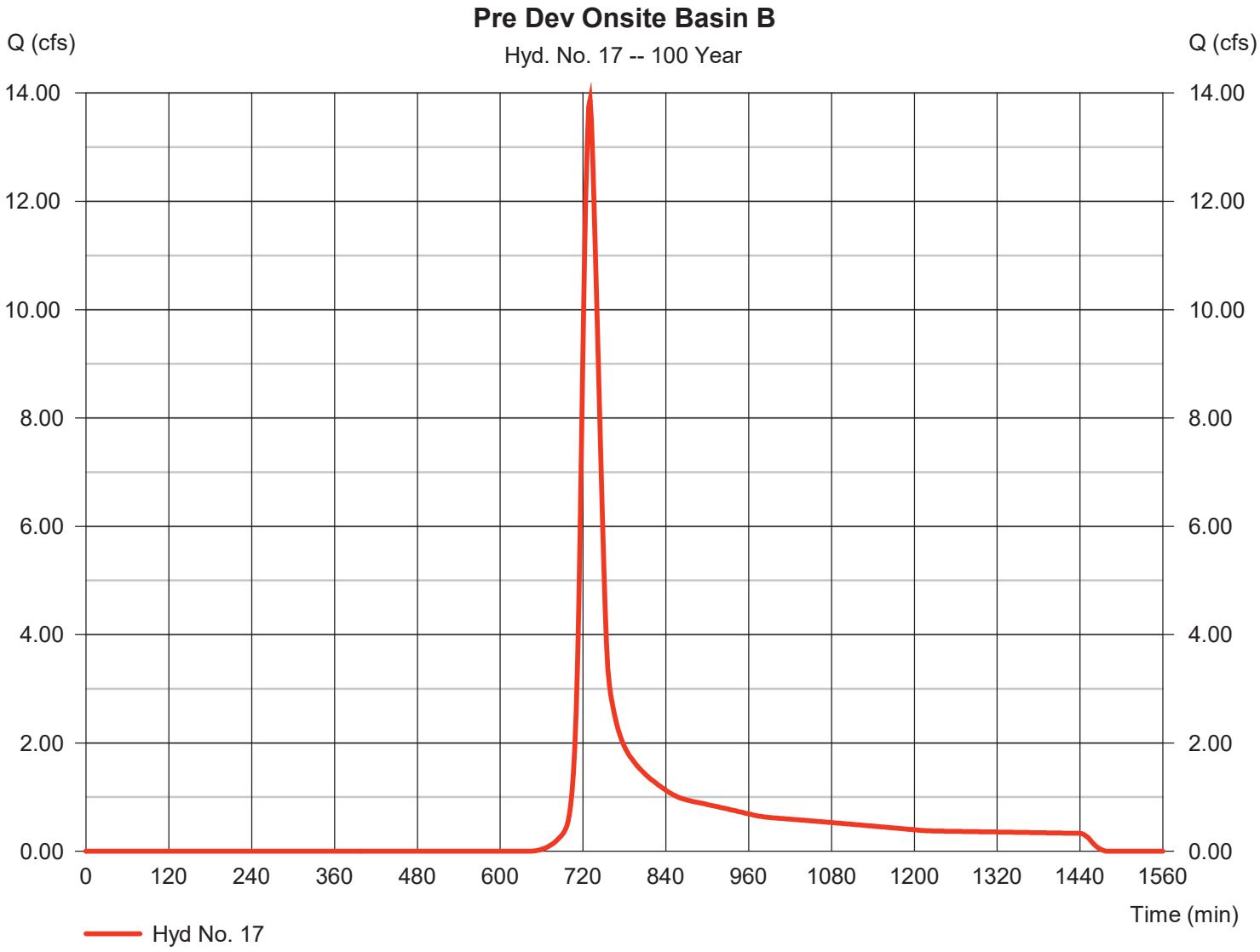
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 17

Pre Dev Onsite Basin B

Hydrograph type	=	SCS Runoff	Peak discharge	=	13.87 cfs
Storm frequency	=	100 yrs	Time to peak	=	730 min
Time interval	=	2 min	Hyd. volume	=	53,664 cuft
Drainage area	=	5.700 ac	Curve number	=	55
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	25.00 min
Total precip.	=	7.78 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



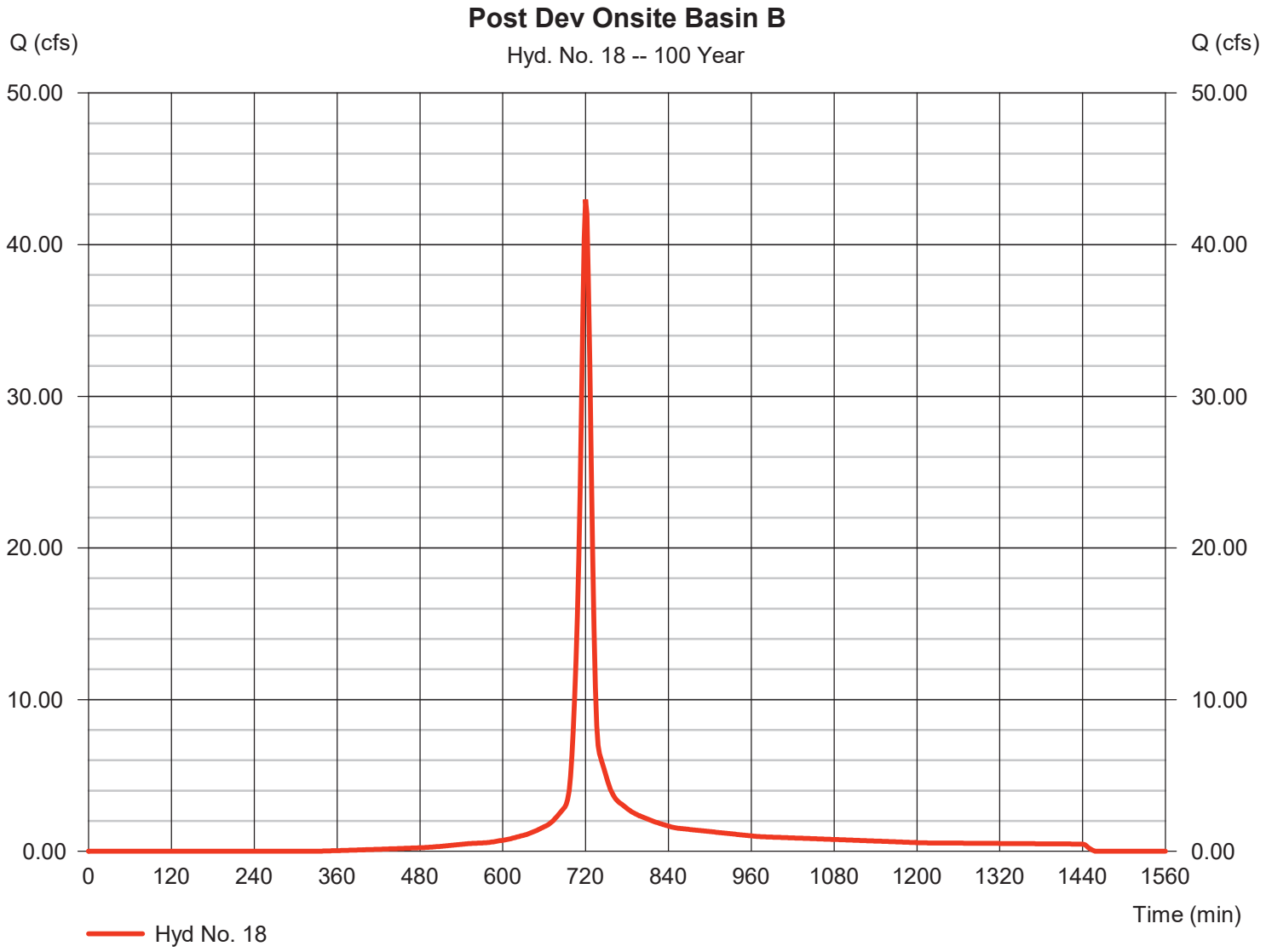
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 18

Post Dev Onsite Basin B

Hydrograph type	= SCS Runoff	Peak discharge	= 42.99 cfs
Storm frequency	= 100 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 113,162 cuft
Drainage area	= 5.700 ac	Curve number	= 79
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



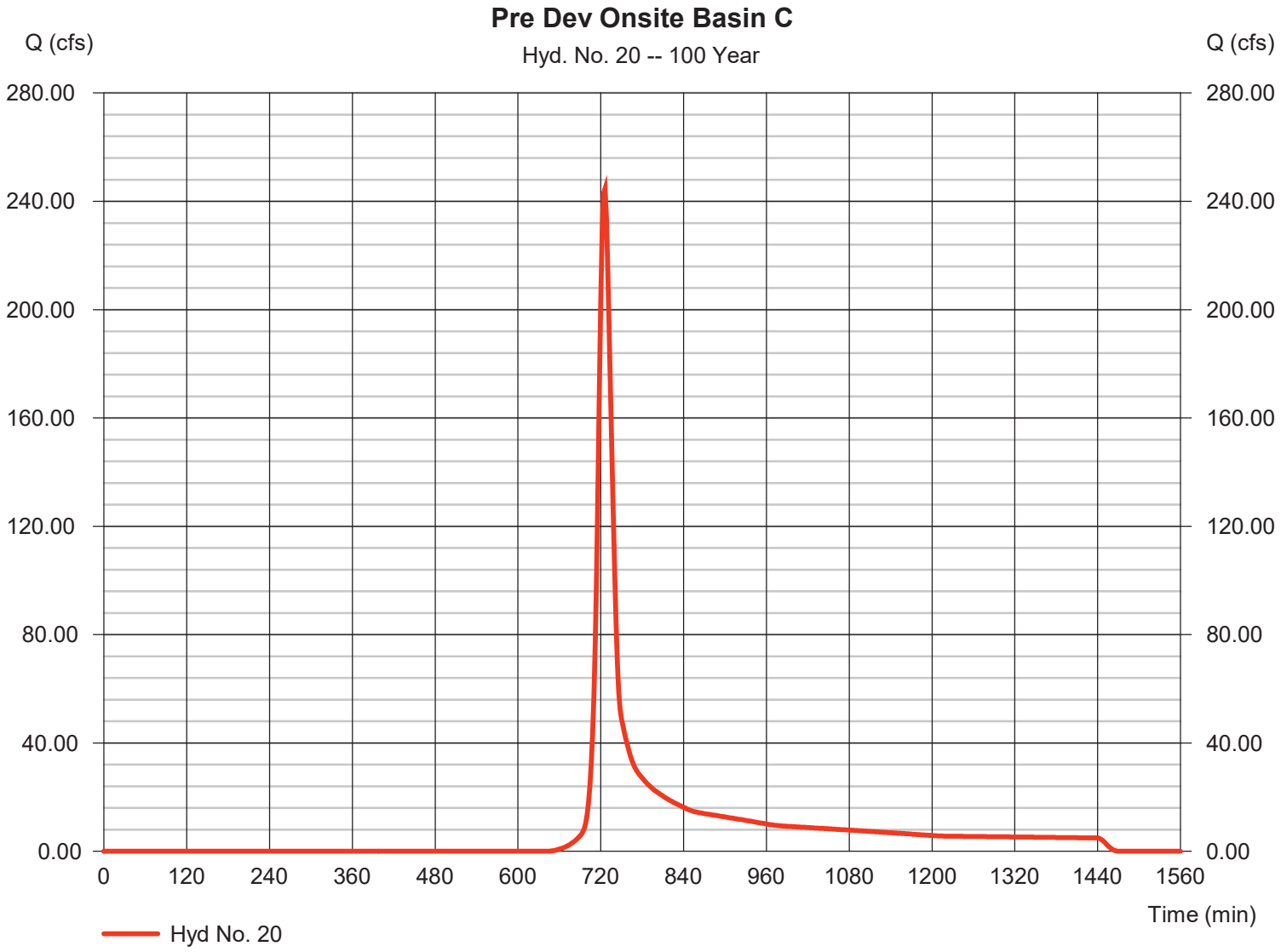
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 20

Pre Dev Onsite Basin C

Hydrograph type	= SCS Runoff	Peak discharge	= 244.76 cfs
Storm frequency	= 100 yrs	Time to peak	= 726 min
Time interval	= 2 min	Hyd. volume	= 799,853 cuft
Drainage area	= 83.630 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



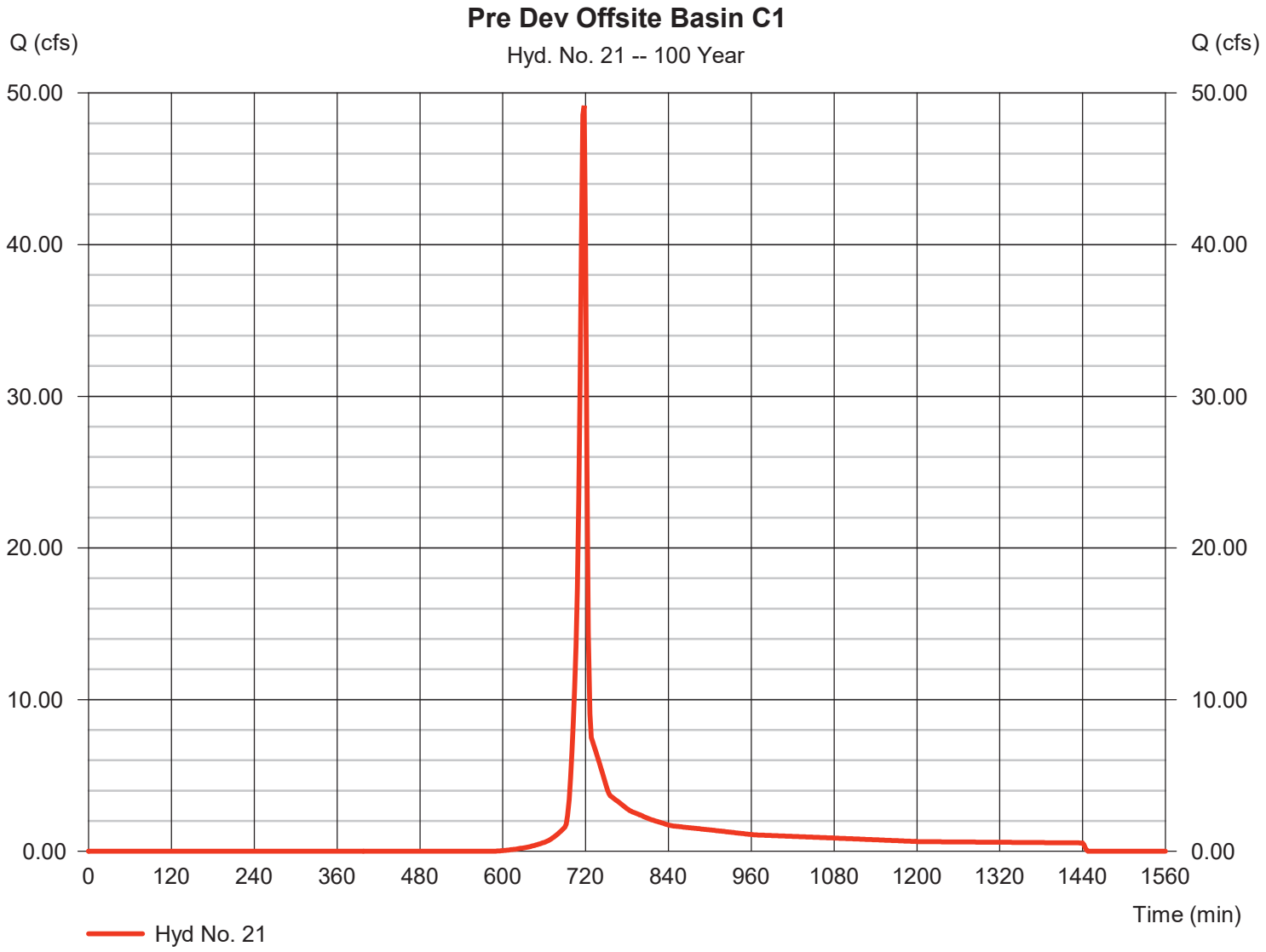
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 21

Pre Dev Offsite Basin C1

Hydrograph type	= SCS Runoff	Peak discharge	= 49.17 cfs
Storm frequency	= 100 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 98,470 cuft
Drainage area	= 9.130 ac	Curve number	= 60
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



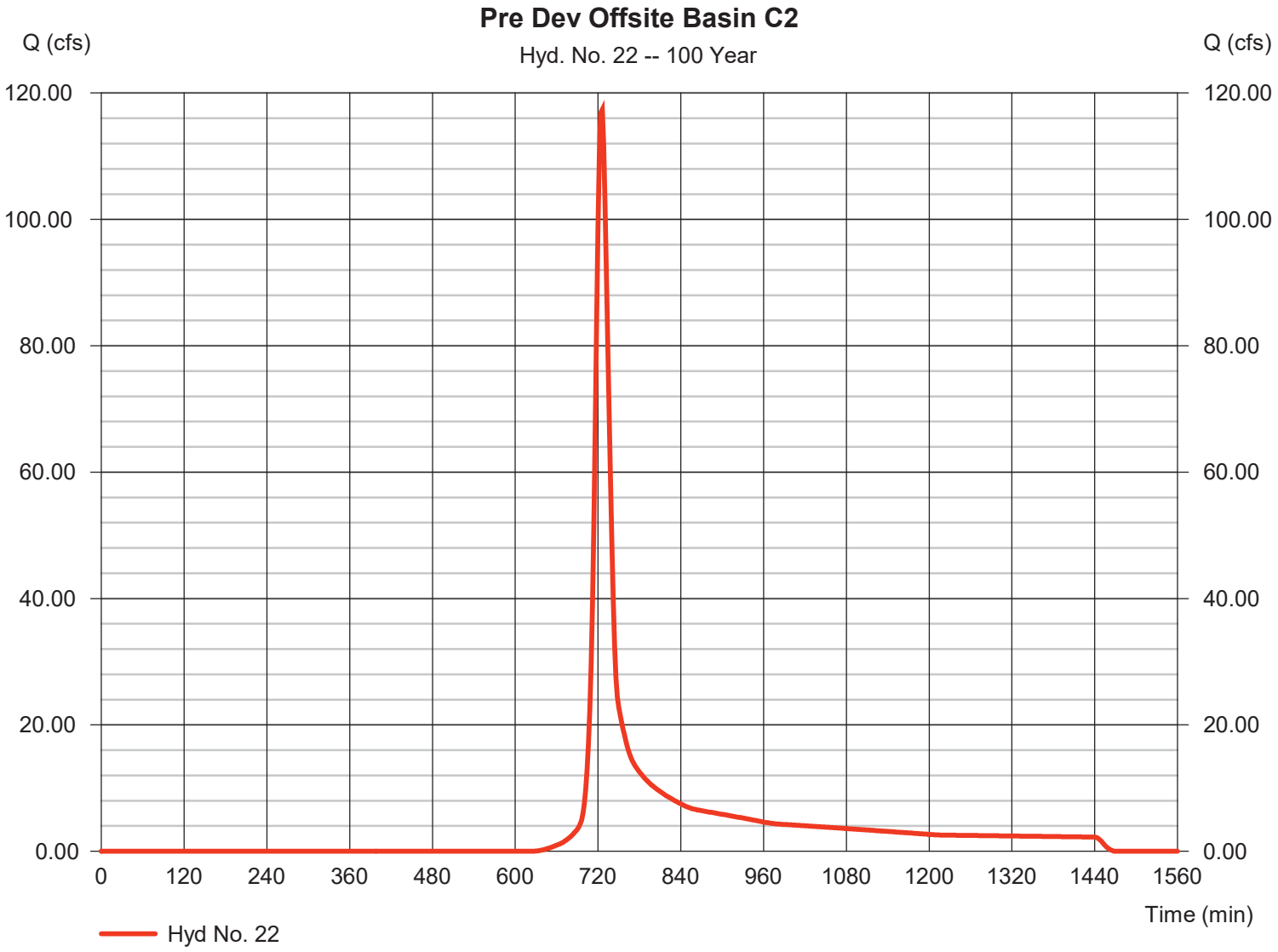
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 22

Pre Dev Offsite Basin C2

Hydrograph type	=	SCS Runoff	Peak discharge	=	117.37 cfs
Storm frequency	=	100 yrs	Time to peak	=	726 min
Time interval	=	2 min	Hyd. volume	=	379,456 cuft
Drainage area	=	36.720 ac	Curve number	=	57
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	18.00 min
Total precip.	=	7.78 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



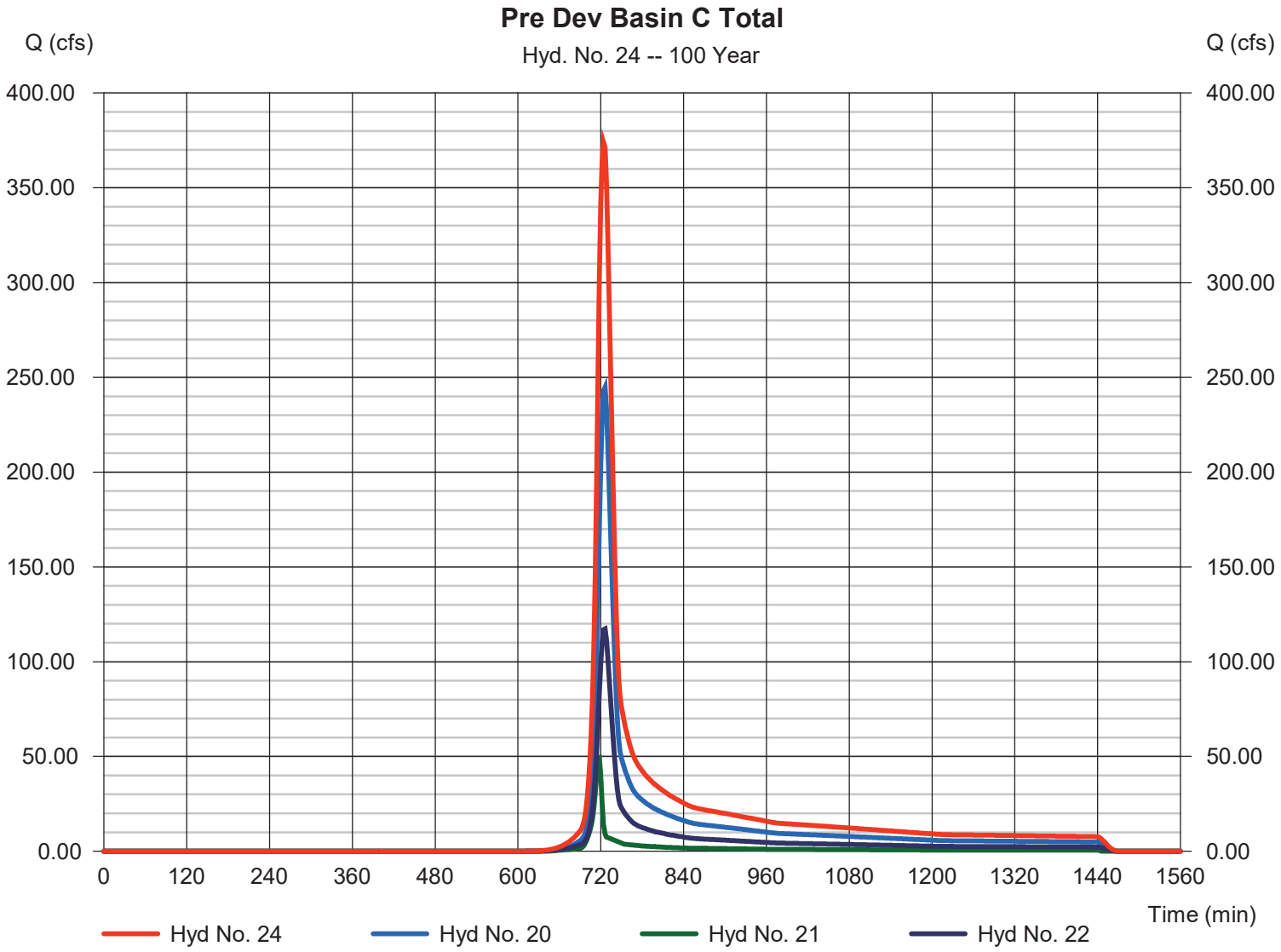
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 24

Pre Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 374.08 cfs
Storm frequency	= 100 yrs	Time to peak	= 724 min
Time interval	= 2 min	Hyd. volume	= 1,277,780 cuft
Inflow hyds.	= 20, 21, 22	Contrib. drain. area	= 129.480 ac

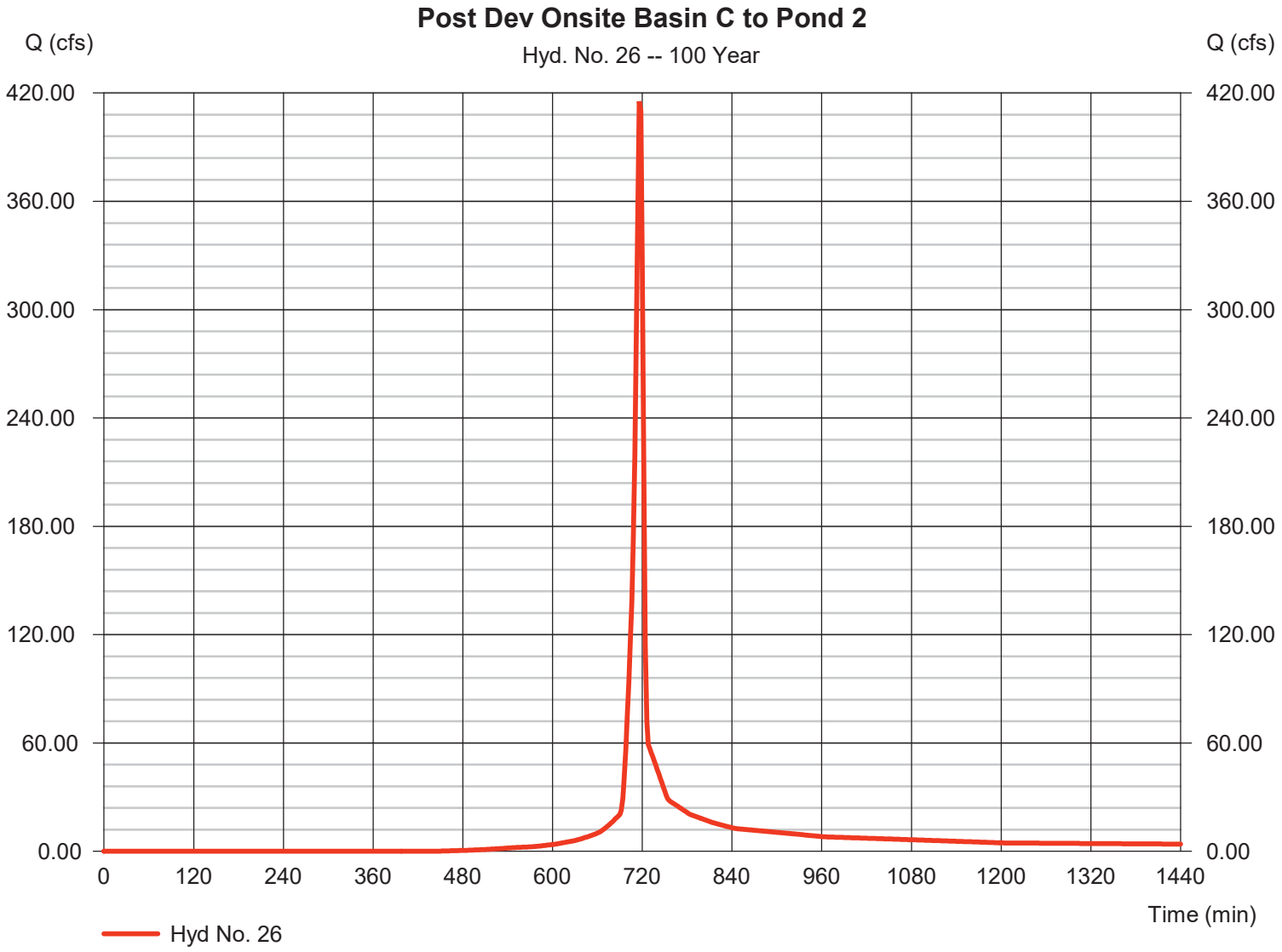


Hydrograph Report

Hyd. No. 26

Post Dev Onsite Basin C to Pond 2

Hydrograph type	= SCS Runoff	Peak discharge	= 415.42 cfs
Storm frequency	= 100 yrs	Time to peak	= 716 min
Time interval	= 2 min	Hyd. volume	= 843,398 cuft
Drainage area	= 56.470 ac	Curve number	= 71
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484

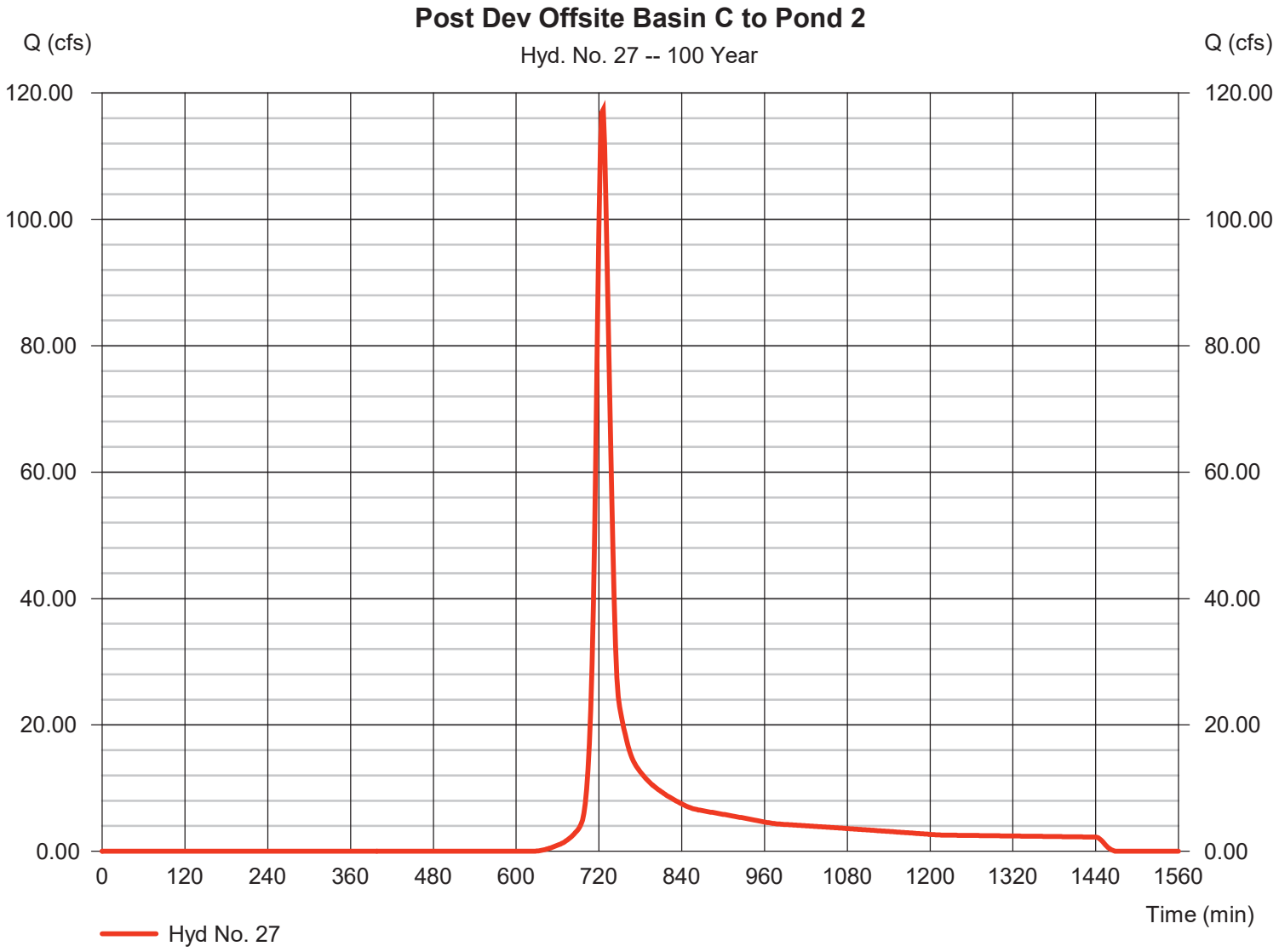


Hydrograph Report

Hyd. No. 27

Post Dev Offsite Basin C to Pond 2

Hydrograph type	=	SCS Runoff	Peak discharge	=	117.37 cfs
Storm frequency	=	100 yrs	Time to peak	=	726 min
Time interval	=	2 min	Hyd. volume	=	379,456 cuft
Drainage area	=	36.720 ac	Curve number	=	57
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	18.00 min
Total precip.	=	7.78 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

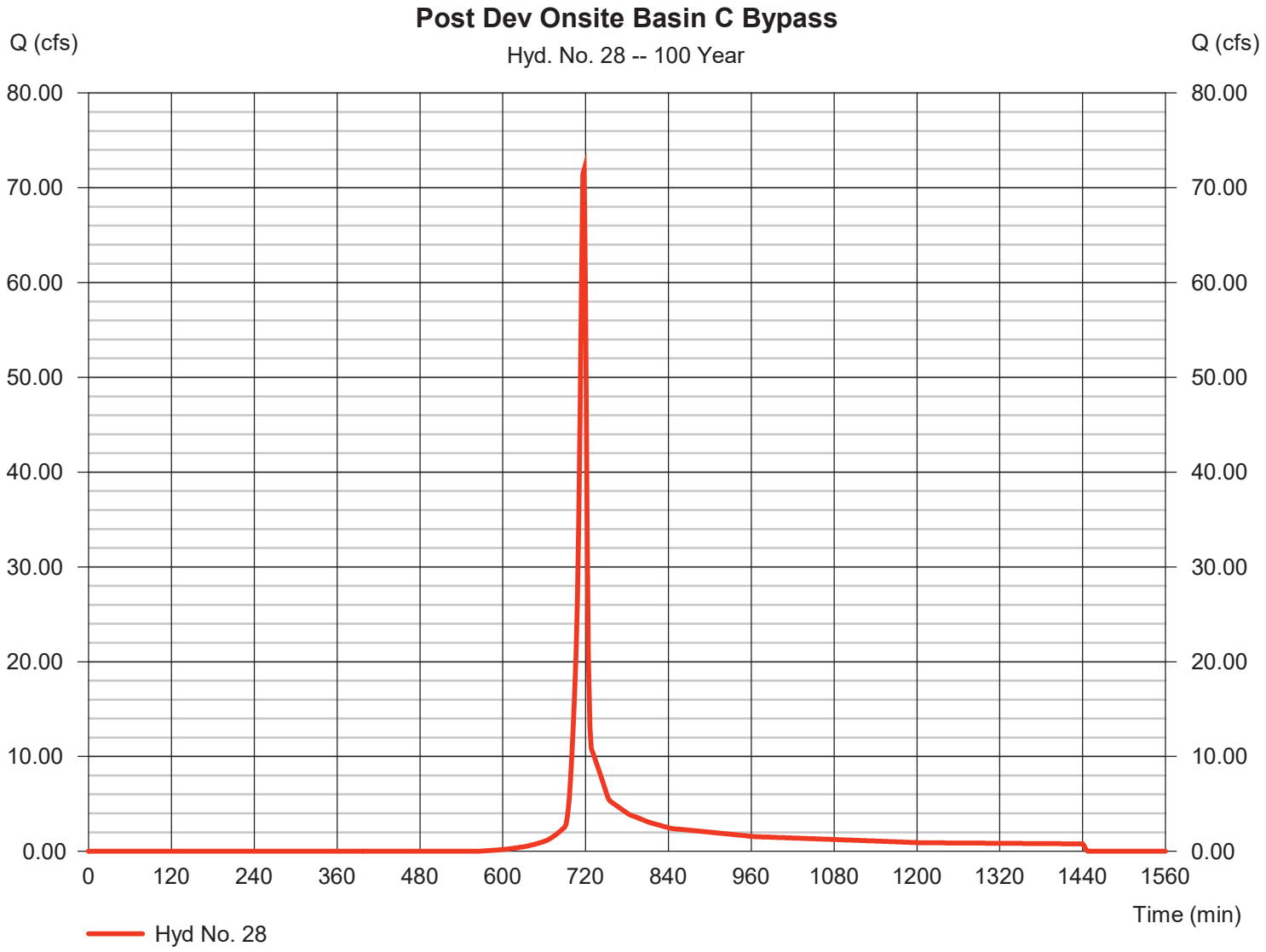


Hydrograph Report

Hyd. No. 28

Post Dev Onsite Basin C Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 71.92 cfs
Storm frequency	= 100 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 144,423 cuft
Drainage area	= 12.530 ac	Curve number	= 62
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



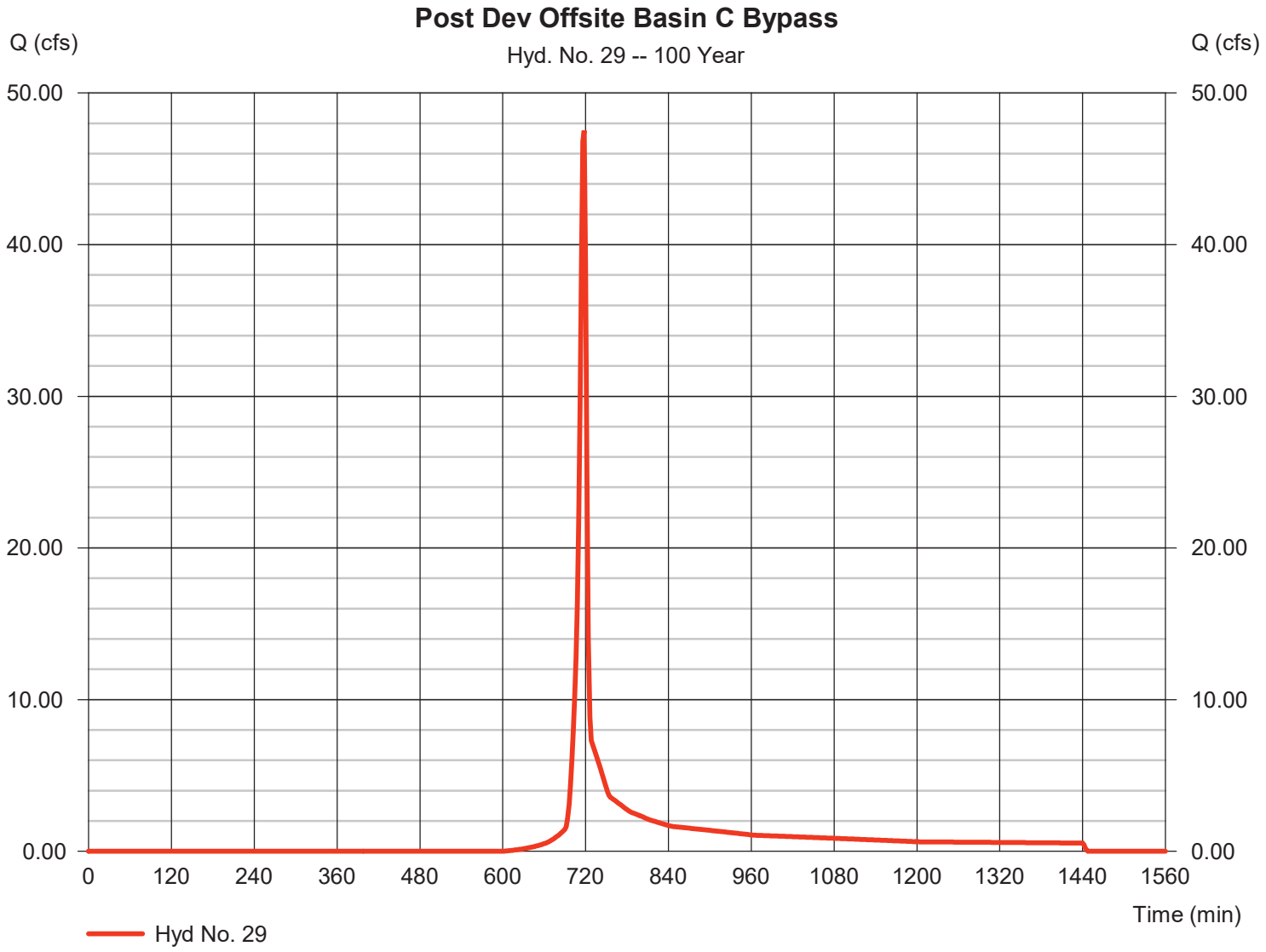
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 29

Post Dev Offsite Basin C Bypass

Hydrograph type	= SCS Runoff	Peak discharge	= 47.53 cfs
Storm frequency	= 100 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 95,113 cuft
Drainage area	= 9.130 ac	Curve number	= 59
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 6.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



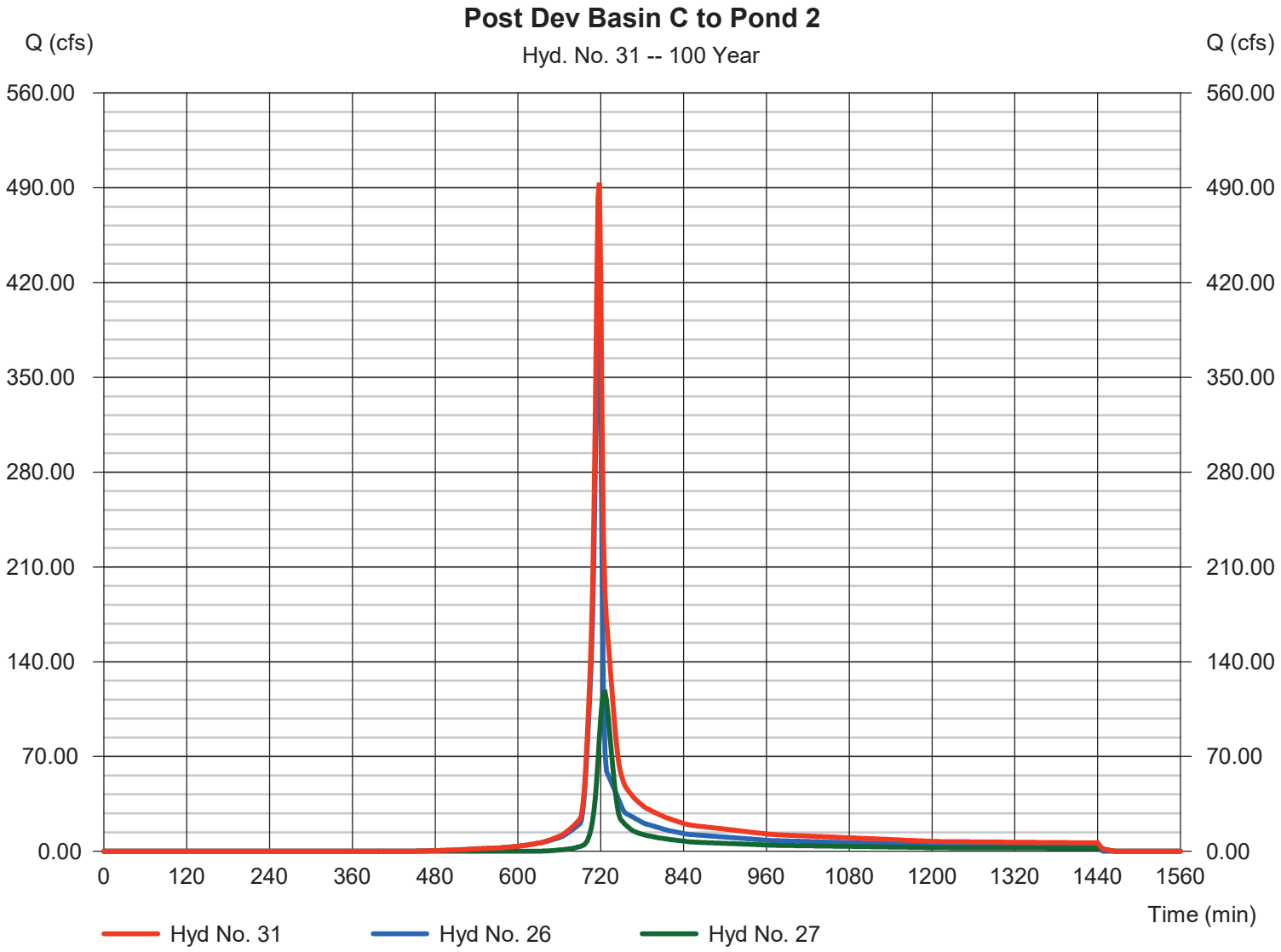
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 31

Post Dev Basin C to Pond 2

Hydrograph type	= Combine	Peak discharge	= 493.70 cfs
Storm frequency	= 100 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 1,222,854 cuft
Inflow hyds.	= 26, 27	Contrib. drain. area	= 93.190 ac



Hydrograph Report

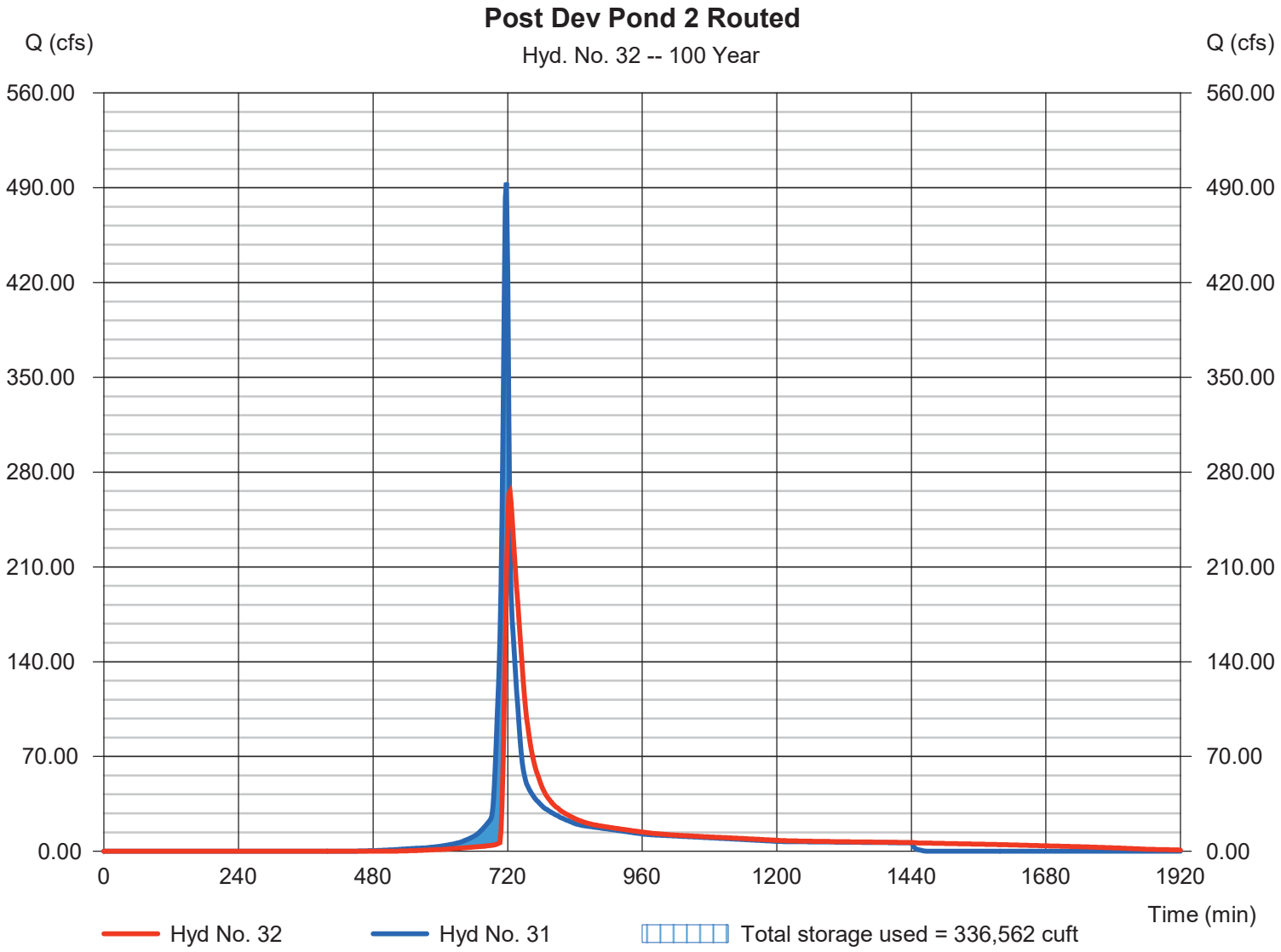
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 32

Post Dev Pond 2 Routed

Hydrograph type	=	Reservoir	Peak discharge	=	265.72 cfs
Storm frequency	=	100 yrs	Time to peak	=	724 min
Time interval	=	2 min	Hyd. volume	=	1,222,834 cuft
Inflow hyd. No.	=	31 - Post Dev Basin C to Pond 2	Max. Elevation	=	1113.19 ft
Reservoir name	=	Pond 2	Max. Storage	=	336,562 cuft

Storage Indication method used.



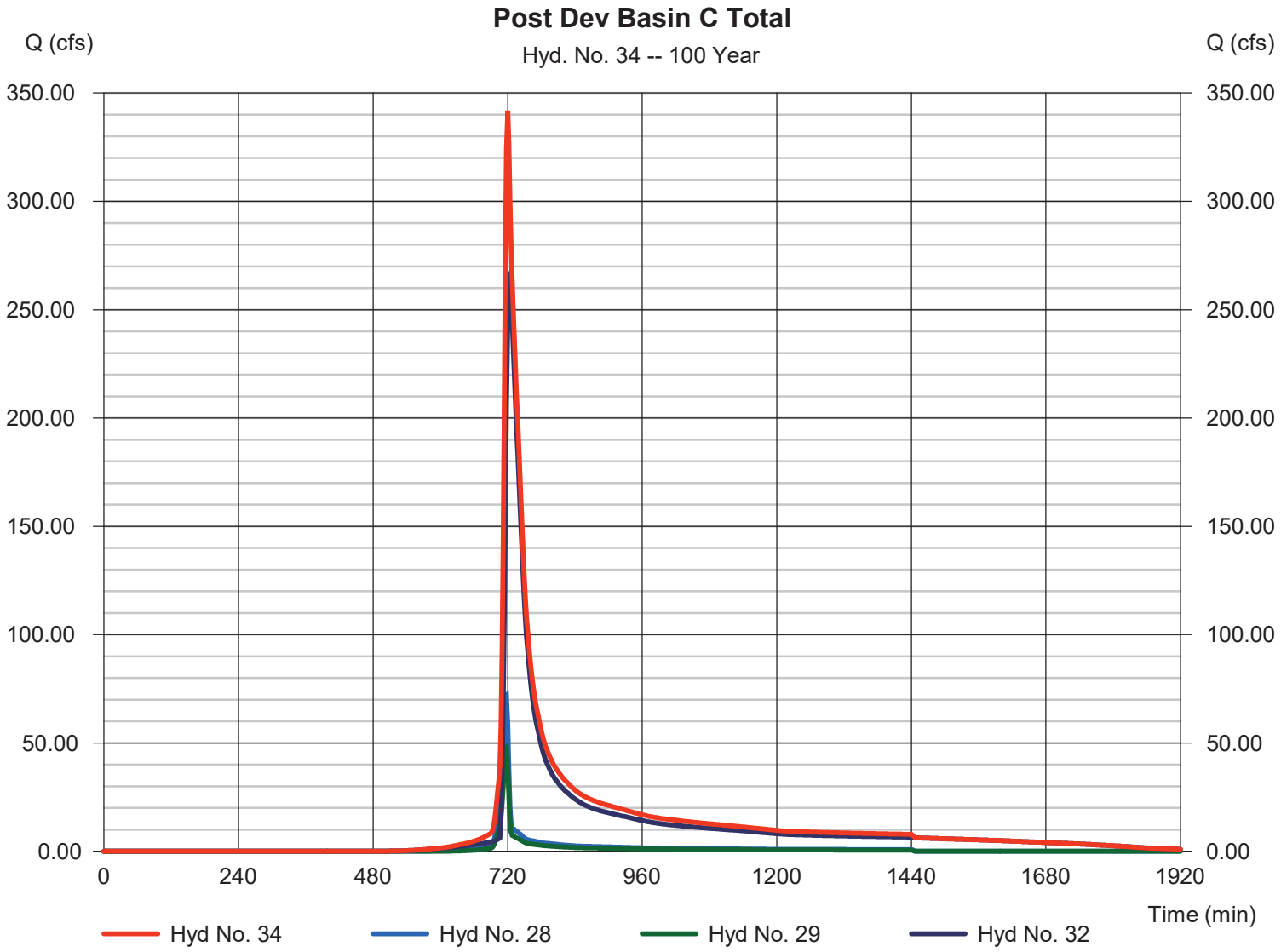
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 34

Post Dev Basin C Total

Hydrograph type	= Combine	Peak discharge	= 341.86 cfs
Storm frequency	= 100 yrs	Time to peak	= 720 min
Time interval	= 2 min	Hyd. volume	= 1,462,372 cuft
Inflow hyds.	= 28, 29, 32	Contrib. drain. area	= 21.660 ac



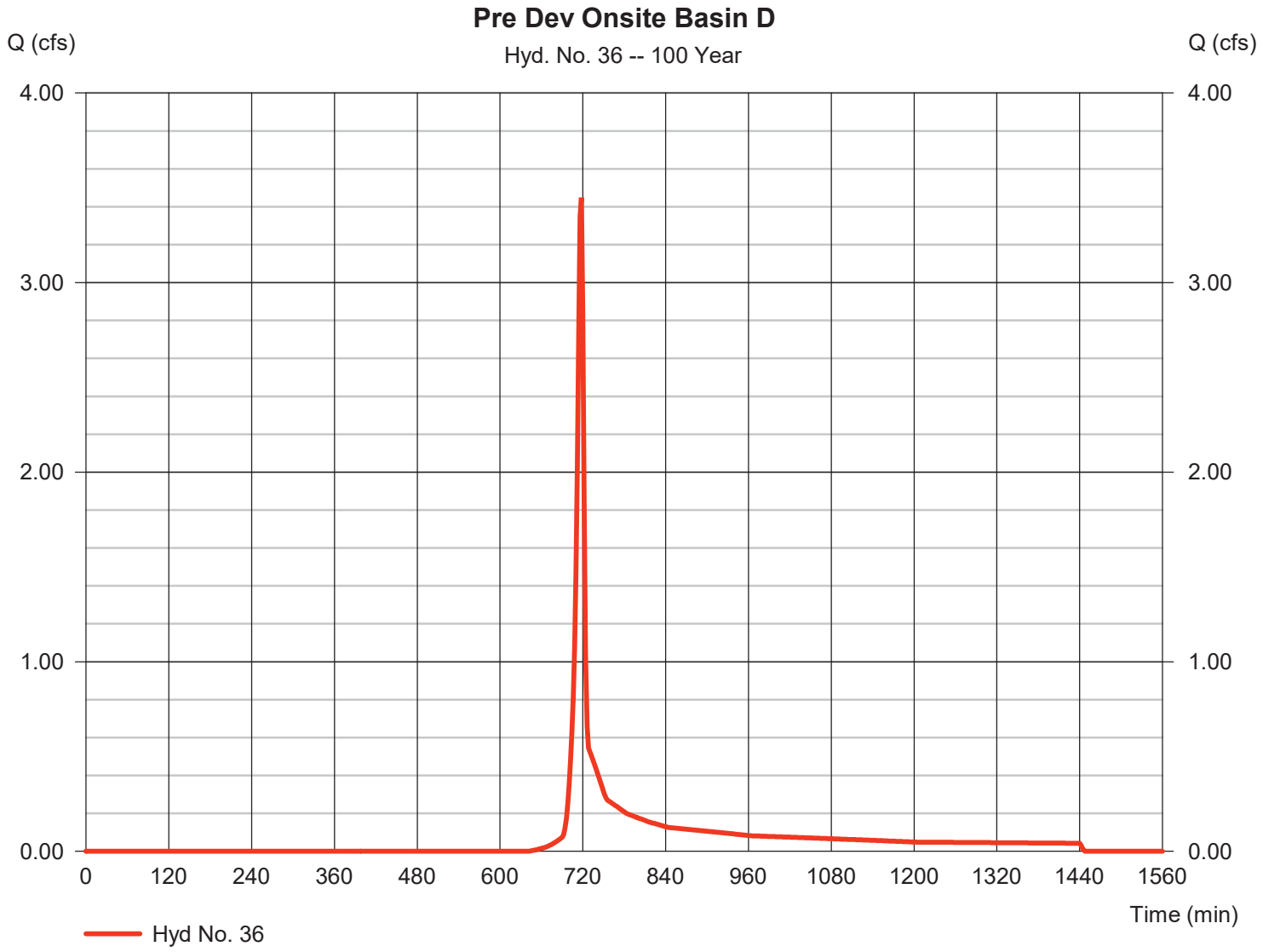
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 36

Pre Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 3.449 cfs
Storm frequency	= 100 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 6,904 cuft
Drainage area	= 0.770 ac	Curve number	= 55
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



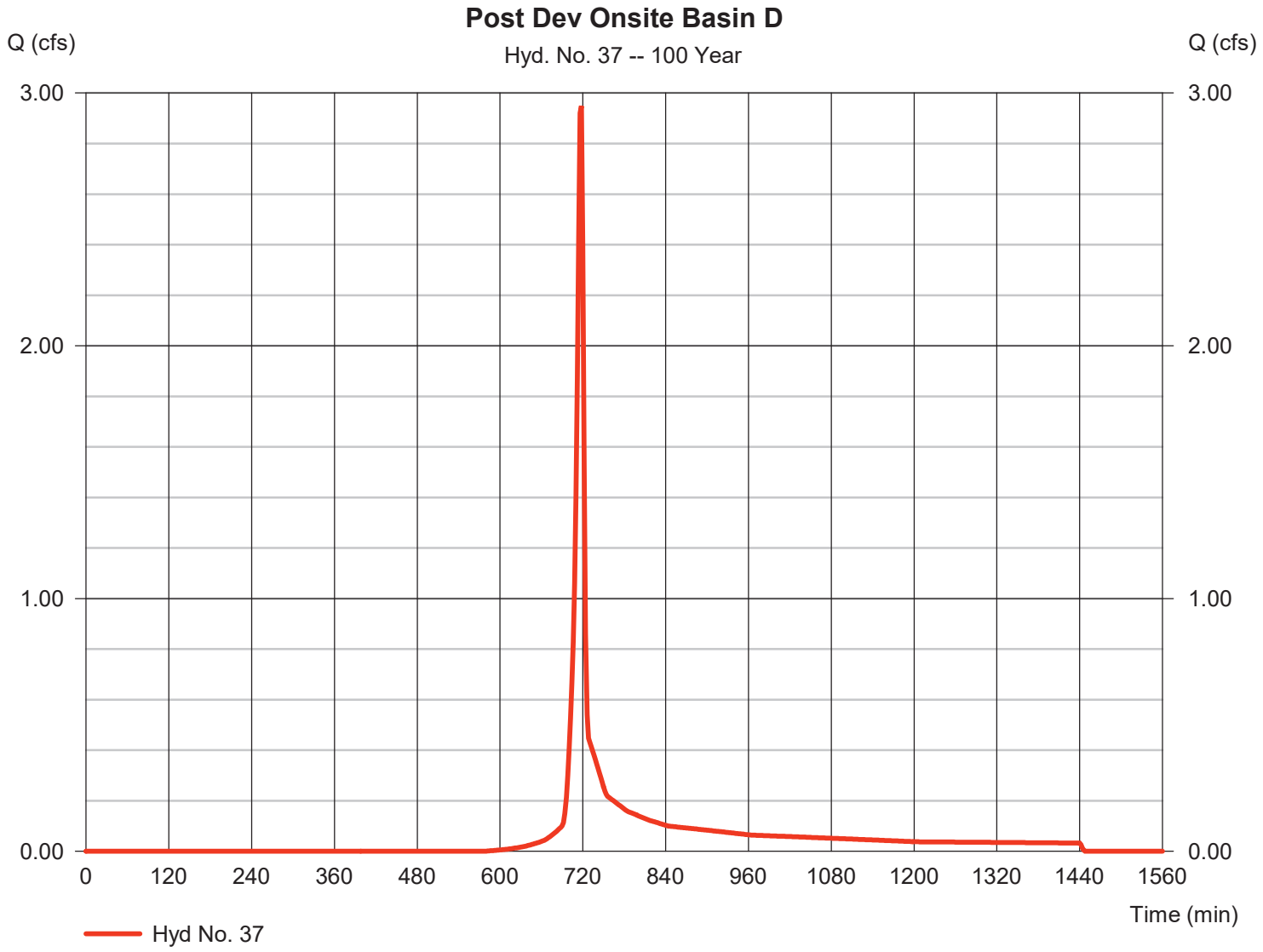
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Friday, 01 / 31 / 2025

Hyd. No. 37

Post Dev Onsite Basin D

Hydrograph type	= SCS Runoff	Peak discharge	= 2.949 cfs
Storm frequency	= 100 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 5,912 cuft
Drainage area	= 0.530 ac	Curve number	= 61
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 7.78 in	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 484



Appendix E

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool
Version 2.2

General Information

Name of Developer:	Audubon Development	**Date Submitted:**	
Development Name:	Cagle Mill	**Permit Number:**	
Site Location / Address:	4745 Cagle Mill Rd	**Developer Contact:**	
	Lula , GA 30554	**Phone Number:**	
		Name of Engineer(s):	
Development Type:		**Maintenance Responsibility:**	

Site Summary

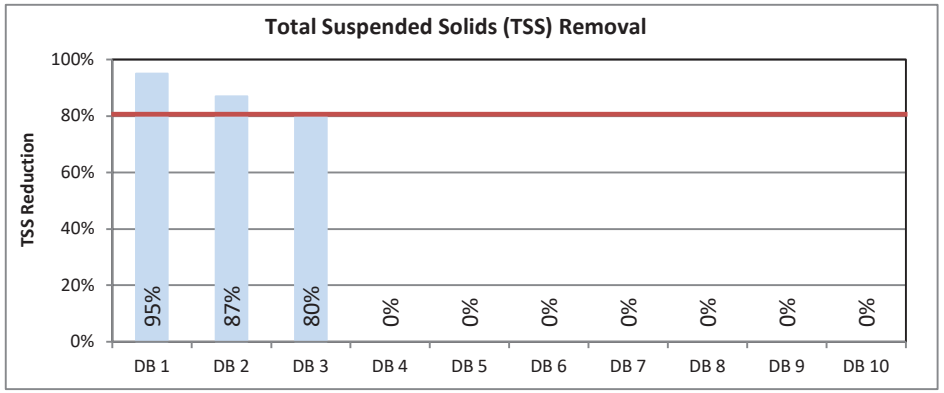
Total Pre-Development Area (ac):	**129.38**
Total Post-Development Area (ac):	**140.62**
Total Treated Area (ac):	**137.31**
Total Untreated Area (ac):	**3.31**

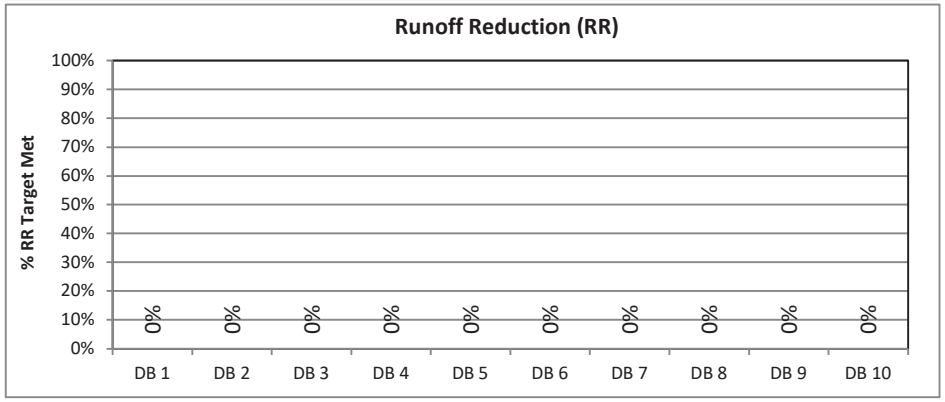
		I (ac)	P (ac)	CA (ac)
A	DB 1	31.06	39.30	0.00
B	DB 2	38.23	29.21	0.00
C	DB 3	1.52	1.30	0.00
Drainage Basin 4	DB 4	0.00	0.00	0.00
Drainage Basin 5	DB 5	0.00	0.00	0.00
Drainage Basin 6	DB 6	0.00	0.00	0.00
Drainage Basin 7	DB 7	0.00	0.00	0.00
Drainage Basin 8	DB 8	0.00	0.00	0.00
Drainage Basin 9	DB 9	0.00	0.00	0.00
Drainage Basin 10	DB 10	0.00	0.00	0.00
	TOTAL	**70.81**	**69.81**	**0.00**

I = Impervious Area, P = Pervious Area, CA = Conservation Area

Target Runoff Reduction Volume Achieved?	**No**
Target TSS Removal Achieved?	**Yes**

Total Target Runoff Reduction Volume (cf)	256,859
Runoff Reduction Volume Achieved (cf)	0
Total Target Water Quality Volume (cf)	308,231
% TSS Removal Achieved	90%





Official Use Only

Tracking #:		**Conditions of Approval:**	
Reviewed By:			
Date Approved:			

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: A

data input cells
calculation cells
constant values

Site Data

Indicate Pre-Development Land Cover and Runoff Curve Numbers in the Site's Disturbed Area

Cover Type	HSG* A (acres)	CN	HSG B (acres)	CN	HSG C (acres)	CN	HSG D (acres)	CN	Total	% Cover
Woods - Good Condition		30	53.31	55		70		77	53.31	100%
Impervious		98	0.00	98		98		98	0.00	0%
Open space - Good condition (grass cover > 75%)		39	0.00	61		74		80	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Local Jurisdiction Input									0.00	0%
Other									0.00	0%
Total	0.00		53.31		0.00		0.00		53.31	100%

*HSG = hydrologic soil group

Impervious (ac)	0.00
Weighted CN	55
Potential Max Soil Retention, S_{pre} (in)	8.18

Indicate Post-Development Land Cover and Runoff Curve Numbers in the Site's Disturbed Area

Cover Type	HSG A (acres)	CN	HSG B (acres)	CN	HSG C (acres)	CN	HSG D (acres)	CN	Total	% Cover
Impervious		98	24.56	98		98		98	24.56	35%
Open space - Good condition (grass cover > 75%)		39	20.00	61		74		80	20.00	28%
Woods - Good Condition		30	19.30	55		70		77	19.30	27%
Impervious		98	6.50	98		98		98	6.50	9%
Open space - Good condition (grass cover > 75%)		39	0.00	61		74		80	0.00	0%
Local Jurisdiction Input									0.00	0%
Other									0.00	0%
Total	0.00		70.36		0.00		0.00		70.36	100%

Impervious (ac)	31.06
Rv	0.45
Weighted CN	76
Potential Max Soil Retention, S_{post} (in)	3.21

Conservation Area Credits

Scenario 1: Natural Conservation Area **See the GSMM Volume 2, Section 2.3.3.3 for more information.*

☐ Check the box if a portion of the post-developed area is protected by a conservation easement or equivalent form of protection.

Area (ac) of development protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 1 box above is checked

Scenario 2: Site Reforestation/Revegetation **See the GSMM Volume 2, Section 4.22 for more information.*

☐ Check the box if a portion of the post-developed area employs site reforestation/revegetation and is protected by a conservation easement or equivalent form of protection.

Area (ac) of development reforested/revegetated and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 2 box above is checked

Scenario 3: Soil Restoration **See the GSMM Volume 2, Section 4.23 for more information.*

☐ Check the box if a portion of the post-developed area employs soil restoration and is protected by a conservation easement or equivalent form of protection.

Area (ac) of development with restored soils and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 3 box above is checked

Scenario 4: Site Reforestation/Revegetation & Soil Restoration **See the GSMM Volume 2, Section 4.22 and 4.23 for more information.*

☐ Check the box if the same portion of the post-developed area employs site reforestation/revegetation and soil restoration, and is protected by a conservation easement or equivalent form of protection.

Area (ac) with restored soils in a reforested & revegetated area and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 4 box above is checked

Total Conservation Area Credit (acres) 0.00

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: A

data input cells
calculation cells
constant values

Water Quality Goals

Target Runoff Reduction Storm (in)	1.00
Total Site Area for Water Quality Volume (acres)	70.36
Target Runoff Reduction Volume (cf)	114,243
Target Water Quality Volume (cf)	137,092

Select BMPs for Runoff Reduction and Water Quality

		Area Draining to Each BMP			Storage Volume Provided by BMP (cf)	RR Conveyance Volume Provided by BMP (cf)	Down-stream BMP	Runoff Reduction Calculations						WQ Calculations	
		On-site Pervious Area (acres)	On-site Impervious Area (acres)	Offsite Area (acres)				RR Volume from Direct Drainage (cf)	RR Volume from Upstream Practices (cf)	Total RR Volume Received by BMP (cf)	Runoff Reduction %	RR Achieved (cf)	Remaining RR Volume (cf)	WQ_v from Direct Drainage (cf)	Effective TSS Removal %
BMP 1	Stormwater Pond	20.00	24.56		70,000		BMP 2	88,325	0	88,325	0%	0	88,325	105,990	80%
BMP 2	Stormwater Wetlands – Level 1		0.00			88,325		0	88,325	88,325	0%	0	88,325	0	80%
BMP 3	Bioretention Basin (w/o underdrain)		2.50					8,621	0	8,621	100%	0	8,621	10,346	100%
BMP 4	Bioretention Basin (w/o underdrain)		2.50					8,621	0	8,621	100%	0	8,621	10,346	100%
BMP 5	Regenerative Stormwater Conveyance	19.30	1.50					8,676	0	8,676	0%	0	8,676	10,411	80%
BMP 6	Select a BMP…		0.00					0	0	0	N/A	0	0	0	N/A
BMP 7	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 8	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 9	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 10	Select a BMP…							0	0	0	N/A	0	0	0	N/A
	TOTAL	39.30	31.06	0.00				114,243				0		137,092	
	UNTREATED AREA (acres)	0.00	0.00												

Target Runoff Reduction Volume (cf)	114,243
Target Achieved?	No
Remaining Runoff Reduction Volume (cf)	114,243

Target Water Quality Volume (cf)	137,092
% TSS Removal Achieved	95%
Target Achieved?	Yes!
Remaining TSS Removal %	0%

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: A

data input cells
calculation cells
constant values

Channel and Flood Protection Calculations

	1-yr, 24-hr storm	2-yr, 24-hr storm	25-yr, 24-hr storm	100-yr, 24-hr storm
Target Rainfall Event (in)				

	1-yr, 24-hr storm	2-yr, 24-hr storm	25-yr, 24-hr storm	100-yr, 24-hr storm
Pre-Development Runoff Volume (in)	0.00	0.00	0.00	0.00
Post Development Runoff Volume (in) with no BMPs	0.00	0.00	0.00	0.00
Post-Development Runoff Volume (in) with BMPs	0.00	0.00	0.00	0.00
Adjusted CN	0	0	0	0

*See Stormwater Management Standards to Determine Detention Requirements.

Comments

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: B

data input cells
calculation cells
constant values

Site Data

Indicate Pre-Development Land Cover and Runoff Curve Numbers in the Site's Disturbed Area

Cover Type	HSG* A (acres)	CN	HSG B (acres)	CN	HSG C (acres)	CN	HSG D (acres)	CN	Total	% Cover
Woods - Good Condition		30	70.00	55		70		77	70.00	100%
Select a land cover type…		0	0.00	0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Local Jurisdiction Input									0.00	0%
Other									0.00	0%
Total	0.00		70.00		0.00		0.00		70.00	100%

*HSG = hydrologic soil group

Impervious (ac)	0.00
Weighted CN	55
Potential Max Soil Retention, S_{pre} (in)	8.18

Indicate Post-Development Land Cover and Runoff Curve Numbers in the Site's Disturbed Area

Cover Type	HSG A (acres)	CN	HSG B (acres)	CN	HSG C (acres)	CN	HSG D (acres)	CN	Total	% Cover
Woods - Good Condition		30	13.21	55		70		77	13.21	20%
Open space - Good condition (grass cover > 75%)		39	16.00	61		74		80	16.00	24%
Impervious		98	38.23	98		98		98	38.23	57%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Local Jurisdiction Input									0.00	0%
Other									0.00	0%
Total	0.00		67.44		0.00		0.00		67.44	100%

Impervious (ac)	38.23
Rv	0.56
Weighted CN	81
Potential Max Soil Retention, S_{post} (in)	2.38

Conservation Area Credits

Scenario 1: Natural Conservation Area **See the GSMM Volume 2, Section 2.3.3.3 for more information.*

☐ Check the box if a portion of the post-developed area is protected by a conservation easement or equivalent form of protection.

Area (ac) of development protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 1 box above is checked

Scenario 2: Site Reforestation/Revegetation **See the GSMM Volume 2, Section 4.22 for more information.*

☐ Check the box if a portion of the post-developed area employs site reforestation/revegetation and is protected by a conservation easement or equivalent form of protection.

Area (ac) of development reforested/revegetated and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 2 box above is checked

Scenario 3: Soil Restoration **See the GSMM Volume 2, Section 4.23 for more information.*

☐ Check the box if a portion of the post-developed area employs soil restoration and is protected by a conservation easement or equivalent form of protection.

Area (ac) of development with restored soils and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 3 box above is checked

Scenario 4: Site Reforestation/Revegetation & Soil Restoration **See the GSMM Volume 2, Section 4.22 and 4.23 for more information.*

☐ Check the box if the same portion of the post-developed area employs site reforestation/revegetation and soil restoration, and is protected by a conservation easement or equivalent form of protection.

Area (ac) with restored soils in a reforested & revegetated area and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 4 box above is checked

Total Conservation Area Credit (acres)	0.00

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: B

data input cells
calculation cells
constant values

Water Quality Goals

Target Runoff Reduction Storm (in)	1.00
Total Site Area for Water Quality Volume (acres)	67.44
Target Runoff Reduction Volume (cf)	137,138
Target Water Quality Volume (cf)	164,565

Select BMPs for Runoff Reduction and Water Quality

		Area Draining to Each BMP			Storage Volume Provided by BMP (cf)	RR Conveyance Volume Provided by BMP (cf)	Down-stream BMP	Runoff Reduction Calculations						WQ Calculations	
		On-site Pervious Area (acres)	On-site Impervious Area (acres)	Offsite Area (acres)				RR Volume from Direct Drainage (cf)	RR Volume from Upstream Practices (cf)	Total RR Volume Received by BMP (cf)	Runoff Reduction %	RR Achieved (cf)	Remaining RR Volume (cf)	WQ_v from Direct Drainage (cf)	Effective TSS Removal %
BMP 1	Stormwater Pond	16.00	38.23	13.21				134,740	0	134,740	0%	0	134,740	161,688	80%
BMP 2	Regenerative Stormwater Conveyance	6.15	3.75					14,048	0	14,048	0%	0	14,048	16,858	80%
BMP 3	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 4	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 5	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 6	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 7	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 8	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 9	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 10	Select a BMP…							0	0	0	N/A	0	0	0	N/A
	TOTAL	22.15	41.98	13.21				148,788				0		178,546	
	UNTREATED AREA (acres)	7.06	0.00												

Target Runoff Reduction Volume (cf)	137,138
Target Achieved?	No
Remaining Runoff Reduction Volume (cf)	137,138

Target Water Quality Volume (cf)	164,565
% TSS Removal Achieved	87%
Target Achieved?	Yes!
Remaining TSS Removal %	0%

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: B

data input cells
calculation cells
constant values

Channel and Flood Protection Calculations

	1-yr, 24-hr storm	2-yr, 24-hr storm	25-yr, 24-hr storm	100-yr, 24-hr storm
Target Rainfall Event (in)				

	1-yr, 24-hr storm	2-yr, 24-hr storm	25-yr, 24-hr storm	100-yr, 24-hr storm
Pre-Development Runoff Volume (in)	0.00	0.00	0.00	0.00
Post Development Runoff Volume (in) with no BMPs	0.00	0.00	0.00	0.00
Post-Development Runoff Volume (in) with BMPs	0.00	0.00	0.00	0.00
Adjusted CN	**0**	**0**	**0**	**0**

*See Stormwater Management Standards to Determine Detention Requirements.

Comments

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: C

data input cells
calculation cells
constant values

Site Data

Indicate Pre-Development Land Cover and Runoff Curve Numbers in the Site's Disturbed Area

Cover Type	HSG* A (acres)	CN	HSG B (acres)	CN	HSG C (acres)	CN	HSG D (acres)	CN	Total	% Cover
Woods - Good Condition		30	6.07	55		70		77	6.07	100%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Local Jurisdiction Input									0.00	0%
Other									0.00	0%
Total	0.00		6.07		0.00		0.00		6.07	100%

*HSG = hydrologic soil group

Impervious (ac)	0.00
Weighted CN	55
Potential Max Soil Retention, S_{pre} (in)	8.18

Indicate Post-Development Land Cover and Runoff Curve Numbers in the Site's Disturbed Area

Cover Type	HSG A (acres)	CN	HSG B (acres)	CN	HSG C (acres)	CN	HSG D (acres)	CN	Total	% Cover
Impervious		98	1.52	98		98		98	1.52	54%
Open space - Fair condition (grass cover 50% to 75%)		49	1.30	69		79		84	1.30	46%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Select a land cover type…		0		0		0		0	0.00	0%
Local Jurisdiction Input									0.00	0%
Other									0.00	0%
Total	0.00		2.82		0.00		0.00		2.82	100%

Impervious (ac)	1.52
Rv	0.54
Weighted CN	85
Potential Max Soil Retention, S_{post} (in)	1.82

Conservation Area Credits

Scenario 1: Natural Conservation Area **See the GSMM Volume 2, Section 2.3.3.3 for more information.*

☐ Check the box if a portion of the post-developed area is protected by a conservation easement or equivalent form of protection.

Area (ac) of development protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 1 box above is checked

Scenario 2: Site Reforestation/Revegetation **See the GSMM Volume 2, Section 4.22 for more information.*

☐ Check the box if a portion of the post-developed area employs site reforestation/revegetation and is protected by a conservation easement or equivalent form of protection.

Area (ac) of development reforested/revegetated and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 2 box above is checked

Scenario 3: Soil Restoration **See the GSMM Volume 2, Section 4.23 for more information.*

☐ Check the box if a portion of the post-developed area employs soil restoration and is protected by a conservation easement or equivalent form of protection.

Area (ac) of development with restored soils and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 3 box above is checked

Scenario 4: Site Reforestation/Revegetation & Soil Restoration **See the GSMM Volume 2, Section 4.22 and 4.23 for more information.*

☐ Check the box if the same portion of the post-developed area employs site reforestation/revegetation and soil restoration, and is protected by a conservation easement or equivalent form of protection.

Area (ac) with restored soils in a reforested & revegetated area and protected by a conservation easement or equivalent form of protection.

Note: The green cell will unlock if the Scenario 4 box above is checked

Total Conservation Area Credit (acres) 0.00

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: C

data input cells
calculation cells
constant values

Water Quality Goals

Target Runoff Reduction Storm (in)	1.00
Total Site Area for Water Quality Volume (acres)	2.82
Target Runoff Reduction Volume (cf)	5,478
Target Water Quality Volume (cf)	6,573

Select BMPs for Runoff Reduction and Water Quality

		Area Draining to Each BMP			Storage Volume Provided by BMP (cf)	RR Conveyance Volume Provided by BMP (cf)	Down-stream BMP	Runoff Reduction Calculations						WQ Calculations	
		On-site Pervious Area (acres)	On-site Impervious Area (acres)	Offsite Area (acres)				RR Volume from Direct Drainage (cf)	RR Volume from Upstream Practices (cf)	Total RR Volume Received by BMP (cf)	Runoff Reduction %	RR Achieved (cf)	Remaining RR Volume (cf)	WQ_v from Direct Drainage (cf)	Effective TSS Removal %
BMP 1	Stormwater Wetlands – Level 1	1.30	1.52			5,478		5,478	0	5,478	0%	0	5,478	6,573	80%
BMP 2	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 3	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 4	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 5	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 6	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 7	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 8	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 9	Select a BMP…							0	0	0	N/A	0	0	0	N/A
BMP 10	Select a BMP…							0	0	0	N/A	0	0	0	N/A
	TOTAL	1.30	1.52	0.00				5,478				0		6,573	
	UNTREATED AREA (acres)	0.00	0.00												

Target Runoff Reduction Volume (cf)	5,478
Target Achieved?	No
Remaining Runoff Reduction Volume (cf)	5,478

Target Water Quality Volume (cf)	6,573
% TSS Removal Achieved	80%
Target Achieved?	Yes!
Remaining TSS Removal %	0%

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool, v2.2

Development Name: Cagle Mill
Drainage Basin Name: C

data input cells
calculation cells
constant values

Channel and Flood Protection Calculations

	1-yr, 24-hr storm	2-yr, 24-hr storm	25-yr, 24-hr storm	100-yr, 24-hr storm
Target Rainfall Event (in)				

	1-yr, 24-hr storm	2-yr, 24-hr storm	25-yr, 24-hr storm	100-yr, 24-hr storm
Pre-Development Runoff Volume (in)	0.00	0.00	0.00	0.00
Post Development Runoff Volume (in) with no BMPs	0.00	0.00	0.00	0.00
Post-Development Runoff Volume (in) with BMPs	0.00	0.00	0.00	0.00
Adjusted CN	**0**	**0**	**0**	**0**

*See Stormwater Management Standards to Determine Detention Requirements.

Comments

Brightside Homes

AN AUDUBON COMPANY

Brightside North Hall

RESIDENTIAL COMMUNITY

Gainesville, GA



Narrative

Brightside North Hall a new residential development in Gainesville, GA, is set to address the growing demand for attainable housing by offering a diverse range of living options, including spacious 3 and 4-bedroom townhomes, and expansive 4 and 5-bedroom single-family detached homes. This thoughtfully designed community aims to provide housing solutions for families and professionals alike, fostering a sense of belonging and community. Brightside Homes is requesting a zoning change from AR-III to RX

LOCATION

- Hwy 365 just North of Kubota. Across from Americold.

PROPERTY

- 323 Total Residential Units
- 106 Townhomes (33%)
- 217 Single Family Detached units. (67%)

LIFESTYLE & AMENITIES

- Entrance is more than 1,000 linear feet removed from Hwy365, creating a sense of privacy and community within the development.
- Abundance of natural amenities including walking trails, fishing pond, multipurpose athletic field
- Resort style clubhouse including clubroom, fitness facility and business center.
- Zero entry swimming pool

Key Highlights

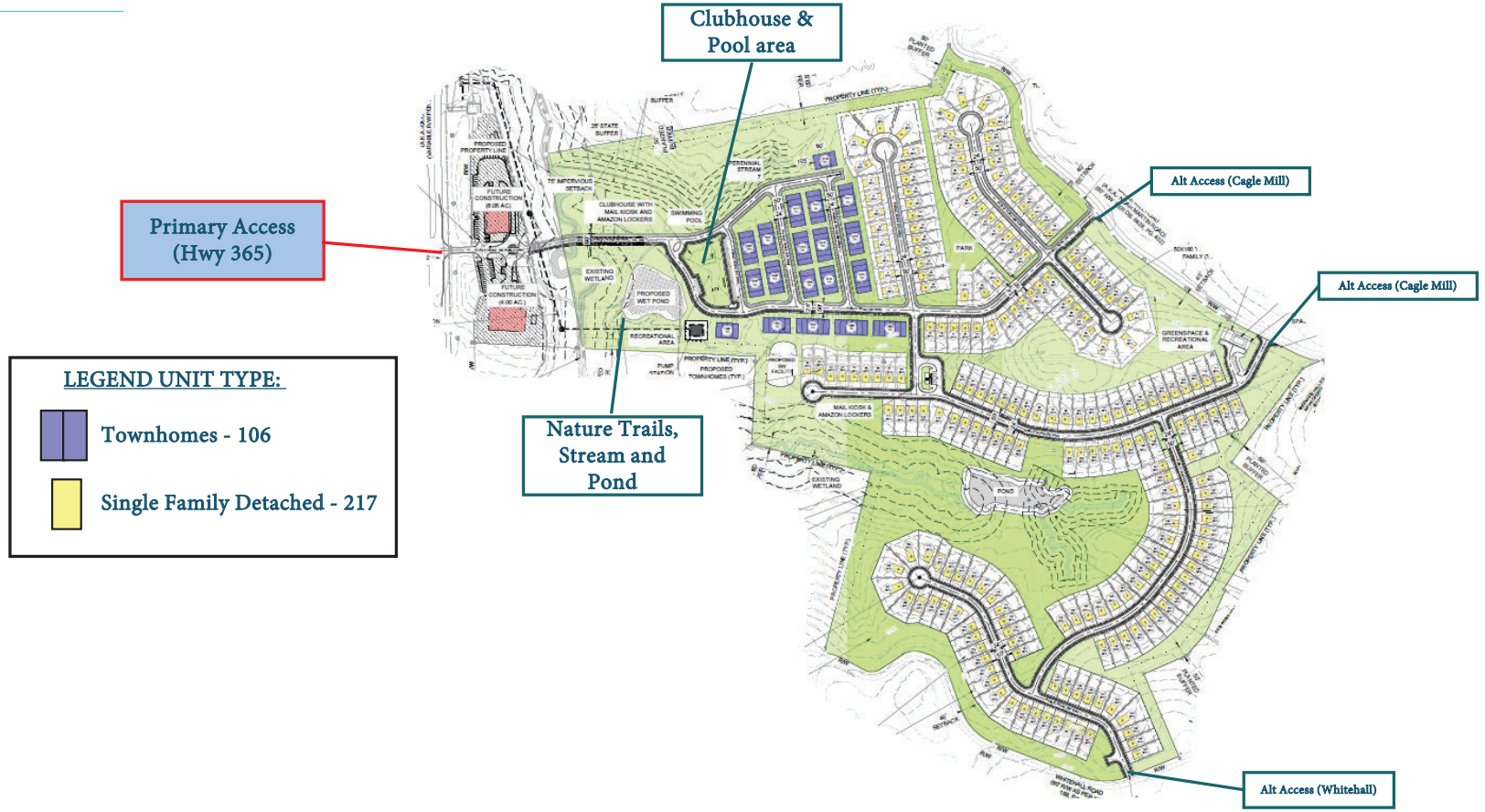
2.47 Units per Acre Density

59.8 Acres Open Space

44.2 Contiguous Open Space

46% Open Space

Property Details – Site Plan



Property Details – Phasing Plan

This project has been strategically designed to incorporate a 2-phase development plan. The 2-phase plan allows continuous construction while also providing necessary utility infrastructure and secondary access points, both temporary and permanent, to satisfy fire and life safety requirements. This project will be constructed in a continuous manner.

PHASING LEGEND

- Phase 1 (185 Units):
- Phase 2 (138 Units):



Project Highlights – Amenities

- Clubhouse
- Resort Swimming Pool
- Fitness Facility
- Tennis / Pickleball Courts
- Dog Parks (Multiple)
- Multi-purpose field



- *Representative Example of Amenity Set.*

Property Details - Elevation - Townhomes



GENERAL NOTES:
24' Wide, 2 Story Townhome
+/- 1800 Square Feet 3 Bedroom / 2.5 Bath
2 Car, Front Entry Garage
Townhomes will have a 3' offset

Property Details - Elevations



GENERAL NOTES:
30’ Wide, 2 Story Single Family Dwelling
+/- 1800-2000 Square Feet 3 Bedroom / 2.5 Bath
2 Car, Front Entry Garage

Garage face to be positioned 5’ min. behind the front plane/porch of the residence to meet Hall County requirements

Property Details - Elevations



GENERAL NOTES:
30' Wide, 2 Story Single Family Dwelling
+/- 1800 - 2100 Square Feet 3 Bedroom / 2.5 Bath
2 Car, Front Entry Garage

Garage face to be positioned 5' min. behind the front plane/porch of the residence to meet Hall County requirements

Property Details - Elevations



GENERAL NOTES:
30' Wide, 2 Story Single Family Dwelling
+/- 1800 - 2100 Square Feet 3 Bedroom / 2.5 Bath
2 Car, Front Entry Garage

Garage face to be positioned 5' min. behind the front plane/porch of the residence to meet Hall County requirements

Property Details - Elevations



GENERAL NOTES:
40’ Wide, Ranch Single Family Dwelling
+/- 1900-2200 Square Feet 3 Bedroom / 2.5 Bath
2 Car, Front Entry Garage

Garage face to be positioned 5’ min. behind the front plane/porch of the residence to meet Hall County Requirements

Property Details - Elevations



GENERAL NOTES:
40’ Wide, Ranch Single Family Dwelling
+/- 1900-2200 Square Feet 3 Bedroom / 2.5 Bath
2 Car, Front Entry Garage

Garage face to be positioned 5’ min. behind the front plane/porch of the residence to meet Hall County Requirements

CITY OF
GAINESVILLE

WATER RESOURCES

April 21, 2025

Pond
Attn: Jason Bach, P.E.
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092

Re: Water Availability
Proposed Residential Development
4745 Cagle Mill Road
PIN: 15007 000254

Dear Mr. Bach,

The purpose of this letter is to reconfirm the availability of water service to the above referenced property.

The City of Gainesville owns and operates an existing 12-inch DIP water main in the right-of-way of Cornelia Highway (SR 365) across from the subject property. Currently, the City has adequate domestic water capacity to serve your proposed residential development.

This confirmation of water availability is good for one year from the date of this letter at which time, it will become null and void unless engineered plans have been submitted for issuance of a development permit.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford, Permitting Services and GIS Manager

cc: Tracy Robar, P.E., Engineering and Construction Division Manager
Chris Thornhill, Project Manager

Hall County Government
PUBLIC WORKS AND UTILITIES

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

BILL NASH, P.E.
Director

William (Bill) H. King III, P.E.
Assistant Director

April 4, 2025

Jason Bach, Pond & Company
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092

Subject: Sanitary Sewer Letter of Availability
4745 Cagle Mill Road, 4691 & 4673 Noah Martin Dr.
Parcel ID No: **15007 000254, 15019 000043, 15019 000114**
Lula, GA 30554

Dear Mr. Bach,

In response to your request, this letter will serve as confirmation that Hall County has sufficient volume to serve the above development at 4745 Cagle Mill Road, 4691 & 4673 Noah Martin Dr. The estimated average daily flow will be 65,850 GPD.

The existing sewer line is located near the property at Cornelia Hwy. An extension into the subject property is required to be performed by the developer at owner's cost.

Sanitary sewer capacity allocation is available on a first come, first serve basis by purchasing the sewer taps. As such, this "availability" letter does not guarantee capacity. Additionally, this letter is non-transferable. If the project design changes, this letter is void and a new "availability" letter must be obtained.

If you have any questions or need more information, please call the Hall County Public Works and Utilities Department at 770-531-6800.

Sincerely,

William (Bill) H. King III, P.E.

Application for Sewer Availability Letter

Date: 03/01/2025

Name of Applicant: JOSH BOLING Contact Number: 770-893-8002

Address of Applicant: 5616 PEACHTREE RD SUITE 120

City: ATLANTA State: GA Zip: GA E-mail: JBOLING@ACMAPTS.COM

Name of Agent: JASON BACH, POND & COMPANY Contact Number: 678-631-9552

Address of Agent: 3500 PARKWAY LANE SUITE 500

City: PEACHTREE CORNERS State: GA Zip: 30092 E-mail: BACHJ@PONDCO.COM

THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS: (Please check the purpose of letter request and fill in all applicable information legibly and completely.)

AVAILABILITY: ☐ General Availability ☑ Rezoning ☐ Conditional Use Permit

Availability letters will require a minimum of one week from the date of application submittal.

Request from ARIII & ARIV (Present Zoning) to R-X (Requested Zoning)

For the Purpose of RESIDENTIAL DEVELOPMENT (Type of Development)

Address of Property: 4745 CAGLE MILL RD, 4691 NOAH MARTIN DR, & 4673 NOAH MARTIN DR

Nearest Intersection to Property: WHITEHALL AND CAGLE MILL RD

Size of Tract: 130.84 AC acre(s), Lane Lot Number(s): _____, District(s): _____

Development Estimate Average Daily Sewer Flow (GPD): 65,850 GPD

Property Tax Parcel Number: 15007 000254, 15019 000043, & 15019 000114 Proposed number of Lots: 323 UNITS & AMENITIES

(Below: For properties within protected watershed districts only)

Gross Density: _____ units per acre Net Density: _____ units per acre

Estimated amount of impervious surface: _____ Minimum Lot Size: _____

Notary

NICOLE LYNN MANUEL NOTARY PUBLIC GWINNETT COUNTY GEORGIA Notary Seal 2.14.28

Signature of Owner(s)/Agent(s)

JASON BACH, POND AND COMPANY
Printed Name of Owner(s)/Agent(s)

CIVIL ENGINEER OF RECORD
Title of Agent

3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
T: 678.336.7740

Jason Bach, P.E.
Project Manager
Pond and Company
678-631-9522
bachj@pondco.com

April 1st, 2025

Hall County Department of Public Works & Utilities
Attn: Sewer Department
2875 Browns Bridge Road
Gainesville, GA 30504-5635

RE: Letter of Intent for sewer service – Shops and Residences at Cagle Mill Project

To Whom It May Concern,

Brightside homes is proposing the development of a residential development across three tracts in unincorporated Hall County. The site is located between Highway 365 and Cagle Mill Road, approximately 5,200 feet northeast of the intersection of 365 and Whitehall Road.

The proposed development will consist of 323 Residential units (single family attached and detached).

It is our intent to serve the site with gravity sewer to a centrally located, privately maintained, pump station, where it will pump via forcemain to the gravity manhole located just outside of the hall county pump station located along the Highway 365 right-of-way.

We are requesting a letter of sewer availability from your department to assist in the rezoning process, currently underway.

Calculations and maps for anticipated stormwater flow and tie-in location are included as an attachment to this letter.

Please do not hesitate to contact me at 678-631-9522 or bachj@pondco.com if you have any questions.

Thank you for your time and consideration.

Sincerely,



Jason Bach, P.E.

POND

Responsive People. Real Partners.

Architects
Engineers
Planners
Constructors

3500 Parkway Lane
Suite 500
Peachtree Corners, GA 30092

P 678.336.7740
F 678.336.7744
www.pondco.com

SEWER CAPACITY CALCULATIONS

The following sewer demand flows calculations are for the proposed single family and town homes development located at 4745 Cagle Mill Road, Lula, GA 30554. These calculations are based on Georgia Department of Public Health On-Site Sewage Management Systems Manual – Section J. The proposed site will contain 217 single family units and 106 units town homes. An assumed peaking factor of 2.5 is used in instantaneous peak flow calculations.

1. Proposed Daily Flow

   a. Single Family (assumed 3 bedrooms / unit)

   $$217 \text{ Units} * \frac{200\ GPD}{Units} = 43{,}400 \text{ GPD}$$

   b. Town homes (assumed 3 bedrooms / unit)

   $$106 \text{ Units} * \frac{200\ GPD}{Units} = 21{,}200 \text{ GPD}$$

   c. Clubhouse (assumed "Fitness Center/Spa" category per GA DPH) (assumed 25 people capacity)

   $$25 \text{ Persons} * \frac{50\ GPD}{Person} = 1{,}250 \text{ GPD}$$

2. Assumed Peak Factor of (2.5)

Proposed Total Usage = 65,850 GPD = 45.7 GPM

Instantaneous Peak Flow = 114.3 GPM

All Pond & Company marketing materials are printed on papers containing post-consumer recycled fibers and are FSC Certified.

Consequently, this project will have an estimated daily flow of 64,600 gallons and an instantaneous peak flow of 112.3 gallons per minute.

Please do not hesitate to contact me with any questions or concerns.



Jason Bach, PE

Project Manager

Civil Engineer

TYPE	TOTAL
SINGLE FAMILY HOUSE	217 UNITS
TOWN HOME	106 UNITS
TOTAL	323 UNITS

TYPE	PERCENT OF UNITS
SINGLE FAMILY HOUSE	67%
TOWN HOME	33%
TOTAL	100%

CAGLE MILL RD. SPEED LIMIT 35 MPH.
INTERSECTION SIGHT DISTANCE 390 FT.

CORNELIA HWY 365. SPEED LIMIT 65 MPH
INTERSECTION SIGHT DISTANCE 720 FT

INTERNAL ROAD SPEED LIMIT 25 MPH
INTERSECTION SIGHT DISTANCE 280 FT

ALLEYWAY SPEED LIMIT 15 MPH

TOTAL RESIDENTIAL UNITS: 323
TOTAL RESIDENTIAL AREA: 130.84 AC.
TOTAL DENSITY: 2.47 UNITS/AC.
SINGLE FAMILY DENSITY:1.66 UNITS/AC.

TOTAL RESIDENTIAL AREA: 130.84 AC.
REQUIRED OPEN SPACE (30%): 39.3 AC.
PROVIDED TOTAL OPEN SPACE AREA: 59.77 AC.
RATIO (OPEN SPACE / TOTAL AREA) = 45.68%

CONTIGUOUS OPEN SPACE: ± 44.18 AC
REQUIRED CONTIGUOUS SPACE = REQUIRED OPEN SPACE X 75% = 29.48 AC
PROVIDED = 150% (AS PER UDO 4-8.7.A.5)

TOTAL RESIDENTIAL LOTS (COMMON LOTS EXCLUDED): 236

LOTS ON OPEN SPACE
SINGLE FAMILY: 214
TOWNHOME: 19

TOAL: 233
RATIO: 233/236 = 98.73%

SANITARY SEWER FLOW ESTIMATION:

150 GALLONS PER UNIT PER DAY

TOTAL UNITS = 323

323 UNITS X (200 GPU/ DAY) = 64,600 GPD

CLUB HOUSE / AMENITY = 50 GPD PER PERSON * 26 PERSON CAPACITY = 1,250 GPD

PEAK FACTOR = 2.5 (TOTAL USAGE)

TOTAL SEWER FLOW CAPACITY = 2.5 X 65,850 GPD = 164,625 GPD

EXISTING ZONING: AGRICULTURAL RESIDENTIAL IV (AR-IV)

PROPOSED ZONING: RESIDENTIAL MIXED (R-X)

LOT OWNERSHIP
THE COMMERCIAL PARCEL WILL BE SUBDIVIDED AT APPROXIMATELY THE RE-ZONING LINE SHOWN. EXACT LOCATION OF SUBDIVISION LINE IS TO BE DETERMINED. THE RESIDENTIAL PARCEL WILL BE SUBDIVIDED AS "FEE-SIMPLE" OWNERSHIP FOR ALL SINGLE-FAMILY LOTS AND AS "JOINT OWNERSHIP" FOR TOWNHOMES. TOWNHOMES WILL BE PLATTED WITH LOT-LINES AT THE BUILDING EXTENT AND MAY BE SOLD AS "0' LOT LINE SETBACK" LOTS.

RESIDENTIAL MIXED (R-X) REQUIREMENTS:

- SETBACKS: (REF. CODE) - 4.5.1 - HALL COUNTY GEORGIA UNIFIED DEVELOPMENT CODE

  -MINIMUM FRONT YARD SETBACK FROM THE PROPERTY LINE OF 25 FEET.
  -MINIMUM SIDE YARD SETBACK FROM THE PROPERTY LINE OF 5 FEET.
  -MINIMUM REAR YARD SETBACK FROM THE PROPERTY LINE OF 10 FEET.
  -PROPOSED '0' SETBACKS - PROPERTY LINES WILL BE ALIGNED WITH THE EXTERIOR WALL OF THE UNITS
  -MINIMUM LOT FRONTAGE MEASURE ALONG THE PROPERTY LINE OF 50 FEET

- TOWN HOME LOT AREA REQUIRED: (REF. CODE) - 4.51 - HALL COUNTY GEORGIA UNIFIED DEVELOPMENT CODE

  106 TOWNHOUSES = 30,000 SF + (106)*2,000 SF = 242,000 SF = 5.56 AC.

- BUFFERS (REF. CODE) - UDO 6.1.6.4 OR 6.2.3

  A MIN. 50 FOOT PLANTED BUFFER SHALL BE ESTABLISHED ALONG THE PERIMETER OF ALL PROPERTY BOUNDARIES

- LANDSCAPE (REF. CODE) - UDO 6.1.6.6

  A MIN. OF TWO TREES PER LOT SHALL BE PROVIDED IN THE FRONT,SIDE, OR REAR YARD.

- PERMITTED USES - UDO TABLE 7.2.1

  THE SITE CONTAINS WETLANDS. TOTAL AREA: 62,204 SF.

  A WETLAND ALTERATION PERMIT FROM THE CORPS OF ENGINEERS MUST BE OBTAINED PRIOR ANY ALTERATIONS.

- COMMERCIAL USES - UDO 6.1.6.A.2

  COMMERCIAL USE IS LIMITED TO A TOTAL OF +0,000 SF OF FLOOR AREA FOR THE ENTIRE PLANNED RESIDENTIAL DEVELOPMENT.

- LIGHTING.

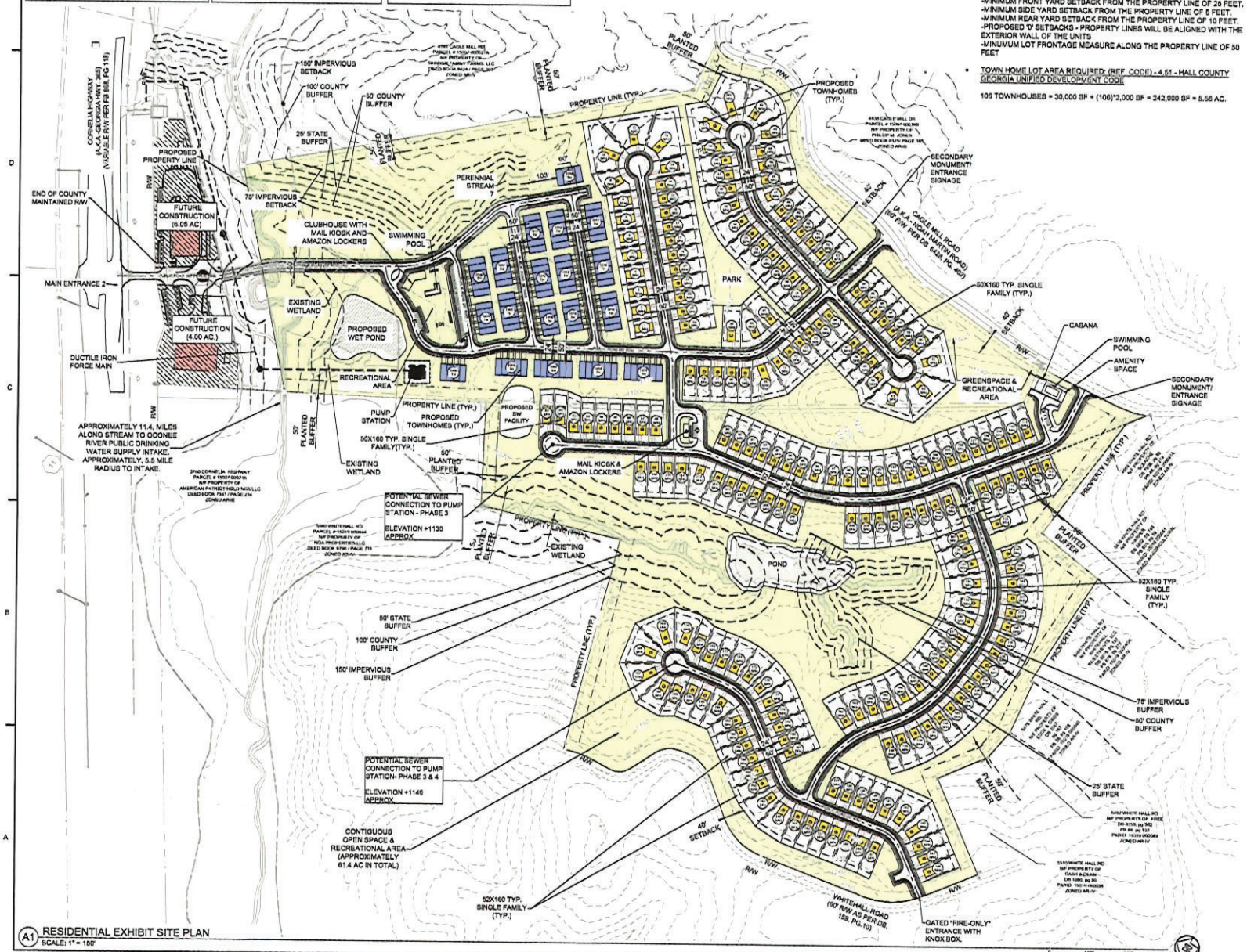
  SUBDIVISION WILL COMPLY WITH COUNTY STREET LIGHTING REQUIREMENTS PER UDO 9.6.4

- STREAM BUFFER:

  STREAM BUFFER SHOULD BE CONSIDERED SUFFICIENT SEPARATION BETWEEN COMMERCIAL AND RESIDENTIAL PROPERTIES. NO ZONING BUFFER IS PROPOSED WITH THIS PLAN.

- REQUIRED EXEMPTIONS:

  NONE



LEGEND:

- PROPOSED OPEN SPACE
- TOWNHOME
- SINGLE FAMILY UNIT

A1 RESIDENTIAL EXHIBIT SITE PLAN
SCALE: 1" = 150'

811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

REZONING PLAN

POND
3500 Parkway Lane
Suite 600
Peachtree Corners
Georgia 30092

CORNER SEAL

CLIENT INFORMATION

Brightside Homes
5615 Peachtree RD
Suite 12D
Atlanta
Georgia 30341

PROJECT NAME

RESIDENCE AT CAGLE MILL

4745 CAGLE MILL ROAD, LULA, GEORGIA

DRAWING ISSUE

DATE	DESCRIPTION	BASE

DESIGNED BY:	A. BONNO
DRAWN BY:	M. HARRISON
CHECKED BY:	J. BACH
SUBMITTED BY:	J. BACH
DATE:	03/27/2025
PROJECT #	1220263

SHEET TITLE

RX ZONING SITE PLAN

SHEET NUMBER

RX 01

ORIGINAL SHEET SIZE: 30" x 42"

FILE PATH: X:\FY22\1220263\04 CAD_BIM\04.03 CIVIL\RX\2024_06-17 REZONING CONCEPT\CONCEPT SITE PLANS\RX CONCEPT PLOTTED BY BONNO ANDRES BAPE 7:20:24

Outlook

HCPC Tentative Agenda 6.2.25

From Emily McGahee (Environmental Health) <emcgahee@hallcounty.org>
Date Thu 5/1/2025 4:56 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kelly Hairston (Environmental Health) <khairston@hallcounty.org>; Chad Harper (Environmental Health) <charper@hallcounty.org>

Please find Environmental Health comments below.

Item 1, 2017 Athens Hwy, Herbert: No comment in regards to monument sign.

Item 2, 504 John Harm Way, Q Crescent Holdings: No comment.

Item 3, 3266 Chestatee Rd, Pierce: Existing commercial septic system sized for 750gpd/150 guests.

Item 4, 5162 Thompson Bridge Rd, FreeUp Storage: No comment.

Items 5A/B, 5253 Lawson Road, Kirrane: Must meet all Environmental Health commercial septic system permitting requirements. An onsite sewage management system (and bathroom structure) will be required on the property for the requested use. Applicant has already been informed of Environmental Health requirements.

Items 6A/B, 4745 Cagle Mill Road: The entire development must be developed on public sewer or EPD permitted sewage treatment system. No onsite sewage management systems to be permitted by Environmental Health. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

Emily McGahee
Hall County Environmental Health
Hall County Government Center
2875 Browns Bridge Road
Mailing: PO Box 5901
Gainesville, GA 30504
(770) 531-3973 (phone)
emcgahee@hallcounty.org

http://dph.georgia.gov/environmental-health (State Website)
http://www.phdistrict2.org/HallCounty.htm (District Website)
https://www.hallcounty.org/192/Environmental-Health (County Website & Forms)

EMAIL Reader Advisory Notice: Email to and from a Georgia state agency is generally public record, except for content that is confidential under specific laws. Security by encryption is applied to all confidential information sent by email from the Georgia Department of Public Health (DPH). This message is only intended for specific recipient(s) and may contain privileged, private, or sensitive information. If you received this message in error, please delete it, and contact me.

Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

5/12/2022
Audubon
ATTN: Josh Boiling
6525 The Corner's Parkway
Suite 216
Peachtree Corners, GA 30092

Subject: Access to Property; Hall County; Commercial Driveway at SR 365, South of Cagle Road, MP 22.27.

To whom it may concern,

Dependent upon compliance with all Department of Transportation requirements in effect at the time a permit is requested and your compliance with any current or future authorizations under Georgia Code 32-6-111, we will approve any repair needed as well as permit a drive if applicant meets all requirements.

Please contact Parker Niebauer at (770) 533-8275 if you have any questions.

Sincerely,

Jason Dykes, P.E.
District Traffic Engineer

JD/af
PuckettZ@pondco.com

Outlook

RE: June 2, 2025 Hall County Planning Commission Meeting

From Nembhard, Nakia L <NNembhard@dot.ga.gov>
Date Mon 4/28/2025 2:00 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Below you will find the comments on whether coordination will be needed.

2017 Athens Highway – If sign will be placed on Athens St and not Athens Hwy no coordination will be need. Any placing sign on GDOT R/W will require coordination.

504 John Harm Way – No coordination.

3266 Chestatee Road – No Coordination.

5162 Thompson Bridge Rd – Will require coordination.

5253 Lawson Road – No coordination.

4745 Cagle Mill Rd, 4673 & 4691 Noah Martin Drive – Will need coordination if intent is to create driveway on SR 365, if not no coordination will be needed.

Thanks,

Nakia Nembhard
Civil Engineer 3

GDOT Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy Suite 100

Gainesville, GA, 30501

(678) 332-8200 Cell
(770) 533-8496 Office

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Thursday, April 24, 2025 4:24 PM
Subject: June 2, 2025 Hall County Planning Commission Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Here is the Tentative Agenda and Maps for the **June 2, 2025** Hall County Planning Commission Meeting. Please use the links to review the documents and respond with comments to Hall County Planning and Development. Failure to provide comments in a timely manner may result in the information not being included in the staff report.

When submitting comments, please include the name of the applicant along with the address of the property with the corresponding comment.

Comments are due by **May 2, 2025.** Email comments to Beth (bgarmon@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

CALL TO ORDER

AGENDA REVIEW

APPROVAL OF MINUTES – May 19, 2025

NEW BUSINESS

1. **2017 Athens Highway | Variance to Section 8.6 |** Sign standards | on an 2.20± acre tract located on the north side of Athens Highway at its intersection with Athens Street | Zoned H-B (GCOD); Tax Parcel 15032E002012A(pt) **| Proposed Use: Monument sign |** * Commission District 4 | **Kevin Herbert, applicant**

2. **504 John Harm Way | Variance to Section 8.6 |** Sign standards | on a 18.35± acre tract located on the east side of Crescent Drive, approximately 265 feet from its intersection with White Sulphur Road | Zoned PRD; Tax Parcel 15033D000008 **| Proposed Use: Entrance monument sign |** * Commission District 3 | **Q Crescent Holdings, LLC, applicant**

3. **3266 Chestatee Road | Special Use |** to amend conditions of zoning | on a 27.96± acre tract located on the north side of Chestatee Road approximately 948 feet from its intersection with

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

PUBLIC WORKS AND
UTILITIES DIRECTOR
Bill Nash, P.E.

Hall County Government

COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
PUBLIC WORKS AND UTILITIES

MEMORANDUM

To: Beth Garmon, Director of Planning and Zoning

From: Bill Nash, Director of Public Works and Utilities

Date: May 2, 2025

Subject: June 2, 2025 - Hall County Planning Commission Agenda

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the June 2, 2025 meeting. Upon review, we provide the following comments.

NEW BUSINESS

1. **2017 Athens Highway | Variance to Section 8.6 |** Sign standards | on an 2.20± acre tract located on the north side of Athens Highway at its intersection with Athens Street | Zoned H-B (GCOD); Tax Parcel 15032E002012A(pt) **| Proposed Use: Monument sign |** * Commission District 4 | **Kevin Herbert, applicant**

a. **Engineering**: No comment
b. **Traffic:** No comment
c. **Utilities:** Not in Hall County Sewer Service Area

2. **504 John Harm Way | Variance to Section 8.6 |** Sign standards | on a 18.35± acre tract located on the east side of Crescent Drive, approximately 265 feet from its intersection with White Sulphur Road | Zoned PRD; Tax Parcel 15033D000008 **| Proposed Use: Entrance monument sign |** * Commission District 3 | **Q Crescent Holdings, LLC, applicant**

a. **Engineering:** No comment
b. **Traffic:** No comment
c. **Utilities:** Not in Hall County Sewer Service Area

3. **3266 Chestatee Road | Special Use |** to amend conditions of zoning | on a 27.96± acre tract located on the north side of Chestatee Road approximately 948 feet from its intersection with North River Road | Zoned AR-1; Tax Parcel 10059 000012 **| Proposed Use: Agri-entertainment venue |** ** Commission District 2 | **Brenton Pierce, applicant**

    a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    b. **Traffic:** No comment
    c. **Utilities:** Not in Hall County Sewer Service Area

4. **5162 Thompson Bridge Road | Special Use |** to amend conditions of zoning | on a 5.79± acre tract located on the northeast side of Thompson Bridge Road approximately 1,045 feet from its intersection with Hubert Stephens Road | Zoned PCD (GCOD); Tax Parcel 11083 003001A **| Proposed Use: Self-storage facility |** ** Commission District 3 | **FreeUp Storage Murrayville, LLC, applicant**

    a. **Engineering:** No comment
    b. **Traffic:** No comment
    c. **Utilities:** Not in Hall County Sewer Service Area

5. **(A) 5253 Lawson Road | Special Use** | on a 30.77± acre tract located on the north side of Lawson Road approximately 642 feet from its intersection with Britt Whitmire Road | Zoned AR-1; Tax Parcel 11008 000023 | **Proposed Use: Agri-entertainment venue |** ** Commission District 3 | **Mary Kirrane, applicant**

    a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    b. **Traffic:** No comment
    c. **Utilities:** Not in Hall County Sewer Service Area

6. **4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a combined 130.84± acre tract located on the west side of Cagle Mill Road at its intersection with Noah Martin Drive |

Zoned AR-1; Tax Parcels 15007 000254(pt), 15019 000114 & 000043 **| Proposed Use: 323-unit residential development |** ** Commission District 3 | **BCBTR, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Show FEMA and Hall County studied Flood plains that are present on site.
North Oconee Reservoir Watershed Protection District requires 100-foot stream buffers with a 150-foot impervious set back on both sides of the stream as measured from the stream banks.
b. **Traffic:** This development is currently under staff review and comment will be forthcoming.
c. **Utilities:** Hall County service area. Sewer is available along Cornelia Highway.

7. **4745 Cagle Mill Road | Rezone |** from Agricultural Residential 1 (AR-1) to Planned Industrial Development (PID, GCOD) | on a 10.57± acre portion of a tract located on the east side of Cornelia Highway (GA-365) approximately 4,970 feet from its intersection with Cagle Road | Zoned AR-1; Tax Parcel 15007 000254(pt) **| Proposed Use: Industrial uses |** ** Commission District 3 | **BCBTR, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Show FEMA and Hall County studied Flood plains that are present on site.
North Oconee Reservoir Watershed Protection District requires 100-foot stream buffers with a 150-foot impervious set back on both sides of the stream as measured from the stream banks.
b. **Traffic:** This development is currently under staff review and comment will be forthcoming
c. **Utilities:** Hall County service area. Sewer is available along Cornelia Highway.

Katie L. Greenway (Planning)

From: Jason Skarda (CDI: Engineering)
Sent: Friday, May 16, 2025 4:45 PM
To: Katie L. Greenway (CDI: Planning)
Cc: Brent Cook (Engineering); Scott Puckett (CDI: Engineering); Beth Garmon (CDI: Planning)
Subject: FW: John Boling - Rezoning Project - Cagle Mill & Noah Martin
Attachments: Noah Martin-Cagle Mill project concerns.pdf

Katie,

Please see the comments below regarding the proposed project for Cagle Mill & Noah Martin Road.

Hall County Public Works would recommend that the roads in the subdivision be made private; However, if the roads are to be maintained by Hall County then the following changes must be made to the plans (see attached pdf).

Parking inside the right-of-way:
To minimize hazards and congestion on County roads, on street parking is normally not allowed. The parallel parking depicted at the main entrance of the development will be acceptable, if it is acceptable to Hall County Fire Rescue. The parallel parking area will not be maintained by Hall County and should be noted on the Final Plat.

Roundabout near Clubhouse and Mail Kiosk:
Roundabout must meet Hall County Fire Rescue requirements, as well as, allow for School Buses to turn around.

Industrial Entrance, Roundabout, and Bridge:
In order for Hall County to accept into maintenance the portion of proposed road from State Route 365 and to the clubhouse roundabout, then the developer shall be required to pay for the following:

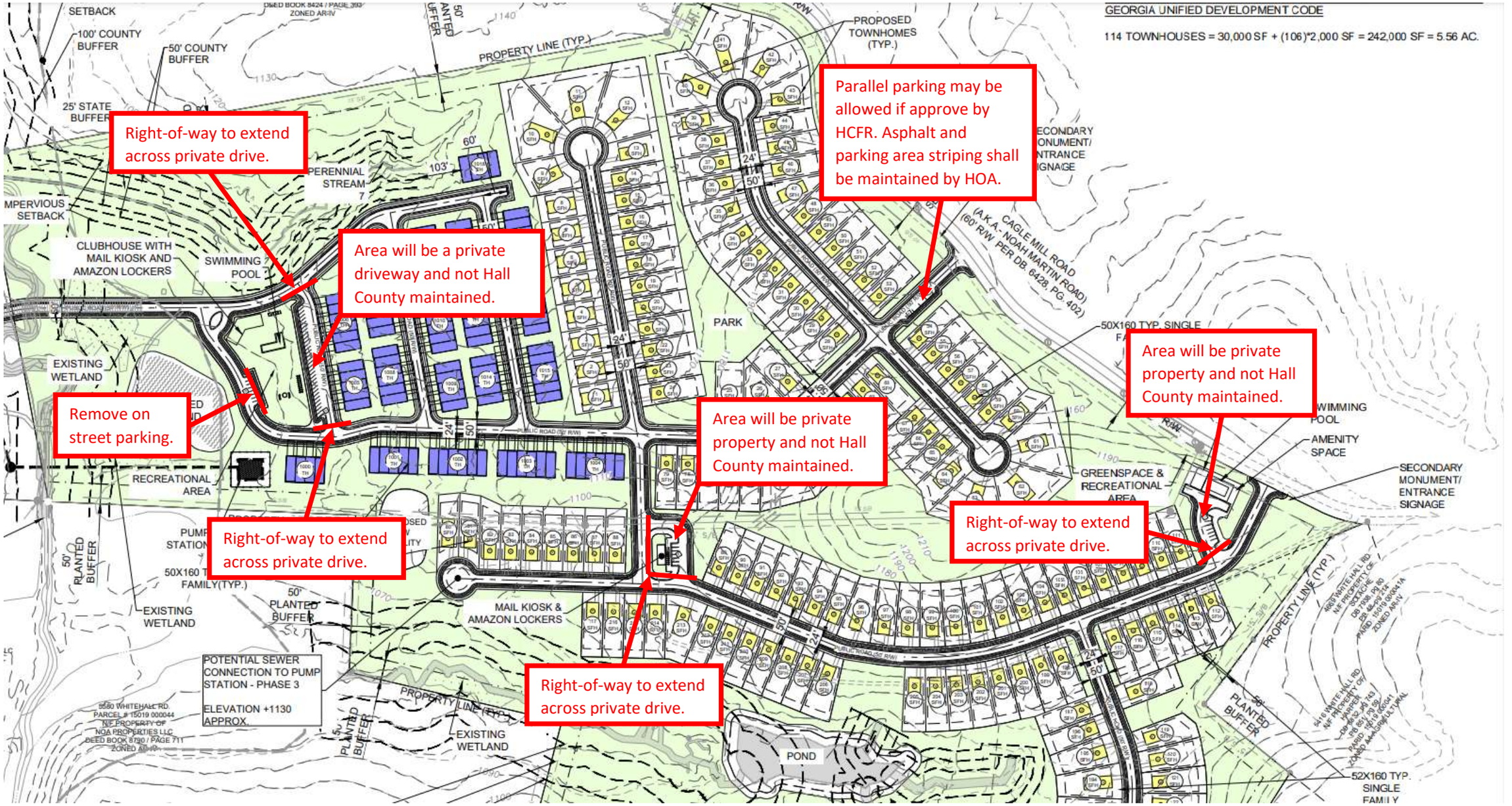
a. Hall County's third-party structural engineer to review and approve all bridge design plans.
b. Hall County's third-party structural engineer to provide construction CQA, inspections, all material testing reports for bridge construction.

Procurement for a. & b. will be attained using Hall County on-call engineering contract. These fees will be required to be paid as part of the LDP.

If you have any additional questions or concerns, feel free to contact me.

Jason E. Skarda, PLS
Assistant Director of Public Works and Utilities
Hall County Community Development and Infrastructure
(770) 531-6800 | www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*


GEORGIA UNIFIED DEVELOPMENT CODE
114 TOWNHOUSES = 30,000 SF + (106)*2,000 SF = 242,000 SF = 5.56 AC.
Right-of-way to extend across private drive.
Parallel parking may be allowed if approve by HCFR. Asphalt and parking area striping shall be maintained by HOA.
Area will be a private driveway and not Hall County maintained.
Remove on street parking.
Area will be private property and not Hall County maintained.
Area will be private property and not Hall County maintained.
Right-of-way to extend across private drive.
Right-of-way to extend across private drive.
Right-of-way to extend across private drive.
PROPOSED TOWNHOMES (TYP.)
PROPERTY LINE (TYP.)
SETBACK
100' COUNTY BUFFER
50' COUNTY BUFFER
25' STATE BUFFER
PERENNIAL STREAM
IMPERVIOUS SETBACK
CLUBHOUSE WITH MAIL KIOSK AND AMAZON LOCKERS
SWIMMING POOL
EXISTING WETLAND
RECREATIONAL AREA
PARK
CAGLE MILL ROAD (A.K.A.- NOAH MARTIN ROAD) (60' R/W PER DB. 6428, PG. 402)
50X160 TYP. SINGLE FAMILY(TYP.)
GREENSPACE & RECREATIONAL AREA
SWIMMING POOL
AMENITY SPACE
SECONDARY MONUMENT/ ENTRANCE SIGNAGE
50' PLANTED BUFFER
EXISTING WETLAND
MAIL KIOSK & AMAZON LOCKERS
POTENTIAL SEWER CONNECTION TO PUMP STATION - PHASE 3
ELEVATION +1130 APPROX.
POND
52X160 TYP. SINGLE FAMILY

Outlook

Fire Comment

From John Hornick (Fire Services) <jhornick@hallcounty.org>
Date Mon 4/28/2025 2:45 PM
To Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

June 2, 2025 Hall County Planning Commission Meeting.

6. **4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a combined 130.84± acre tract located on the west side of Cagle Mill Road at its intersection with Noah Martin Drive | Zoned AR-1; Tax Parcels 15007 000254(pt), 15019 000114 & 000043 **| Proposed Use: 323-unit residential development |** ** Commission District 3 | **BCBTR, LLC, applicant**

Hall County Fire Marshal's Office comments:

1. If approved the site development plan may require modifications during the development review process.

Regards,

John Hornick, NPQ Fire Service Plans Examiner 1
Lieutenant, Hall County Fire Rescue
Hall County Government
Main: 770-531-6838 | Cell: 404-597-0083
Website: www.Hallcounty.org

Outlook

Opposition to Proposed Development on Cagle Mill Road

From hurst0309@aol.com <hurst0309@aol.com>
Date Wed 6/11/2025 4:10 PM
To Planning <planning@hallcounty.org>; Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>; Stan Hunt <shunt@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brett & Mary Ann Hurst
4690 Cagle Mill Road
Lula, GA 30554

Date: June 11, 2025

Hall County Planning Commission
2875 Browns Bridge Road
Gainesville, GA 30504

Dear Members of the Hall County Planning Commission,

We are writing as concerned residents of Hall County to respectfully voice our opposition to the proposed 323-unit residential development by BCBTR LLC, planned to be built directly across the street from our rural home, located off of Cagle Mill Road, which is a narrow, dirt and gravel road. (See attached images.)

We are concerned about the influx of traffic that comes along with a neighborhood that large, and the lack of infrastructure to support such a development.

We moved away from Flowery Branch 9 years ago, to Lula to experience the nature and beauty the country has to offer, yet still be in Hall County, which we love, and has been our home for 27 years.

Unfortunately, we are not able to attend the meeting on July 7. We have not received a letter of any kind acknowledging this project, nor information explaining the process; therefore we have other obligations on this night. Please contact us with any further information.

We urge the Planning Commission to reject the rezoning and development proposal by BCBTR LLC and protect the rural nature of this area for current and future residents.

Thank you for your consideration.

Sincerely,

Brett & Mary Ann Hurst

Brett & Mary Ann Hurst







Print

Planning Commission Comments - July 7, 2025 - Submission #120041

Date Submitted: 7/6/2025

Comments completed in the form below will be submitted into the record for the July 7, 2025 meeting of the Hall County Planning Commission.

First Name*

Lee

Last Name*

McMichael

Address1*

5429 Whitehall Road

Address2

City*

Lula

State*

GA

Zip*

30554

Zoning Item for Comment*

4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

Your Comments*

My family moved to Whitehall Road 47 months ago to have more land and get away from "suburb life." When I saw the Cagle Mill Rd/Noah Martin Dr rezone on your agenda last year, I attended meetings to voice my disapproval. The item was tabled at every meeting I attended. Now, here it is again. I am still opposed to this rezone for a subdivision. Mainly due to the back exit that come out on Whitehall, some 100 yards from my house. These 323 family units & 217 town houses will add another 500+ vehicles into my neighborhood. And I am aware the blueprint shows it gated but I have learned it's recommended for a full access entrance! This is not why I moved to Lula. Please reject this entire concept and never consider such in the future.

Please write your comments in the box above.

File Upload

Choose File No file chosen

If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

Would you like follow-up communication?

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.

Print

Planning Commission Comments - July 7, 2025 - Submission #120045

Date Submitted: 7/6/2025

Comments completed in the form below will be submitted into the record for the July 7, 2025 meeting of the Hall County Planning Commission.

First Name*

Mary

Last Name*

McMichael

Address1*

5429 Whitehall Road

Address2

City*

Lula

State*

GA

Zip*

30554

Zoning Item for Comment*

4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

Your Comments*

Hall County has been growing at a rapid pace. Most of that growth is welcome. However, we must consider the long-term negative impacts of continued development on our natural resources. I respectfully submit my concerns regarding a subdivision development in the Lula area:

- Degrading of the soil, which leads to erosion, and potential flash flooding.
Please see these links describing problems with degraded soil:
https://www.bing.com/videos/riverview/relatedvideo?
&q=degrading+the+soil+creates+flash+flooding&&mid=DA978B8EF7B933527D22DA978B8EF7B933527D22&&FORM=VRDGAR
https://www.bing.com/videos/riverview/relatedvideo?
q=andrew+millison+degrading+the+soil&mid=7D4327611A83214B50777D4327611A83214B5077&FORM=VIRE
- Decrease of rainfall due to absence of trees. Please see this link: Trees make Rain - there's science now to prove it!
- Increased pollution in our waterways from household and lawn care chemicals
- Increased displacement of wildlife
- Increased light pollution

Hall County is a beautiful place to live and work. Let's preserve that natural beauty! As members of the Planning Commission, you have a responsibility to the people of Hall County to protect our waterways and soil. Protect our forested land. I urge you to reject any and all new subdivision projects in Lula.

Please write your comments in the box above.

File Upload

Choose File No file chosen

If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

Would you like follow-up communication?

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.

Print

Planning Commission Comments - July 7, 2025 - Submission #120046

Date Submitted: 7/6/2025

Comments completed in the form below will be submitted into the record for the July 7, 2025 meeting of the Hall County Planning Commission.

First Name*

Robert

Last Name*

Parks

Address1*

5437 Whitehall Rd

Address2

City*

Lula

State*

GA

Zip*

30554

Zoning Item for Comment*

4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

Your Comments*

I have several concerns with Mr. John Davenport's and BCBTR, LLC's (hereafter, "BCBTR") application and the proposed rezoning of the property at issue from Agricultural Residential IV (AR-IV) to Residential Mixed (R-X). Their application is slated for consideration and approval during the Planning Commission's 7 July 2025 meeting. For reference, see record number HZON25-0019.

First, prior to the application's further consideration by the commission, the applicant's proposal should explicitly address and incorporate the updates that respond to the May 2, 2025 memo from Bill Nass, Director of Hall County Public Works and Utilities as well as the May 16, 2025 email from Jason Skarda, Assistant Director of Public Works. Likewise, I would like to see that the applicant addresses explicitly condition #11 on p. 3 from Hall County staff prior to the proposal's approval. Once the applicant has addressed these items, the applicant's updated Rezoning Analysis Report should be published for public review Planning Commission's website and the applicant's updated proposal re-submitted for public comment. The members of the Planning Commission should ask no less of the applicant.

Second, in the "Hall County Planning Commission Staff Report" of 2 June 2025, the author states that "[t]he proposed rezoning is not anticipated to adversely affect the existing use or usability of adjacent residential properties" (p. 6). In BCBTR's application, on the "Residential Exhibit Site Plan," the entry way on Whitehall Rd. is planned as a "Gated 'Fire-Only' Entrance with Knox Box." However, on the application's "Property Details, Site Plan," the entrance on Whitehall Rd. is labeled an "Alt. Access" and is in this way identical to two "Alt. Accesses" on Cagle Mill Rd. Then, on p. 4 of Pond & Company's traffic Impact Study, subheading "2.2 Site Access," the study reads as follows: "The development proposes four access points at the following locations...Proposed full access driveway on Whitehall Rd." And again, from p. 15: "The proposed site access on Whitehall Road is proposed to be a full access driveway with a shared left turn/right turn lane on the southbound approach. The eastbound approach is proposed to be a shared through/left turn lane while the westbound approach is proposed to be a through/right turn lane." And yet again on p. 16, titled "Recommendations," we find the following: "Install a site access point along Whitehall Rd. with full access operating under minor street stop control."

Which is it?: A gated entrance secured with a Knox box only for fire department use, or a full access entrance? Before this application can be approved, the applicant should clarify what exactly he plans to do with the proposed entrance on Whitehall Rd., update his application to reflect this clarification, publish the updated Rezoning Analysis Report for public review, and re-submit his proposal for public hearing. As before, the planning commission should ask no less of the applicant.

Relatedly, Pond and Company's (hereafter, "Pond") traffic analysis is methodologically flawed. Pond did not collect data along Whitehall Rd. between the applicant's proposed Whitehall Rd. entrance and the intersection at Whitehall Rd. and Cagle Mill Rd./Noah Martin Rd. Rather, Pond collected data at the intersection of Whitehall Rd. and Cagle Mill Rd./Noah Martin Rd. I direct the commissioners to the "Intersection Turning Movement Count" chart for this intersection that displays data on bikes. Had Pond conducted studies on the portion of Whitehall Rd. between the proposed development's entrance and the Cagle Mill/Noah Martin intersection, and had Pond made the effort to speak with residents, it would have learned that at least two (2) adults and five (5) boys between the ages of 3 and 18, including my son, regularly ride bikes, scooters, and skateboards on this road, as well as kick a soccer ball and play basketball. Likewise – and here I direct the commissioners to the chart on pedestrian data – had Pond conducted a study that incorporated us – the present-day community – it would have incorporated into its data that I, my wife, and my son regularly walk and run along this road, as do numerous of our neighbors with their children and dogs at varying times of day on both weekdays and weekends.

Despite the repeated context-based and neighborhood-character emphasis of Hall County's 2045 Comprehensive Plan, Pond (and, thus, Mr. Josh Boling) completely missed, and in consequence, their published data completely mischaracterize just this small section of Whitehall Rd. What of the rest of our road? Additionally, Pond missed the fact that neighborhood residents commonly drive tractors, 4-wheelers, dirt bikes, and other ATVs on our street. Putting traffic laws aside momentarily, Pond and, thus, Mr. Boling have entirely missed the reality of our lives on many roads in rural Hall County, including East Hall. So much for Hall County's Hall County Forward - 2045 Comprehensive Plan as regards the real, present-day character of our rural neighborhood and, thus, the present-day lives and regular activities on our rural, local street and AR-IV and (some) R-1 properties.

In light of these outstanding lacunae in Pond's traffic study and the subsequent mischaracterization of our neighborhood road and the usability of our adjacent residential properties, the Hall County Commission Staff Report is inaccurate and misleading when it states that "[t]he proposed rezoning is not anticipated to adversely affect the existing use or usability of adjacent residential properties" (p. 6).

Third, there is a discrepancy and resultant legal grey area between (i) the Land Use Categories as set out in Hall County's recently enacted Hall County Forward – 2045 Comprehensive Plan (hereafter, Comprehensive Plan) and (ii) the new Residential Mixed (R-X) and Residential Mixed Limited (R-X Limited) zoning categories set forth in the Comprehensive Plan and the 2024 Hall County Unified Development Code (hereafter, UDC). This discrepancy presents a scenario in which BCBTR's rezoning application, if approved, arguably violates Sec. 9.2.7 of Hall County's 2024 UDC. On this account, BCBTR's rezoning application, if approved, would also violate UCD Sec. 9.2.1. Because this discrepancy and these potential violations are unavoidably germane to BCBTR's application, they should be immediately addressed by the Planning Commission and the Board of Commissioners prior to any further consideration of BCBTR's rezoning application.

In the Hall County Planning Commission Staff Report available as of 2 June 2025 (again, record number HZON25-0019), Hall County staff provide the following commentaries in support of BCBTR's application:

"Based on the future land use plan, staff finds the requested rezoning is consistent with the Hall County Comprehensive Plan future land use designations of Business or Employment Nodes & Corridors and Suburban Neighborhood, Low Density" (p. 5).

Likewise, I want to direct the Planning Commission's attention to Sec. 9.2.7 of Hall County's 2024 UDC, which reads: "All proposed subdivisions must meet the intent of the Comprehensive Plan and development policies in effect at the time of submission." Relatedly, "Sec. 9.2.1 Minimum Development Standards" of the current UDC stipulates that "[a]ll subdivisions hereafter established must be developed in accordance with the minim design standards and requirements set forth in this UDC."

According to the "East Hall – Future Land Use" map on page 185 of the Comprehensive Plan and the Hall County Planning Commission's online ArcGIS viewer, BCBTR's proposed R-X development will be built in a "Business or Employment Nodes & Corridors" land use area. The rezoning from AR-IV to R-X, however, does not align with the Comprehensive Plan. According to the Comprehensive Plan, only Residential Mixed Limited (R-X Limited) is an appropriate zoning district (Comprehensive Plan, pp. 163-167). If BCBTR's rezoning application is approved, it could arguably be in violation of both UDC Sec. 9.2.7 and, thereby, Sec. 9.2.1.

This is not all, however. The development proposed by BCBTR has three full access "alternative" entrances: two on Cagle Mill Road and one on Whitehall Road. First, these alternative entrances are not required by the Comprehensive Plan or the 2024 UDC (see UDC Sec. 9.2.4). Furthermore, these alternative entrances do not transverse either a Comprehensive Plan's "Business Nodes & Corridors" or "Employment Nodes and Corridors" land use area. Rather, these proposed entrances enter into and transverse through properties that the Comprehensive Plan designates for future "Suburban Neighborhood, Low Density" land use. Here again we find another potential Hall Co. UDC violation. According the p. 163 of the Comprehensive Plan, the appropriate future zoning districts appropriate to the land use category "Suburban Neighborhood, Low Density" are R-1 and R-X (Limited) only. R-X is not appropriate. Residential Mixed (R-X) is not the same as Residential-Mixed Limited. Rezoning to Residential-Mixed (R-X) is in direct contradiction to the 2024 Comprehensive Plan. BCBTR's rezoning application would therefore, yet again, arguably violate Sec. 9.2.7 of the 2024 UDC and thus, Sec. 9.2.1.

But what is Residential-Mixed Limited (R-X Limited)? Per the Comprehensive Plan, R-X Limited is appropriate to current and future lands use categories of "Lakeside Residential," "Suburban Neighborhood, Low Density," "Business Nodes & Corridors," "Employment Nodes and Corridors," and "Regional Activity Nodes and Corridors" (Comprehensive Plan, pp. 163-65.) In other words, according to the Comprehensive Plan and, thus, the 2024 UDC (per Sec. 9.2.7 and 9.2.1) properties within these land use categories cannot be rezoned as R-X. If R-X is desired, they could only be potentially rezone as R-X Limited.

Here is the grey area. Neither the 2024 Comprehensive Plan nor the 2024 UDC provide an explicit definition of the code for R-X Limited, its criteria, and its stipulations. Before BCBTR's application for rezoning, or any other application for similar rezoning to R-X in Hall County within the aforementioned future land use areas for which R-X Limited is appropriate (but R-X is not), the Planning Commission, the Board of Commissioners, and the Hall County residents that elect them must jointly discuss and define what R-X Limited is and what type of development policies it should codify, now and for the future. Until this is undertaken, there is not only space for legal action to be taken against the relevant county offices and officials for violating the county's UDC, but the intent and rigor of the Comprehensive Plan and the current UDC are, at least in these specific regards, clearly at risk.

Finally, the Comprehensive Plan and the corresponding 2024 UDC are not yet a year old. Improper interpretation and unilateral decision-making by the Planning Commission and/or the Board of Commissioners (BOC) on related rezoning applications without soliciting input on the discrepancy concerning R-X and R-X Limited zoning codes and corresponding land use categories from Hall County residents could result in considerable disillusionment by these residents for their elected BOC members and the Planning Commission members appointed by these elected BOC members. Recall that perhaps the essential component of the Comprehensive Plan and, thus, the closely integrated UDC was, after all, the participation of current Hall County residents (see “The Planning Process,” Chapter 1 and Chapter 3 of the Comprehensive Plan).
Please write your comments in the box above.

File Upload

R.Parks_BCBTR,LLC.HZON25-0019_7Jul2025.pdf
If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

Would you like follow-up communication?

[redacted]

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.

July 7, 2025

Hall County Planning Commission
2875 Browns Bridge Road
2nd Floor
Gainesville, GA 30504

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Sincerely,

Robert Parks
5437 Whitehall Road
Lula, GA 30554

Print

Planning Commission Comments - July 7, 2025 - Submission #120047

Date Submitted: 7/7/2025

Comments completed in the form below will be submitted into the record for the July 7, 2025 meeting of the Hall County Planning Commission.

First Name*

Erica

Last Name*

Parks

Address1*

5437 Whitehall Rd

Address2

City*

Lula

State*

GA

Zip*

30554

Zoning Item for Comment*

4745 Cagle Mill Road, 4673 & 4691 Noah Martin Drive | Rezone

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

Your Comments*

The applicant seeks to rezone 130.8 acres of undeveloped land from “Agricultural Residential” to “Residential Mixed” to build a 323-unit housing development, including 106 townhomes. Despite what the applicant claims, this proposal is NOT in alignment with Hall County’s Comprehensive Plan, approved in 2024, which designates this land for “Suburban Low Density” housing—a classification that explicitly prohibits townhomes.

Approving this rezone would not only contradict the county’s clearly defined goals for the use of this land, it would set a dangerous precedent for future development across the region.

I’d like to take a moment to put this proposed housing density into perspective: the 1,200 acres immediately surrounding this property average a housing density of just 0.07 units per acre. The applicant proposes a staggering 2.47 units per acre—35 times higher than what’s typical for the area. This is not smart growth. It’s overreach, and it’s irresponsible.
Why does all this matter? Aside from being an obvious eyesore and a problem for local traffic and school systems, there is a major environmental and historic concern that the applicant has apparently ignored. This 130 acre property contains wetlands fed by a natural spring. It also sits on the North Oconee River—a critical watershed that provides drinking water for thousands. Less than a mile downstream is Healan’s Mill, a cherished historic site and cultural symbol. In fact, a photograph of Healan’s Mill covers the table of contents page of Hall County’s 2024 Comprehensive Development Plan.

Some concerns for this river include erosion, which would gunk up the mill’s picturesque beauty. Runoff from fertilizers and pesticides, pet waste, and household chemical runoff are just a few things that tend to affect rivers in close proximity to high-density housing. The applicant claims there are “no anticipated ecological or pollution impacts.” This statement is not just untrue—it’s irresponsible given the sensitive nature of this land.

To give an example of how watershed areas can be protected, take a look at Hall County’s planned development map, which explicitly restricts development along Lake Lanier to protect water quality for those who drink it. The applicant proposes no such conservation measures on their land, and dismisses any possibility of a negative environmental impact. This is likely consistent with their position as land poachers who have no vested interest in the environmental impact of their project. This river deserves safeguards. I propose a mandatory conservation easement encompassing the wetlands and riverfront areas in order to protect these watershed areas. I also propose that the applicant work with a river advocacy association such as the Oconee River Watershed Network as they revise their development plan.
In summary, I respectfully recommend:

1. Reject the current rezoning request, as it is in contradiction to the plan set forth by the Hall County Comprehensive Plan.
2. Encourage a revised proposal consistent with “Residential – Low Density” and limit the density to no more than 0.5 units per acre to reflect the rural character of the area.
3. Require a conservation easement to preserve the wetlands, protect the North Oconee River, and safeguard Healan’s Mill.

Hall County deserves thoughtful, responsible growth. We need housing, yes—but not at the expense of our community’s future.

Additionally, on a related note, I recommend that Chris Braswell (Chair of district 2 of the Planning Commission) recuse himself from decisions around this applicant’s land development plan, and other similar plans in which he has a financial conflict of interest.

Please write your comments in the box above.

File Upload

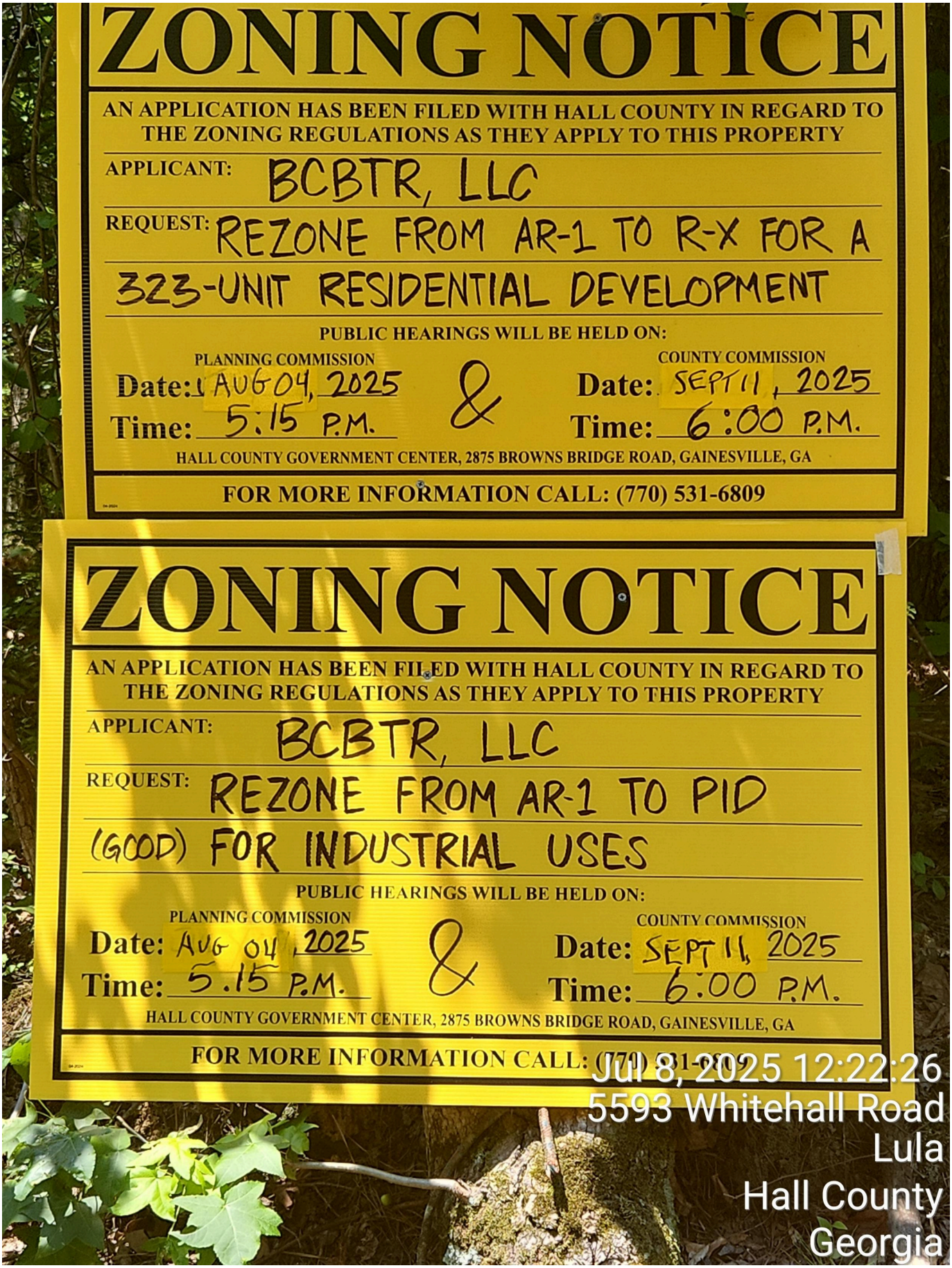
Choose File No file chosen

If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

Would you like follow-up communication?

[redacted]

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: BCBTR, LLC
REQUEST: REZONE FROM AR-1 TO R-X FOR A 323-UNIT RESIDENTIAL DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: AUG 04, 2025
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: SEPT 11, 2025
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809
ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: BCBTR, LLC
REQUEST: REZONE FROM AR-1 TO PID (GOOD) FOR INDUSTRIAL USES
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: AUG 04, 2025
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: SEPT 11, 2025
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809
Jul 8, 2025 12:22:26
5593 Whitehall Road
Lula
Hall County
Georgia

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.

The applicant is required to post the public notice sign not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

THE ZONING SIGN MUST BE POSTED NO EARLIER THAN APR 25, 2025 AND NO LATER THAN MAY 04, 2025.

THE ORGINAL SIGNED AFFIDAVIT MUST BE AND RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN MAY 04, 2025 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.

Failure to comply will result in a delay of the application.

AFFIDAVIT

By my signature, I, Josh Boling (Please Print Name)**, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 5.2.2025 (Date) **for** BCBTR, LLC - Residential (Name application filed as).

Signature Josh Boling

(The original document is required)

Jennifer Rivera (Administration)

From: Wes Robinson <twr@homlaw.com>
Sent: Thursday, September 4, 2025 10:34 AM
To: Beth Garmon (Planning)
Cc: Stephen Lovett; Josh Boling
Subject: CBD Investments - Rezoning 4745 Cagle Mill Road

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Beth,

This email will follow the voicemail that I just left for you.

We would like to request that both of the zoning applications regarding 4747 Cagle Mill Road be tabled at the 9/11 meeting until either 10/7 or 10/23.

We are trying to get some information from our engineer regarding the impact of the 50 transitional buffer imposed by the planning staff, as well as costs related to the paving of Cagle Mill Rd. Additionally, Commissioner Stowe has asked that we consider adding a should to Cagle Mill Rd. We have not yet been able to get accurate information from our engineer. We are told it will be a month before we have that information.

Let me know if you have any questions or need any additional information.

HULSEY, OLIVER & MAHAR, LLP
EST. 1914

Wesley Robinson

200 E. E. Butler Parkway
P.O. Box 1457
Gainesville, GA 30503
770.532.6312 | Fax: 770.531-9230
twr@homlaw.com
www.homlaw.com

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September 8, 2025

VIA CERTIFIED MAIL
David Gibbs
Chairman, Hall County Commission
Kathy Cooper, Billy Powell, Gregg Poole, and Jeff Stowe
Commissioners, Hall County
P.O. Box 1435
Gainesville, GA 30503

RE: Application of BCBTR, LLC to Rezone 130.84± acre tract comprising tax parcels 15007 000254 (partial), 15019 00014, & 15019 000043 from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) located at 4745 Cagle Mill Road, 4673 and 4691 Noah Martin Drive (hereafter, "the Property")

Dear Chairman and Commissioners,

This letter represents the concerns of numerous citizens and legal residents of eastern Hall County whose health, safety, morality, and welfare would be adversely affected by an approval of the pendent application (hereafter, "the Application") for rezoning of the aforementioned Property.[1] There are three sections herein, labeled I, II, and III and found on pages 1, 2, and 9, respectively.

I.

There is legal issue to be had with the email, dated September 4, 2025, from Mr. T. Wesley Robinson of Hulsey, Oliver & Mahar, LLP to Ms. Beth Garmon and carbon copied ("Cc") to Stephen Lovett of The Norton Agency and Josh Boling of Audubon. Importantly, Mr. Robinson sent this email 15 days after his August 20, 2025 letter to the Hall County Board of Commissioners (hereafter, "the Board"). This email must be considered in the light of his August 20th letter (see section II below). In the email, Mr. Robinson requests that "both of the zoning application regarding 4747 [sic] Cagle Mill Road be tabled at the 9/11 meeting until either 10/7 or 10/23" so that he and his clients can "get some information from our engineer regarding the impact of the 50 transitional buffer imposed by the planning costs, as well as costs related to the paving of Cagle Mill Rd."

At this point, any additional information Mr. Robinson and the Applicants wish to obtain from their "engineer" is immaterial to the Application as submitted to the Planning Commission and, now, on the agenda for consideration and vote by the Board. If the Applicants wish to revise the Application with such information, they need to withdrawal the Application and follow proper procedure for re-submission to the Planning Commission, including a public hearing. Were it intended, by-stepping this procedure would be inappropriate.

[1] At the August 4, 2025 meeting of the Hall County Planning Commission, east Hall County resident Jodi White submitted 71 hand-signed, paper petitions to the Commission for the record by citizens and residents of Hall County that oppose the Application (record number: HZON25-0019). She likewise alluded, on record, to over 400 online petitions in opposition to the approval of HZON25-0019.

At this point, therefore, It is neither the Board's legal nor ethical responsibility to afford Audubon or Hulsey, Oliver & Mahar, LLP and their agents time to build a case in order to pursue litigation should the Board deny the Application.[2] If the Applicants' intent is, rather, to request time so as to gather information to strengthen potentially necessary rebuttals during the Board's public hearing of the Application, it would not be within the Board's legal or ethical responsibility to provide such gratuitous time to the Applicants or their hired agents and attorneys.

The Property owner presumably pays Mr. Boling via Audubon and Mr. Robinson via Hulsey, Oliver & Mahar, LLP to collect such information as outlined by Mr. Robinson, and any other information the Applicants desire, on Mr. Boling's and Mr. Robinson's own time, *not that of the Board nor, therefore, the taxes and time of Hall County citizens and legal residents*.[3] Again, it would be a probable breach of the Board's legal and ethical purview to grant the Applicants' request to table the Application based on the reasoning supplied by Mr. Robinson in the aforementioned email. Formal ethical complaints filed by Hall County citizens and legal residents could follow were such a legally dubious motion proposed and approved by the Board at the corresponding meeting (currently scheduled for September 11, 2025).

II.

There is legal issue to be had with the letter dated August 20, 2025 from Mr. T. Wesley Robinson of Hulsey, Oliver & Mahar, LLP to the Chair and other members of the Board in which Mr. Wesley satisfies the procedural requirement to pursue legal action against Hall County should the Board not approve his clients' application for rezoning of the Property. His clients are BCBTR, LLC and CBD Investments, LLC (hereafter, "the Applicants").

In said letter, Mr. Robinson states that "Georgia Law requires that the following Constitutional objections be submitted in order to preserve the right of the applicant during the rezoning process." As you may be aware, this is a procedural necessity stemming from Georgia case law to keep constitutional claims alive for judicial review should the rezoning application for the Property not be approved by the Board.[4] In other words, were the Board to deny BCBTR, LLC's and CBD Investments, LLC's (henceforth, "the Applicants") application for rezoning, the Applicants are establishing a route for possible litigation against Hall County. Robinson's letter is a typical "constitutional objections" letter used to contest zoning rulings at the local level.

As of the certified receipt and review of Mr. Robinson's letter by the addressees, the Applicants' federal and state constitutional objections have been received and considered in compliance with due process. Any decision by the Board concerning the Application on September 11, 2025 or thereafter will have been made subsequent to the required public hearings, staff review, and compliance with notice requirements. The Board and Hall County

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[2] *Cf.* Official Code of Hall County, Georgia, 2.110 Code of Ethics (2022).
[3] "Property FAQ: Where Do Property Tax Dollars Go?," Hall County Tax Commissioner, 2025, https://hallcountytax.org/property/property-faq/.
[4] *Cf.* Hall County Board of Commissioners of Roads and Revenue v. Agri-Bio Corporation, 249 Ga. 112 (1982); 288 S.E.2d 206 (Supreme Court of Georgia 1982); Holy Cross Lutheran Church, Inc. v. Clayton County, 257 Ga. 21; 354 S.E.2d 151 (Supreme Court of Georgia 1987).

staff, in other words, have performed their legal due diligence concerning both the Application and the Applicants' allegations, as presented by Mr. Robinson.[5]

The Hall County zoning ordinances (hereafter, "the Ordinances") presently in effect and, thereby, applied to the Application neither render the Property "unusable" nor "destroy its marketability." The Ordinances, therefore, do not constitute a taking of the Property "without just and adequate compensation and without due process of law." Likewise, the Ordinances do not violate the Fifth Amendment of the U.S. Constitution (as made applicable of the States by the Fourteenth Amendment) nor Article 1, Section 1, Paragraph I; Art. 1, § 3, ¶ I; and Art. 1, § 3, ¶ IA of the Constitution of the State of Georgia. Furthermore, the Ordinances as applied to the Property do not deny the Applicants equal protection under the law as provided in the Fourteenth Amendment of the U.S. Constitution and Art. 1, § 1, ¶ I; Art. 1, § 3, ¶ IA; and Art. 1, § 1, ¶ II.

Mr. Robinson cites the aforementioned federal and state laws to ground the following allegations resulting, he states, from the Ordinances as applied to the Property:

1. The impracticality to develop the Property and, thus, the significantly diminished marketability and value of the Property
2. The arbitrary and capricious nature of the Ordinances as applied to the Property
3. The significant detriment inflicted upon the Property by the application to it of the Ordinances
4. The insubstantiality of the relation of the aforementioned detriment to the health, safety, morality, and welfare of the public
5. The restriction on the unfettered use of the Property by its owner, which in turn inflicts serious and significant injury and damage to the Applicants (which includes the Property owner, CBD Investments, LLC)
6. The relatively little public gain or benefit to the public resultant from the alleged "serious and significant injury and damage to the Applicant and the Property owner"

I will address each of these six points in turn.

(1) The Property of the Application is currently zoned AR-1.[6] In the case of judicial review, the Applicants and their agents would need to provide clear and convincing evidence for their claim of impracticality and, thus, significantly diminished marketability and/or value. "Unusable" and "destroy" are strong terms and likely indicate strategic hyperbole on the part of the Applicants. Clear and convincing evidence is more demanding than a mere preponderance of evidence. Clear and convincing evidence is, therefore, a cornerstone of Georgia zoning law.

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[5] *Cf. Holy Cross Lutheran Church, Inc. v. Clayton County*, in which the Georgia Supreme Court ruled that constitutional objections must be raised during the rezoning process to be preserved for subsequent judicial review; *Cf.* Hall County v. Cook Communities, 366 Ga. App. 459 (2023) (Court of Appeals of Georgia 2023), in which the Court of Appeals held that Hall County's rezoning action (imposing conditions that "essentially amounted to a denial") was a legislative decision for which the proper vehicle was a *de novo* review rather than *certiorari* only; *Cf. Hall County Board of Commissioners of Roads and Revenue v. Agri-Bio Corporation*, in which the applicant failed to properly raise constitutional objections before the Board.

[6] *Hall County Planning Commission Staff Report*, no. HZON25-0019 (Hall County Planning and Zoning Division, 2025).

Georgia courts presume that the Ordinances and related decisions to keep existing zoning in effect are valid.[7]

Under the Property's current zoning, there are a plethora of allowances for alternative yet highly viable economic activities that could be pursued with different yet arguably equal practicality as the use proposed by the Applicants in the "Hall County Planning Commission Staff Report."[8] Such activities could include, for example:[9]

- Crop and/or animal agriculture
- Equestrian center
- Timber production and timber harvesting
- On-site composting of organic materials for sale
- Storage and sale of soil, mulch, gravel, and/or lumber
- The construction and sale of single-family detached dwellings
- The installation and leasing of manufactured and/or mobile homes
- The contracted installation of small wireless facilities or antennas
- Telecommunications antennas or towers
- Bed and breakfast operation
- Travel park, camp ground, or RV park operation
- Professional animal care such as veterinary or kennel operation
- The establishment of commercial endeavors such as a stand-alone bakery or craft manufacturing facility
- Agri-entertainment events
- Event facilities and services
- Agri-tourism
- Indoor shooting range
- Eating and drinking establishment
- Non-profit private clubhouse
- Private school
- Farm winery
- Sawmill
- Market garden
- Farmer's market
- Temporary events, of 90 days or less or of 90 days or more
- Residential subdivision
- Minor subdivision

There are conditional use permits and/or special use approvals that would be involved in several of the above undertakings under the current AR-1 zoning. Nonetheless, it remains to be demonstrated by the Applicants, with clear and convincing evidence, that any or all of the above

[7] *Cf.* Gradous v. Board of Commissioners of Richmond County, 256 Ga. 469 (1986); 349 S.E.2d 707 (1986) (Supreme Court of Georgia 1986); Clarke et al. v. Cotton, 263 Ga. 861; 440 S.E.2d 165 (Supreme Court of Georgia 1994).
[8] *Hall County Planning Commission Staff Report*.
[9] *Hall County Planning Commission Staff Report*.

economic possibilities would be more or less practical than their current intended use. Likewise, it remains to be demonstrated by the Applicants that a denial of the Application would result in the destruction of the Property's marketability and value in light of such an abundance of economic opportunities allowed by the current AR-1 zoning.

While approval of the Application would likely increase the Property's market value and, thus, the Applicants' profitability, Georgia law is clear that greater profitability under a requested zoning classification does not create a constitutional right to rezoning.[10] Under the Property's current AR-1 zoning, the Applicants may experience some economic disadvantage. This, however, is not enough to merit Mr. Robinson's claims of "unusable," "destroy[ing] [the Property's] marketability," "significantly diminish[ed] [...] value," or "significant detriment." It is, rather, readily apparent that, on the contrary, many reasonable uses remain of all types, including types that could result in significant profitability.[11]

The Applicants' claims of "unusable," "destroy[ing] [the Property's] marketability," "significantly diminish[ed] [...] value," and "significant detriment," therefore, do seem to be fairly debatable. Georgia courts have not overturned a zoning decision by a county when the validity of the zoning classification is found to be "fairly debatable." This "fairly debatable" rule indicates that, in a case of a contested but "fairly debatable" county zoning decision, courts will defer to the legislative action of the county, leaving the county's legislative action to prevail.[12] This precedent includes, for example, a notable case in which Dekalb County denied a request for denser zoning (mirroring the situation with the Application presently at issue).[13]

Lastly, it deserves to be emphasized that, on the Applicants' current lines of argument (see preceding paragraph), it will be difficult for Mr. Robinson to sustain that there has been any effective taking of the Property by Hall County as taking is defined in the U.S. and Georgia constitutions.

(2) Mr. Robinson claims that his clients find the nature of the application of the Ordinances to the Property "arbitrary and capricious." "Arbitrary and capricious" is a longstanding phrase in American law at the federal and state levels.[14] In practical terms, Mr. Robinson's intended meaning is "not based in relevant facts," or "lacking in reasonable justification," or "guided by whim or personal preference rather than law and evidence." In Mr. Robinson's letter, he communicates that the Applicants allege that Hall County – as served by the staff of the Planning and Zoning Division, by the Planning Commission, and by the Board of Commissioners – has proceeded to apply the Ordinances in a manner not based on fact, or

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[10] *Cf.* DeKalb County v. Dobson et Al., 267 Ga. 624 (1997); 482 S.E.2d 239 (1997) (Supreme Court of Georgia 1997); Turner v. City of Atlanta, 257 Ga. 306 (1987); 357 S.E.2d 802 (1987) (Supreme Court of Georgia 1987); Brown v. Dougherty County, 254 Ga. 659 (1983) (Supreme Court of Georgia 1983).
[11] *Cf. Gradous v. Board of Commissioners of Richmond County*.
[12] *Gradous v. Board of Commissioners of Richmond County*.
[13] DeKalb County v. Graham et Al., 251 Ga. 423 (1983); 306 S.E.2d 270 (1983) Supreme Court of Georgia 1983).
[14] *Cf.* Village of Euclid, Ohio v. Ambler Realty Co., 272 U.S. 365 (1926); 47 S. Ct. 114 and 71 L. Ed. 303 (Supreme Court of the United States 1926); Administrative Procedure Act (APA), Pub. L. Nos. 79–404, 5 U.S.C. §§ 551–559 (1946); Barrett et al. v. Hamby, 235 Ga. 262 (1975); 219 S.E.2d 399 (1975) (Supreme Court of Georgia 1975); DeKalb County v. Chamblee Dunwoody Hotel Partnership, 248 Ga. 186 (1981); 281 S.E.2d 525 (1981) (Supreme Court of Georgia 1981).

lacking reasonable justification, or guided by whim or personal preferences rather than law and evidence, or some combination thereof.

(3) The Applicants' claim that the current application of the Ordinances to the Property is "arbitrary and capricious" is based on the further claim that this application of the Ordinances inflicts a significant detriment to the Property. To prove that the application of the Ordinances to the Property is "arbitrary and capricious," therefore, they need to first demonstrate, with clear and convincing evidence, that the applicants have *already* sustained or *are sustaining* (and not *will* sustain, in the future and, therefore, evidentially impossible to substantiate) significant detriment as a result of impracticality of developing the Property, or its decreased market value, or its decreased marketability, or some combination thereof. Mere economic disadvantage, or even economic loss, however, does not comprise a federal or state constitutional deprivation.[15] Therefore, such a demonstration would encompass the considerations outlined in the discussion at (1) above.

This is not all, however. The Applicants must prove, with clear and convincing evidence, that their alleged significant detriment is insubstantially related to the health, safety, morality, and welfare of the pubic.

(4) Any argument for the insubstantiality of relations of the application of the Ordinances by the Board to the health, safety, morality, and welfare of the public must not be merely "fairly debatable." In other words, it is the burden of the Applicants to prove with clear and convincing evidence that the insubstantiality of some one or more relations of their avowed significant detriment to the health, safety, morality, and welfare of the public is *not* "fairly debatable" by any countering line of evidentially substantiated argument.[16]

The morality and the general welfare of the public must stand alongside health and safety as valid grounds for zoning decisions. Georgia law has set a clear and tested precedent for both the breadth and restrictions of the policing power of Georgia counties as to their respective zoning classifications and their respective applications of these classifications.[17] These policing powers have been further defined into a six-factor balancing test for the substantiality or insubstantiality of relations to the health, safety, morality, and welfare of the public.[18] The morality and general welfare of the public includes, for example, the preservation of neighborhood character and quality, environmental quality including the conservation of green space provided by trees, and orderly growth.[19]

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[15] *Cf. Holy Cross Lutheran Church, Inc. v. Clayton County*; Flournoy et al. v. City of Brunswick, 248 Ga. 573 (1981); 285 S.E.2d 16 (1981) (Supreme Court of Georgia 1981).
[16] *Cf. Gradous v. Board of Commissioners of Richmond County*; *DeKalb County v. Graham et al.*
[17] *Barrett et al. v. Hamby*.
[18] Guhl et al. v. Holcomb Bridge Road Corporation et Al., 238 Ga. 322 (1977); 232 S.E.2d 830 (1977) (Supreme Court of Georgia 1977). See also: Cross et al. v. Hall County et Al., 238 Ga. 709 (1977); 235 S.E.2d 379 (1977) (Supreme Court of Georgia 1977); Board of Commissioners of Hall County v. Skelton, 248 Ga. 855 (1982); 286 S.E.2d 729 (1982) Supreme Court of Georgia 1982).
[19] Regarding the relevance of tree preservation to the moral and welfare of the public, see Greater Atlanta Homebuilders Association, et al. v. DeKalb County, et Al., 277 Ga. 295 (2003); 588 S.E.2d 694 (2003) (Supreme Court of Georgia 2003): "many benefits [...] can be directly attributable to trees;" and tree preservation "is necessary for the preservation of the public health, safety, general welfare, environment and aesthetics."

The Application is incompatible with the existing land use of the surrounding area and the the character of the surrounding community.[20] This community lives in and maintains low-density, agricultural-residential lifestyles in accordance with and as permitted by AR-1. In many cases, community members additionally engage in regular recreational and ongoing economic activities in accordance with and permitted by AR-1. These claims could require further substantiation, though this substantiation is certainly feasible were the Applicants to pursue litigation. Preserving the established character of this area and the community that lives in, maintains, and benefits from – in ways tangible as well as numerically intangible – serves the general welfare of all of its citizens and legal residents. The reliable stability of the neighborhood, likewise, could be discovered and documented to serve the general welfare of this concerned public.

Specific concerns as to the threats presented by the Application to the public's morality and welfare are also substantial, including concerns regarding neighborhood safety in the presence of increased automotive and pedestrian traffic by unknown individuals from outside of the community; the compatibility of the Application with the current land uses; preserving and protecting the environmental and cultural character of the community as well as the recreational and economic activities dependent upon this character; and the current quality of life.[21] The public's opposition is specific and fact-based rather than merely documenting generalized dislike. The public evidenced this substantially on record during the Hall County Planning Commission meeting of August 4, 2025.

At this meeting, the maximum number of individuals from the public permitted by the Planning Commission's procedural rules to speak against the Application, did so. This number was seven (7).[22] Each of these seven testimonies, as well as the 71 petitions submitted to the Planning Commission by Jodi White, provide specific evidence as to the substantiality of the threats to the public's morals and welfare by the Application as well as the substantiality of the potential adverse effects on the public's morality and welfare in the were the Application to be approved by the Board.[23] The petitions, in particular, specify three concerns, as follows: Negative impact on wildlife and the natural environment, deterioration of quality of life for existing residents, and inadequate infrastructure and road capacity. The specific rationale for each of these three concerns is likewise articulated. Lastly, note that the maximum number of procedurally permitted speakers in opposition at a Planning Commission public hearing was reached when the Application was heard – this after approximately a year during which the Application was published on the Planning Commission's agenda only to be, subsequently and repeatedly with insufficient time for the Planning and Zoning staff to alert the public, removed per the Applicants' request. This fact further substantiates recognition of the threats posed by the Application to this public's morals and welfare as well as this public's rational and specific actions to document these concerns for the record in a procedurally appropriate manner.

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[20] *Barrett et al. v. Hamby*; *Guhl et al. v. Holcomb Bridge Road Corporation et al.*; *Greater Atlanta Homebuilders Association, et al. v. DeKalb County, et al.*

[21] *Barrett et al. v. Hamby*; *Guhl et al. v. Holcomb Bridge Road Corporation et al.*; *Cross et al. v. Hall County et al.*; *Gradous v. Board of Commissioners of Richmond County*.

[22] *Hall County Planning Commission Meeting August 4, 2024: Hearing before the Hall County Planning Commission* (2025), https://vimeo.com/1104302134.

[23] *Hall County Planning Commission Meeting August 4, 2024*.

Finally, the Application is not in alignment with Hall County's *2045 Comprehensive Plan* nor, therefore, Section 9.2.7 of the 2024 Hall County Unified Development Code. Per the *Comprehensive Plan*, zone "R-X with the condition "(limited)" is appropriate only to the current and future lands use categories of "Lakeside Residential," "Suburban Neighborhood, Low Density," "Business Nodes & Corridors," "Employment Nodes and Corridors," and "Regional Activity Nodes and Corridors."[24] "Limited" is vaguely and, thus, problematically defined as "Limited to certain character areas."[25] Nevertheless, according to the *Comprehensive Plan* and, thus, the Unified Development Code, properties within the aforementioned land use categories *cannot* be rezoned as *merely* R-X. Such properties must conform to the "Limited" provision of the *Plan*.

The definition of "Limited" must therefore be made explicit and legally codified. Otherwise, the discrepancy and resultant lacuna in (i) the Land Use Categories as set out in Hall County's recently enacted *2045 Comprehensive Plan* and (ii) the new Residential Mixed (R-X) zoning category with the "Limited" condition as set forth in the *Comprehensive Plan* and the 2024 Hall County Unified Development Code threaten to become what, in quotidian language, is called a legal "loophole." If this claim is correct, approval of the Application by the Board would set a local legal precedent of which no Hall County Board commissioner, planning commissioner, or Hall County staff member would wish to be the namesake. This potential legal loophole's exploitation of the problematically equivocal "Limited" provision would be at the sole whim of County planning and zoning staff, Planning commissioners, and the Board. As such, it would indeed qualify as "arbitrary and capricious."

Nonetheless, left as is, the Application cannot align with the *Comprehensive Plan*. According to the *Comprehensive Plan,* the future land use categories encompassing the Property are double: "Employment Nodes and Corridors" and "Suburban Neighborhood, Low Density."[26] The Application can neither conform with the character of current zoning (AR-1) nor can it conform with the *Comprehensive Plan*. The land use category "Employment Nodes and Corridors" is defined to include "higher density residential uses, where appropriate" with a residential development density of "up to 16 dwellings per acre."[27] Suburban Neighborhood, Low Density land use should "consist of low-density, detached single family housing" which, "[d]epending on the character area and what zoning districts they allow," residential density "can be up to 2 dwellings per acre or up to 8 dwellings per acre."[28] "Detached single-family housing" is in conflict with the Applicants' proposed 106 town homes.[29] Furthermore, the difference between "16 dwellings per acre" and "8 units per acre" comprised of "detached single-family" houses must be reconciled for the Property given that it is transected by both the aforementioned future land-use categories. This lack of alignment not only amplifies the probable incompatibility of the Application to existing land use of the surrounding area and the environmental and cultural character of the surrounding community, but has clear potential to

[24] *Hall County | Forward: 2045 Comprehensive Plan Update* (Hall County Board of Comissioners, 2024), 163–65.
[25] *Hall County | Forward: 2045 Comprehensive Plan Update*, 159.
[26] *Hall County | Forward: 2045 Comprehensive Plan Update*, 160.
[27] *Hall County | Forward: 2045 Comprehensive Plan Update*, 166.
[28] *Hall County | Forward: 2045 Comprehensive Plan Update*, 163.
[29] *Hall County | Forward: 2045 Comprehensive Plan Update*, 163; *Hall County Planning Commission Staff Report*, 3.

adversely affect the morals and welfare of the residents of this community, whether now, in the future, or both.[30] The discrepancies and misalignments outlined here do not, and cannot, provide orderly growth.[31]

(5) The proceeding discussion of points (1) through (4) would indicate that the Applicants' allegation that the Ordinances as applied to the Property "restrict the unfettered use of the Owner's property inflicting serious and significant injury and damage to the Applicant and Owner which results in relatively little gain or benefit to the public" are not likely to prove defensible positions for Mr. Robinson or his clients. The language of "restrict the unfettered use of the Owner's property" and "inflicting serious and significant injury and damage...which results in relatively little gain or benefit to the public" is pulled directly from *Barrett et al. v. Hamby*. If the Application is evaluated under the six-factor balancing test of *Guhl et al. v. Holcomb Bridge Road Corporation et al.*, however, we may summarize the segments of the discussion of points (1) through (4) as follows:

i. Existing uses and zoning of nearby property: The Property is surrounded by predominantly low-density residential and agricultural uses compatible with and permitted by AR-1.
ii. Extent to which the Property's value is diminished: While denial of the Application may affect the potential for higher profitability of the Applicants, the current zoning classification far from destroys or inflicts detriment on the Property's marketability and its value, nor does it render the Property theoretically or practically unusable.
iii. Extent to which alleged diminution of the Property's value promotes public welfare: The alleged diminution in market value is justified by the public's interest in preserving and protecting its health, safety, morality, and welfare. The latter two – morals and welfare – would be especially adversely affected by the Board's approval of the Application.
iv. Relative public gain vs. hardship of the Applicants: Weighing the claimed hardship of the Applicants against the current real and potential future benefit to the public can be demonstrated sufficiently to outweigh the individual detriment to BCBTR, LLC and CBD Investments, LLC. Likewise, said weighing sufficiently renders the Application "fairly debatable."
v. Suitability for zoned purposes: The Property undeniably remains suitable for permitted uses under AR-1, likely including such uses as must satisfy additional Special Use and Conditional Use Permit requirements.
vi. Length of time the Property has remained vacant as zoned: Any period of non-development of the Property can be reasonably attributable to market conditions, for example, or the mis-management by prior owners of the Property, rather than zoning restrictions. Surrounding area development has remained consistent with AR-1. The development of this area over the last decade in accord with AR-1, as well as current, ongoing residential developmental, recreational, and economic activity along Whitehall Rd., Simpson Rd., Greenway Rd., and Cagle Mill Rd in accord with AR-1 – all exemplify this. Substantial evidence for this claim can be

[30] *Barrett et al. v. Hamby*; *Guhl et al. v. Holcomb Bridge Road Corporation et al.*
[31] *Guhl et al. v. Holcomb Bridge Road Corporation et al.*

obtained, for instance, from time-lapse satellite imagery of the Property and surrounding area from 1984 to 2022.[32]

(6) The Applicants' claimed "relatively little public gain or benefit to the public" resultant from the likewise alleged "serious and significant injury and damage to the Applicant and the Property owner" are both likely to be found immaterial when considered in light of legal precedent and the facts of the matter.

III.

Currently, there are at least two formal complaints concerning Mr. Chris Braswell's probable violation of three (3) codes contained within Chapter 2.110 of Hall County's Code of Ethics, including his August 4, 2025 vote to approve the pending application for rezoning of the Property. Had Mr. Braswell submitted a "Conflict of Interest Disclosure" and recused himself from consideration, discussion, and voting on the Application, it is questionable whether it would have been approved by the Planning Commission for consideration by the Board.

Additionally, there is an outstanding potential for violation of one or more codes contained within Chapter 2.110 of Hall County's Code of Ethics should Board Commissioner Jeff Stowe (i) continue in employment as an agent for The Norton Agency and (ii) fail to submit a formal Hall County Conflict of Interest Disclosure prior to, and subsequently recuse himself from, a vote on the Application by the Board at its scheduled September 11, 2025 meeting. If Mr. Stowe has demonstrably participated in discussion and consideration of the Application prior to the schedule vote – as, for example, during the work session scheduled for September 8, 2025 – this activity would already be of questionable ethical merit under the Chapter 2.110.

I appreciate your consideration of this letter and encourage the County's denial of the Application.

Sincerely,

Robert A. Parks
r.a.parks@protonmail.com

CC: Justin Lawhon (via email and certified mail)
Beth Garmon (via email)
Zach Propes (via email)

[32] Google Earth Engine, "Google Earth Timelapse," Google Earth Engine, 2025, https://earthengine.google.com/timelapse/.

July 6, 2025

Hall County has been growing at a rapid pace. Most of that growth is welcome. However, we must consider the long-term negative impacts of continued development on our natural resources. I respectfully submit my concerns regarding a subdivision development in the Lula area:

- Degrading of the soil, which leads to erosion, and potential flash flooding.

Please see these links describing problems with degraded soil:

https://www.bing.com/videos/riverview/relatedvideo?&q=degrading+the+soil+creates+flash+flooding&&mid=DA978B8EF7B933527D22DA978B8EF7B933527D22&&FORM=VRDGAR

https://www.bing.com/videos/riverview/relatedvideo?q=andrew+millison+degrading+the+soil&mid=7D4327611A83214B50777D4327611A83214B5077&FORM=VIRE

- Long term decrease of rainfall due to absence of trees. Please see this link: Trees make Rain - there's science now to prove it!
- Increased pollution in our waterways from household and lawn care chemicals
- Increased displacement of wildlife
- Increased light pollution

Hall County is a beautiful place to live and work. Let's preserve that natural beauty! As members of the Planning Commission, you have a responsibility to the people of Hall County to protect our waterways and soil. Protect our forested land. I urge you to reject any and all new subdivision projects in Lula.

Name	City	State	Postal Cod	Country	Signed On
Jodi White	~~Minster~~ Lula	~~OH~~ GA	45865	United Stat	6/6/2025
Joe White	~~Atlanta~~ Lula	GA	30301	United Stat	6/6/2025
Vickie Kana	Gainesville	GA	30501	United Stat	6/6/2025
Jessi Heckn	Winder	GA	30680	United Stat	6/6/2025
Chris Dyer	Gainesville	GA	30506	United Stat	6/6/2025
Dana Math	Murrayville	GA	30564	United Stat	6/6/2025
Jennifer Ric	Flowery Br	GA	30542	United Stat	6/6/2025
Korey Ande	Atlanta	GA	30542	United Stat	6/6/2025
Laura Mille	Gainesville	GA	30504	United Stat	6/7/2025
Melanie Ga	Gainesville	GA	30542	United Stat	6/7/2025
Tina Wilsor	Atlanta	GA	30301	United Stat	6/7/2025
Madison Cl	Lula	GA	30554	United Stat	6/7/2025
Robert Hicl	Clermont	GA	30527	United Stat	6/7/2025
Amy Loggir	Cornelia	GA	30531	United Stat	6/7/2025
Susana Mu	Madrid		28019	Spain	6/7/2025
Aide Arriag	Lithonia	GA	30038	United Stat	6/7/2025
Charles & C	Flowery Br	GA	30542	United Stat	6/7/2025
Cheryl Brac	Flowery Br	GA	30542	United Stat	6/7/2025
Bradley Tur	Flowery Br	GA	30542	United Stat	6/7/2025
Yolanda Scl	Wittenbach		9300	Sweden	6/7/2025
Sharon Bar	Gainesville	GA	30506	United Stat	6/7/2025
Melanie Al	Flowery Br	GA	300	United Stat	6/7/2025
April Grees	Cordele	GA	31015	United Stat	6/7/2025
Meika LeBl	Atlanta	GA	30301	United Stat	6/7/2025
Jessi Trivet	Gainesville	GA	30504	United Stat	6/7/2025
LoriAnn We	Cumming	GA	30040	United Stat	6/7/2025
Gina Brow	Braselton	GA	30517	United Stat	6/7/2025
angelika w	Langenfeld		40764	Germany	6/7/2025
Mary Smitl	Lilburn	GA	30047	United Stat	6/8/2025
s v	Flowery Br	GA	30542	United Stat	6/8/2025
Monica Co	Lawrencevi	GA	30043	United Stat	6/8/2025
Sue Cone	Hull	ENG	HU13 9DS	United King	6/8/2025
David Robe	Flowery Br	GA	30542	United Stat	6/8/2025
Jill Hewell	Atlanta	GA	30341	United Stat	6/8/2025
joyce alexa	Edinburgh	SCT	eh151le	United King	6/8/2025
Fern Meye	pendergras	GA	30567	Greenland	6/8/2025
Ashley Mio	Atlanta	GA	30301	United Stat	6/9/2025
Rosa Cabre	Hospitalet de Llobrega		8905	Spain	6/9/2025
Consuelo S	Strambino Fr	Cerone	10019	Italy	6/9/2025
Mary Hurst	Lula	GA	30554	United Stat	6/9/2025
Nelly PRES	Mouroux		77120	France	6/9/2025
susan deve	new castle	DE	19720	United Stat	6/9/2025
Emma Carv	Braselton	GA	30527	United Stat	6/9/2025
Bobby Pen	Braselton	GA	30517	United Stat	6/9/2025
hannah joh	New York	NY	10118	United Stat	6/9/2025
Renata Che	Rio de Janeiro			Brazil	6/9/2025

Analía Caia	Rosario. Santa Fe			2000	Argentina	6/9/2025
Macie Mar	Atlanta	GA		30345	United Stat	6/9/2025
Annie Kelly	Montréal		H1b 5c5		Canada	########
Brett Hurst	Lula	GA		30554	United Stat	########
Jennifer Hc	Hoschton	GA		30548	United Stat	########
Jennifer Hc	Gillsville	GA		30543	United Stat	########
TC Brock	Atlanta	GA		30543	United Stat	########
Katalin Kón	Szatymaz				Hungary	########
Kathleen G	Gainesville	GA		30501	United Stat	########
Anthony Ir	Lula	GA		30554	United Stat	########
Alex Burge	Alto	GA		30510	United Stat	########
Elizabeth O	Winder	GA		30680	United Stat	########
Gail Brewe	Lula	GA		30554	United Stat	########
Shea Steve	Lula	GA		30554	United Stat	########
Chris Steve	Lula	GA		30554	United Stat	########
Stacy Engla	Lula	GA		30554	United Stat	########
Brian Petrc	Lithonia	GA		30058	United Stat	########
Kirk Adams	Gainesville	GA		30507	United Stat	########
Keith Braur	Gainesville	GA		30501	United Stat	########
Autumn Gil	Alto	GA		30510	United Stat	########
Cindy Smitl	Lula	GA		30554	United Stat	########
Ashley Smi	Lula	GA		30517	United Stat	########
cheryl Tayl	Gainesville	GA		30506	United Stat	########
Alexandria	Lula	GA		30554	United Stat	########
Andre Osur	Lula	GA		30554	United Stat	########
Sean Morri	Lula	GA		30554	United Stat	########
Sean Chian	Lula	GA		30554	United Stat	########
Danyle Jon	Lula	GA		30554	United Stat	########
Abby Baud	Lawrencevi	GA		30044	United Stat	########
Penni Gany	Gainesville	GA		30501	United Stat	########
Brenda Ros	Lula	GA		30554	United Stat	########
Venande Si	Atlanta	GA		30308	United Stat	########
Kati Frankli	Atlanta	GA		30301	United Stat	########
Alyssa Call	Fort Mill	SC		29707	United Stat	########
Felicia Hea	Atlanta	GA		30301	United Stat	########
Joseph Roy	Clarkesville	GA		30523	United Stat	########
Tom Hritz	Lula	GA		30554	United Stat	########
Doris Youn	Lula	GA		30554	United Stat	########
Marsha Mc	Lula	GA		30554	United Stat	########
Janice Giac	Gainesville	GA		30507	United Stat	########
REGINA W/	Gainesville	GA		30506	United Stat	########
Kathryn Da	Dacula	GA		30019	United Stat	########
Renee Wile	Mesa	AZ		85201	United Stat	########
Ana Cornej	Braselton	GA		30517	United Stat	########
Drew Pede	Flowery Br	GA		30542	United Stat	########
Talaina Mil	Lula	GA		30554	United Stat	########
Kayla Bryar	Gainesville	GA		30504	United Stat	########

Shannon Fl	Tucker	GA	30084	United Stat	########
April Alexis	stockbridge	GA	30281	United Stat	########
Hillary Kali	Duluth	GA	30096	United Stat	########
Emily Weni	Lawrencevi	GA	30044	United Stat	########
Gary Humt	Clarkesville	GA	30523	United Stat	########
Jacqueline	Gainesville	GA	30504	United Stat	########
Kelsey Full	Flowery Br	GA	30542	United Stat	########
Chris Dyer				United Stat	########
Lori Kearne	Gainesville	GA	30507	United Stat	########
Brittany M	Clarkesville	GA	30523	United Stat	########
Jacob Davi	Cleveland	GA	30528	United Stat	########
Destiny Na	Lula	GA	30554	United Stat	########
Stephanie I	Cleveland	GA	30528	United Stat	########
Jan Tillett	Gainesville	GA	30030	Georgia	########
Robbie Dal	Gainesville	GA	30507	United Stat	########
Christophe	Lula	GA	30554	United Stat	########
Carrie Ham	Flowery Br	GA	30542	United Stat	########
Skylar Flow	Atlanta	GA	30301	United Stat	########
Sharon Pirk	Atlanta	GA	30329	United Stat	########
HaRt Fandr	Gainesville	GA	30507	United Stat	########
Savanna Yc	Cleveland	GA	30528	United Stat	########
Jenny Scho	Gainesville	GA	30506	United Stat	########
Tonya Dres	Gainesville	GA	30501	United Stat	########
Danelle Da	Braselton	GA	30517	United Stat	########
Kiersten Br	Gainesville	GA	30507	United Stat	########
Jackie Blan	Gainesville	GA	30504	United Stat	########
Lee Ramey	Lula	GA	30554	United Stat	########
Tim Chamb	Flowery Br	GA	30542	United Stat	########
Philana No	Mulberry	GA	30548	United Stat	########
William Dr	Gainesville	GA	30501	United Stat	########
Lois Yates	Gainesville	GA	30506	United Stat	########
Anneliese I	Flowery Br	GA	30542	United Stat	########
Rodrigo Ro	Santa Ana	CA	92706	United Stat	########
Eric Toppa	Talmo	GA	30575	United Stat	########
Henrietta M	Atlanta	GA	30305	United Stat	########
Michelle Ri	Gainesville	GA	30504	United Stat	########
Carey Allisc	Braselton	GA	30517	United Stat	########
Maureen K	Buford	GA	30518	United Stat	########
Pam Miller	Cleveland	GA	30528	United Stat	########
Margaret V	Gainesville	GA	30506	United Stat	########
Marlene Ta	Gainesville	GA	30501	United Stat	########
Kelley Som	Flowery Br	GA	30542	United Stat	########
Kenzie Sorr	Flowery Br	GA	30542	United Stat	########
Angela Rog	Flowery Br	GA	30542	United Stat	########
Arden Wise	Gainesville	GA	30501	United Stat	########
Allie Kelley	Flowery Br	GA	30542	United Stat	########
Tangel Tiffa	Winder	GA	30680	United Stat	########

Cassie Zavc	Gainesville	GA	30507	United Stat	########
Riley Vardr	Lawrencevi	GA	30044	United Stat	########
Andrea Firc	Atlanta	GA	30329	United Stat	########
Nicole Hine	Gainesville	GA	30504	United Stat	########
Joyce Saye	Atlanta	GA	30301	United Stat	########
Amber Deg	Flowery Br	GA	30542	United Stat	########
Lydia Riche	Gainesville	GA	30501	United Stat	########
Melissa Do	Flowery Br	GA	30542	United Stat	########
Anna Nelse	Gainesville	GA	30501	United Stat	########
Ziska Arnol	Flowery Br	GA	30542	United Stat	########
John Spink	Greer	SC	29651	United Stat	########
Rhonda Ma	Lula	GA	30554	United Stat	########
Dillon Year	Alto	GA	30510	United Stat	########
Joy Brewer	Lula	GA	30554	United Stat	########
Tammy Jay	Oakwood	GA	30566	United Stat	########
Frances An	Gainesville	GA	30506	United Stat	########
Imogene C	Gainesville	GA	30504	United Stat	########
William Du	Stone Mou	GA	30083	United Stat	########
Wilma Kidc	Atlanta	GA	30341	United Stat	########
Timothy Ac	Gainesville	GA	30506	United Stat	########
Stephanie I	Lula	GA	30554	United Stat	########
Debbie Hov	Lula	GA	30554	United Stat	########
Valerie Wil	Lula	GA	30554	United Stat	########
Joshua Ten	Lula	GA	30554	United Stat	########
Amy Owen	Lula	GA	30554	United Stat	########
Whitney Sr	Braselton	GA	30517	United Stat	########
Joy Franklii	Atlanta	GA	30306	United Stat	########
Moira Tem	Atlanta	GA	30301	United Stat	########
Shawn Wal	Lula	GA	30554	United Stat	########
Donna Hall	Lula	GA	30554	United Stat	########
Susan Broo	Oakwood	GA	30566	United Stat	########
Melanie Bu	Lula	GA	30554	United Stat	########
Jonathan D	Atlanta	GA	30315	United Stat	########
Crytal Pass	Lula	GA	30554	United Stat	########
Alisha And	Winder	GA	30680	United Stat	########
Loretta Gri	Braselton	GA	30517	United Stat	########
Virginia Th	Lula	GA	30554	United Stat	########
Kristin Stev	Gainesville	GA	30501	United Stat	########
Holly Scott	Lula	GA	30554	United Stat	########
Gerren Sco	Atlanta	GA	30301	United Stat	########
Riley Scott	Lula	GA	30554	United Stat	########
Michael St	Gainesville	GA	30507	United Stat	########
Ashley Call	Gainesville	GA	30501	United Stat	########
Audranna S	Lula	GA	30554	United Stat	########
Destiny Gr	Atlanta	GA	30554	United Stat	########
Lindsey Nic	Gainesville	GA	30504	United Stat	########
Emily Defe	Lula	GA	30554	United Stat	########

David Piem	Lula	GA	30554	United Stat	########
Andy Stanc	Lula	GA	30554	United Stat	########
Georgia Alf	Lula	GA	30554	United Stat	########
Melanie W	Winder	GA	30680	United Stat	########
Amy Nix	Clermont	GA	30527	United Stat	########
Sharon Far	Gainesville	GA	30501	United Stat	########
Alvin Bentl	Maysville	GA	30558	United Stat	7/1/2025
Theresa Du	Lula	GA	30554	United Stat	7/1/2025
Fatima Arn	Gainesville	GA	30501	United Stat	7/1/2025
Lisa Gilbert	Lula	GA	30554	United Stat	7/1/2025
Willie Dunr	Orlando	FL	32818	United Stat	7/1/2025
Susan Blacl	Atlanta	GA	30324	United Stat	7/1/2025
Paula Alfi-S	Buford	GA	30518	United Stat	7/1/2025
kevin thom	Snellville	GA	30039	United Stat	7/1/2025
Fran Alfi	Buford	GA	30518	United Stat	7/1/2025
Jeanne Hes	Lawrencevi	GA	30045	United Stat	7/1/2025
Marion Cor	Lawrencevi	GA	30083	United Stat	7/1/2025
Catherine H	Lawrencevi	GA	30045	United Stat	7/2/2025
Judi Steven	Lula	GA	30554	United Stat	7/2/2025
Deborah M	Atlanta	GA	30329	United Stat	7/2/2025
Nita Charet	Lula	GA	30554	United Stat	7/2/2025
Alex Patter	Lula	GA	30554	United Stat	7/2/2025
Cassandra	Cleveland	GA	30528	United Stat	7/2/2025
Chris Medi	Atlanta	GA	30340	United Stat	7/2/2025
Jeannie Ho	Cumming	GA	30040	United Stat	7/3/2025
Beth Hensc	Gainesville	GA	30504	United Stat	7/4/2025
Marylea Lu	Gainesville	GA	30506	United Stat	7/4/2025
Nancy Law	Gainesville	GA	30501	United Stat	7/4/2025
Katy Barne	Jacksonvill	FL	32256	United Stat	7/5/2025
Rosemary S	Greensbor	GA	30642	United Stat	7/6/2025
WILLIAM H	Lula	GA	30554	United Stat	7/6/2025
Carrie Herr	Lula	GA	30554	United Stat	7/6/2025
Summer Cc	Gainesville	GA	30506	United Stat	7/7/2025
Tony Lentir	Snellville	GA	30039	United Stat	7/7/2025
Nat Bohra	Cumming		30041	United Stat	7/7/2025
Patricia Ad	Gainesville	GA	30501	United Stat	7/7/2025
Erica Preva	Alpharetta		30004	United Stat	7/8/2025
DAVID Sarg	Lula	GA	30554	United Stat	7/8/2025
Jessi Heckn	Lula	GA	30554	United Stat	7/8/2025
Brittany An	Jasper	GA	30143	United Stat	7/8/2025
Nicolas Agu	Cumming	GA	30041	United Stat	7/8/2025
Eric Garcia	Atlanta	GA	30341	United Stat	7/9/2025
Janice Carl	Lula	GA	30554	United Stat	7/9/2025
Richard Cai	Lula	GA	30554	United Stat	7/9/2025
Emma Owe	Dahlonega	GA	30597	United Stat	7/9/2025
Neil Wells	Clermont	GA	30527	United Stat	7/9/2025
jonathan b	Cumming	GA	30028	United Stat	7/9/2025

Janell Pacif	Dahlonega	GA	30533	United Stat	7/9/2025
Beverly Col	Gainesville		30506	United Stat	7/9/2025
Josh Harve	Lawrencevi	GA	30046	United Stat	7/9/2025
Dimitris Te	Tucker	GA	30084	United Stat	########
DAndre Fis	Lawrencevi	GA	30046	United Stat	########
Elena Willn	Lula	GA	30554	United Stat	########
Addison W	Commerce	GA	30529	United Stat	########
Tracy Trott	Lula	GA	30554	United Stat	########
Jessica Clar	Lula	GA	30554	United Stat	########
Shahram C	Atlanta	GA	30301	United Stat	########
Juanita Cru	Clarkesville	GA	30523	United Stat	########
Jennifer Hc	Westminst	SC	29693	United Stat	########
Shane Ruci	Lula	GA	30554	United Stat	########
DEMILO W	Lawrencevi	GA	30044	United Stat	########
Drina F. Go	Norcross	GA	30003	United Stat	########
Juni Lynch	Seneca	SC	29678	United Stat	########
Norma Mill	Gainesville	GA	30501	United Stat	########
Cindy Thon	Jefferson	GA	30549	United Stat	########
Karen Lom	Lula	GA	30554	United Stat	########
Christa Tull	Lula	GA	30554	United Stat	########
Diane Watl	Lula	GA	30554	United Stat	########
Kathy Willi	Lula	GA	30554	United Stat	########
Kevin Bridg	Lula	GA	30554	United Stat	########
Amber Eric	Lilburn	GA	30047	United Stat	########
Patricia Up	Lula	GA	30554	United Stat	########
Richard Da	Toccoa	GA	30577	United Stat	########
Jessica Gee	Lula	GA	30554	United Stat	########
Sharan Pie	Cornelia	GA	30531	United Stat	########
David John	Alto	GA	30510	United Stat	########
Ronny Stro	Toccoa	GA	30577	United Stat	########
Ben W	Clarkesville	GA	30523	United Stat	########
Michael Kr	Dallas	GA	30157	United Stat	########
Michelle Bi	Lula	GA	30554	United Stat	########
Ryan Yates	Athens	GA	30601	United Stat	########
Rhett Now	Royston	GA	30662	United Stat	########
Denise Mc	Commerce	GA	30529	United Stat	########
Arlene Lesl	Lula	GA	30554	United Stat	########
JC Alvarez	Cornelia	GA	30531	United Stat	########
Lisa Weave	Lula	GA	30554	United Stat	########
Kimberly H	Cornelia	GA	30531	United Stat	########
Kathryn Mc	Alto	GA	30510	United Stat	########
Tony Mosle	Athens	GA	30606	United Stat	########
Ima Slattor	Canton	GA	30114	United Stat	########
Lee McMic	Lula	GA	30554	United Stat	########
Valori Spar	Lithonia	GA	30058	United Stat	########
Crystal Hea	Hoschton	GA	30548	United Stat	########
Jaime Aller	Lawrencevi	GA	30043	United Stat	########

Stephen Pa	Clermont	GA	30527	United Stat	########
Janice Beal	Gainesville	GA	30501	United Stat	########
Stanley Ray	Lula	GA	30554	United Stat	########
Jenifer Reb	Atlanta	GA	30331	United Stat	########
Keith Mitcl	Flowery Br	GA	30542	United Stat	########
Dale Hendl	Alto	GA	30510	United Stat	########
Patrick Ma	Gainesville	GA	30506	United Stat	########
Richard Ca	Washingto	DC	20001	United Stat	########
Kent Scarbı	Lula	GA	30554	United Stat	########
Tyler Wyat	Gainesville	GA	30506	United Stat	########
Sabrina Dal	Gainesville	GA	30506	United Stat	########
Joe Brown	Flowery Br	GA	30542	United Stat	########
Hannah Till	Lawrencev	GA	30043	United Stat	########
Tammie La	Anderson	SC	29625	United Stat	########
CAROLINE .	Lula	GA	30554	United Stat	########
Marie Ivy	Gainesville	GA	30506	United Stat	########
Molly Watl	Lula	GA	30554	United Stat	########
Kirk Palme	Atlanta	GA	30340	United Stat	########
Ivette Calle	Jonesboro	GA	30236	United Stat	########
Cadyn Jone	Jefferson	GA	30549	United Stat	########
Mary Sue A	Cleveland	GA	30528	United Stat	########
Jessica Will	Cameron	NC	28326	United Stat	########
Blake Cain	Lula	GA	30554	United Stat	########
michael ha	toccoa	GA	30577	United Stat	########
Matthew Jı	Lula	GA	30554	United Stat	########
Stephanie I	Lula	GA	30554	United Stat	########
Crystal Car	Gainesville	GA	30506	United Stat	########
Andrea Atk	Gainesville	GA	30506	United Stat	########
sush Guthil	Flowery Br	GA	30542	United Stat	########
Abigail Higl	Lula	GA	30554	United Stat	########
Antoine Ga	Gainesville	GA	30507	United Stat	########
Mary Johns	Atlanta	GA	30309	United Stat	########
Lucy Martii	Atlanta	GA	30315	United Stat	########
Taylor Mar	Atlanta	GA	30301	United Stat	########
Jared Mart	Atlanta	GA	30301	United Stat	########
Harper Crit	Gainesville	GA	30501	United Stat	########
Deanie Hay	Lula	GA	30554	United Stat	########
Elizabeth W	Maysville	GA	30558	United Stat	########
Alicia Webl	Cleveland	GA	30528	United Stat	########
Faith Banks	Atlanta	GA	30312	United Stat	########
Kim Frisbie	Gainesville	GA	30507	United Stat	########
James Chaı	Lula	GA	30554	United Stat	########
Eric Lomax	Gainesville	GA	30501	United Stat	########
Marie Barn	Walhalla	SC	29691	United Stat	########
Karen Kimb	Athens	GA	30606	United Stat	########
Tracey She	Gainesville	GA	30506	United Stat	########
Edward Hu	Loganville	GA	30052	United Stat	########

Savannah M	Gainesville	GA	30506	United Stat	########
Jessica Rod	Gainesville	GA	30506	United Stat	########
Bonnie Joh	Belmont	NC	28012	United Stat	########
Rizba Black	Liberty	SC	29657	United Stat	########
Steve Hooc	Lula	GA	30554	United Stat	########
April Weas	Gainesville	GA	30501	United Stat	########
Vivian Hily	Watkinsville		30677	United Stat	########
Emma Nix	Young Harr	GA	30582	United Stat	########
william car	Lula	GA	30554	United Stat	########
Kirk Kenne	Lula	GA	30554	United Stat	########
Catherone	Lula	GA	30301	United Stat	########
bryan brav	Gainesville	GA	30506	United Stat	########
Jordan Dra	Clermont	GA	30527	United Stat	########
Kc Parker	Gainesville	GA	30504	United Stat	########
Debbie Kell	Winder	GA	30680	United Stat	########
Mike Copel	Cleveland	GA	30528	United Stat	########
karisa Evan	Atlanta	GA	30301	United Stat	########
Jaycee Patt	Atlanta	GA	30317	United Stat	8/3/2025
Peter Whit	Winder	GA	30680	United Stat	8/3/2025
Valerie Cof	Gainesville	GA	30507	United Stat	8/3/2025
Monica Hu	Gainesville	GA	30504	United Stat	8/3/2025
Tony Howa	Murrayville	GA	30564	United Stat	8/3/2025
Tami Ferrie	Cleveland	GA	30528	United Stat	8/3/2025
Kathy Donc	Flowery Br	GA	30542	United Stat	8/3/2025
Julia Henso	Lula	GA	30554	United Stat	8/3/2025
Courtney N	Cleveland	GA	30528	United Stat	8/3/2025
Phillip Mill	Gainesville	GA	30506	United Stat	8/3/2025
Vincent Do	Gainesville	GA	30507	United Stat	8/3/2025
Becky Broo	Hull	GA	30646	United Stat	8/3/2025
Tracy Yates	Flowery Br	GA	30542	United Stat	8/3/2025
Sarah Caru	Gainesville	GA	30504	United Stat	8/3/2025
Faith Brow	Snellville	GA	30039	United Stat	8/3/2025
Sanya Trag	Cleveland	GA	30554	United Stat	8/3/2025
Rebecca Sa	Gainesville	GA	30504	United Stat	8/3/2025
Amy Collin	Cleveland	GA	30528	United Stat	8/3/2025
Teresa Hul	Clermont	GA	30318	United Stat	8/3/2025
Jessie Pars	Lula	GA	30517	United Stat	8/3/2025
Bailey w.	Winder	GA	30680	United Stat	8/3/2025
Joselyn Lop	Winder	GA	30680	United Stat	8/3/2025
John Whitr	Clermont	GA	30527	United Stat	8/3/2025
Mary Zimm	Braselton	GA	30549	United Stat	8/3/2025
Chris Chaffi	Flowert Bra	GA	30561	United Stat	8/3/2025
Victoria Ro	Atlanta	GA	30324	United Stat	8/3/2025
Ron Smith	Clermont	GA	30547	United Stat	8/3/2025
Jill Davenp	Gainesville	GA	30506	United Stat	8/3/2025
Marsha Bla	Birminghar	AL	35226	United Stat	8/3/2025
Dawn Hitch	Flowery Br	GA	30542	United Stat	8/3/2025

Kris Hall	Lula	GA	30554	United Stat	8/3/2025
Emma Hall	Lula	GA	30554	United Stat	8/3/2025
Candy Pres	Atlanta	GA	30349	United Stat	8/3/2025
Wendy Sm	Gainesville	GA	30507	United Stat	8/3/2025
Randy Jenr	Flowery Br	GA	30542	United Stat	8/3/2025
Jennifer Sti	Lula	GA	30554	United Stat	8/3/2025
Donna Star	Murrayville	GA	30564	United Stat	8/3/2025
Kasey Logg	Winder	GA	30680	United Stat	8/3/2025
Charlene P	Winder	GA	30680	United Stat	8/3/2025
Jeffery Dal	Gillsville	GA	30543	United Stat	8/4/2025
Paige Dale	Gainesville	GA	30543	United Stat	8/4/2025
Rhonda Kis	Philadelphi	PA	19107	United Stat	8/4/2025
Kenneth W	Miami	FL	33197	United Stat	8/4/2025
Victoria Elli	Braselton	GA	30517	United Stat	8/4/2025
carlos lope	Winder	GA	30680	United Stat	8/4/2025
Gietsy Rod	Beacon	NY	12508	United Stat	8/4/2025
Koleigh Tur	Atlanta	GA	30308	United Stat	8/4/2025
Ashton Sim	Atlanta	GA	30301	United Stat	8/4/2025
William Go	Flowery Br	GA	30542	United Stat	8/4/2025
Jill Cooper	Atlanta	GA	30315	United Stat	8/4/2025
Debie Mille	Braselton	GA	30517	United Stat	8/4/2025
Mark Wrigl	Gainesville	GA	30507	United Stat	8/4/2025

Petition Against High-Density Housing Development in Our Rural Community

Subject: 4745 Cagle Mill Rd Project
To: Hall County Commissioners
From: Concerned Residents of Hall County (Lula), Georgia

Date: 06.06.2025

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Sincerely,
Signature: Clara Marchbanks
Name: Clara Marchbanks
Address: 3644 East Hall Rd
Gainesville GA 30507

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Sincerely,
Signature: Guillermo Solache
Name: Guillermo Solache
Address: 4669 Cagle Mill Road

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Sincerely,
Signature: MS
Name: Maria Guadalupe Solache Nava
Address: 4669 Cagle Mill Rd, Lula, GA, 30554

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Sincerely,
Signature: Marilu Nava G.
Name: Marilu Nava Garcia
Address: 4669 cagle Mill rd Lula Ga 30554

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Sincerely,
Signature: Guillermo Solache O
Name: Guillermo Solache oro2co
Address: 4669 Cagle Mill RD Lula GA 30554

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Sincerely,
Signature: Susan Bonner
Name: Susan Bonner
Address: 4667 Cagle Mill Rd

Petition Against High-Density Housing Development in Our Rural Community

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Signature: Eddie Hollis
Name: Eddie Hollis
Address: 4667 Cagle Mill Rd

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Sincerely,
Signature: 
Name: Tony Strand
Address: 4650 Cagle mill RD
Lula GA 30554

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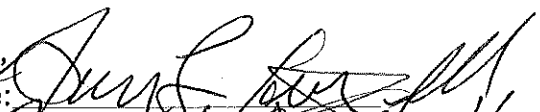
Sincerely,
Signature: 
Name: Connie Cantrell
Address: 4562 North Martin Rd

Petition Against High-Density Housing Development in Our Rural Community

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Sincerely,
Signature: [signature]
Name: JERRY L. CROWN
Address: 5252 Whitehall Rd
Lula, GA 30554

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Signature: Angela Crain
Name: Angela Crain
Address: 5252 Whitehall Road
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Sincerely,
Signature: Sheila + Hoyt Miller
Name: Sheila - Hoyt Miller
Address: 4574 Noah MARTin Rd.
Lula, GA 30554

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Signature: 
Name: Hector Lopez
Address: 4591- Noah Martin RD

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Signature: Cody Gray
Name: Cody Gray
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Sincerely,
Signature: Julieta Villa
Name: Julieta Villa
Address: 4615 Noah Martin

Petition Against High-Density Housing Development in Our Rural Community

Subject: 4745 Cagle Mill Rd Project
To: Hall County Commissioners
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Date: 06.06.2025

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Sincerely,
Signature: Blake Tilson
Name: Blake Tilson
Address: 4220 Greenway Rd Lula GA 30554

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Signature: Angela Russini
Name: Angela Russini
Address: 4220 Greenway Rd. Lula GA 30554

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Sincerely,
Signature: Gladys Wanda Tilson
Name: Gladys WANDA Tilson
Address: 4200 Greenway Rd Lula, Ga 30554

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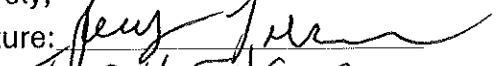
Signature: 
Name: Jerry Tilson
Address: 4220 Greenway RD Lula GA 30554

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Sincerely,
Signature: 
Name: Scott McDougal
Address: 4720 Greenway Rd Lula GA. 30554

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Sincerely,
Signature: Araceli Sesmas
Name: Araceli Sesmas
Address: 4915 old Cornelia Hwy

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Sincerely,
Signature: Clifford Seymour
Name: Clifford Seymour
Address: 5045 Whitehall Rd 30554

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Sincerely,
Signature: Darlene Seymour
Name: Darlene Seymour
Address: 5045 Whitehall Rd Lula, Ga 30554

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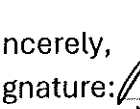
Signature: 
Name: Norman Thompson
Address: 5122 Whitehall Rd Lula, GA 30554

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Signature: Gayle Brown
Name: Gayle Brown
Address: 5130 Whitehall Rd, Lula 30554

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Address: Old Cornelia Hwy

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Signature: [signature]
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Signature: Phillip Stackhouse
Name: Phillip Stackhouse
Address: 3770 Stone Creek Conn

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Sincerely,
Signature: 
Name: Billy Carr
Address: 3732 Reservoir Dr, Gainesville ga

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Signature: Ellen Macon
Name: Ellen macon
Address: 3732 Reservoir Dr, Gainesville Ga

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Sincerely,
Signature: Austin Brown
Name: AUSTIN BROWN
Address: 3762 STONE CREEK CT.
GAINESVILLE, GA. 30507

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Name: DAVID P. NYSSEN
Address: 3771 Stone Creek Ct. Gainesville Ga 30507

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We ask that our rural character, community well-being, and local ecosystems be preserved for future generations. Thank you for your attention and consideration.

Sincerely,
Signature: Amy England
Name: Amy England
Address: 3722 Reservoir Dr. Gainesville, GA 30507

Petition Against High-Density Housing Development in Our Rural Community

Subject: 4745 Cagle Mill Rd Project
To: Hall County Commissioners
From: Concerned Residents of Hall County (Lula), Georgia

Date: 06.06.2025

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Sincerely,
Signature: Elisheba Carr/Elesheba Macon
Name: Elisheba Macon
Address: 3732 Reservoir Dr, Gainesville,

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Sincerely,
Signature: Billy Carr
Name: Billy Carr
Address: 3732 Reservoir Dr Gainesville, Ga 30507

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Sincerely,
Signature: Lisa
Name: LISA CARR
Address: 3732 Reservoir DR Gainesville, Ga 30507

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Sincerely,
Signature: Joyce Nissly
Name: Joyce Nissly
Address: 3771 Stone Creek Ct, Gainesville, GA 30507

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Sincerely,
Signature: Sherry Bryant
Name: Sherry Bryant
Address: 3778 Stone Creek Ct Gainesville 30507

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Name: Sara A Nissly
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Sincerely,
Signature: Trey Royal
Name: Trey Royal
Address: 4348 Greenway Rd. Lula, GA 30554

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Sincerely,
Signature: [signature]
Name: Andrea Attwood
Address: 4241 Green way Rd

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Signature: Skylar Kenwood
Name: Skylar Kenwood
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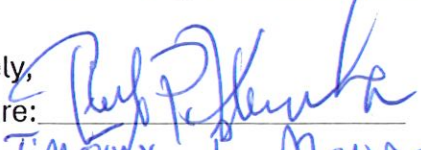
Signature: 
Name: Timothy P. Monacella
Address: 4340 Groovy Rd.

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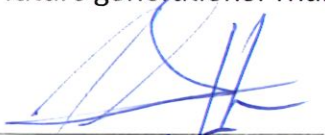
Signature: 
Name: Jeremy Sutton
Address: 4340 Green Wood Rd.

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Signature: Kyletta A Esz
Name: Kyletta A. Esz
Address: 7749 Pebble Ridge Dr Lula, GA. 30554

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Signature: Gwen Kelly
Name: Gwen Kelly
Address: 5307 Misty Meadow Dr

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Sincerely,
Signature: Alexis Volk
Name: Alexis Volk
Address: 5794 Julian Baugh Rd Lula GA 30554

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Signature: J Vandiver
Name: Joseph Vandiver
Address: 5504 old Cornelia Hwy

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Name: Jackson R. Richey
Address: 9304 Old Cornelia Hwy

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Sincerely,
Signature: _____
Name: _____
Address: _____

Petition Against High-Density Housing Development in Our Rural Community

Subject: 4745 Cagle Mill Rd Project
To: Hall County Commissioners
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Sincerely,
Signature: Jill Hewell
Name: Jill Hewell
Address: 5030 Whitehall Road Lula, Ga 30543

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Sincerely,
Signature: Frankie Chambers
Name: Frankie Chambers
Address: 5050 Whitehall Rd Lula Ga

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Sincerely,
Signature: Sahara K. White
Name: Sahara K. White
Address: 5166 Whitehall Rd Lula, GA 30554

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Sincerely,
Signature: James E Campbell
Name: James E Campbell
Address: 5223 White Hall Rd 30507

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Sincerely,
Signature: Lee McMichael
Name: LEE McMICHAEL
Address: 5429 WHITEHALL RD. LULA

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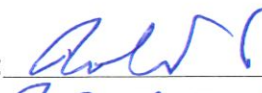
Signature: 
Name: ROBERT PARKS
Address: 5437 WHITEHALL RD., LULA, GA, 30554

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Sincerely,
Signature: Lee Roy Cash
Name: Lee Roy Cash
Address: 5510 White Sand Rd

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Sincerely,
Signature: Dwayne Mcfarland
Name: Dwayne mcfarland
Address: 6011 Cobb St Lula 30554

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Sincerely,
Signature: James Randall
Name: James Randall
Address: 5524 Lula Rd. Lula GA 30554

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Sincerely,
Signature: Chelsea Randall
Name: Chelsea Randall
Address: 5524 Cul-Rd. Lula, GA. 30554

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Sincerely,
Signature: Janice Campbell
Name:
Address: 5169 White Hill Rd, Lula, Ga.

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Signature: [signature]
Name: Noe Saul Martinez
Address: 4653 Cagle Mill Rd. Lula, GA 30554

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Sincerely,
Signature: Whitney Smith Thompson
Name: Whitney Smith Thompson
Address: 5201 Whitehall Rd Lula GA 30554

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Sincerely,
Signature: 
Name: Jacob D. Thompson
Address: 5201 whitehall Rd 30554

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Sincerely,
Signature: Billy & Jamie Hoopaugh
Name: Billy & Jamie Hoopaugh
Address: 5212 W Mitchell Road

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Sincerely,
Signature: Lisa Bailey
Name: Lisa Gailey
Address: 5274 whitehall ROAD Lula Ga.

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Name: David Bailey
Address: 5274 Whitehall Rd Lula GA 30554

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The current road network was not designed to accommodate the volume of traffic that high-density housing would bring. Increased traffic would lead to congestion, longer commute times, and pose serious safety concerns for pedestrians, cyclists, and schoolchildren.

We therefore urge the planning authorities to:
- Reject the current proposal for high-density development
- Conduct thorough environmental and traffic impact assessments
- Consider alternative locations more suited for higher-density projects
- Engage with the community for a sustainable, long-term development plan

We ask that our rural character, community well-being, and local ecosystems be preserved for future generations. Thank you for your attention and consideration.

Sincerely,
Signature: Hugh T. Quinn
Name: HUGH T. QUINN
Address: 5593 WHITEHALL RD
LULA, GA 30554

Petition Against High-Density Housing Development in Our Rural Community

Subject: 4745 Cagle Mill Rd Project
To: Hall County Commissioners
From: Concerned Residents of Hall County (Lula), Georgia

Date: 06.06.2025

We, the undersigned residents of Lula, Georgia, strongly oppose the proposed construction of high-density housing in our rural area. While we understand the need for responsible growth and affordable housing, we believe this development would cause significant harm to our community and environment.

Our concerns include:

1. Negative Impact on Wildlife and the Natural Environment
Our rural area is home to diverse wildlife and sensitive ecosystems. The proposed development would destroy natural habitats, disrupt migratory paths, and potentially threaten the survival of local species. Urban encroachment into green spaces sets a dangerous precedent for unchecked development.

2. Deterioration of Quality of Life for Existing Residents
This area was chosen by many residents for its peaceful, rural character. Introducing high-density housing would dramatically alter the character of the community, increase noise levels, and lead to overcrowding of shared spaces and services.

3. Inadequate Infrastructure and Road Capacity
The current road network was not designed to accommodate the volume of traffic that high-density housing would bring. Increased traffic would lead to congestion, longer commute times, and pose serious safety concerns for pedestrians, cyclists, and schoolchildren.

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- Consider alternative locations more suited for higher-density projects
- Engage with the community for a sustainable, long-term development plan

We ask that our rural character, community well-being, and local ecosystems be preserved for future generations. Thank you for your attention and consideration.

Sincerely,
Signature: 
Name: Chris Davis
Address: 5569 Whitehall Rd. Lula GA 30554

Petition Against High-Density Housing Development in Our Rural Community

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We ask that our rural character, community well-being, and local ecosystems be preserved for future generations. Thank you for your attention and consideration.

Sincerely,
Signature: Jonathan Def
Name: Jonathan Defevers
Address: 5458 Whitehall Rd Lula ga 30554

Name	City	State	Postal Cod	Country	Signed On
Jodi White	~~Minster~~ Lula	~~OH~~ GA	45865	United Stat	6/6/2025
Joe White	Atlanta	GA	30301	United Stat	6/6/2025
Vickie Kana	Gainesville	GA	30501	United Stat	6/6/2025
Jessi Heckn	Winder	GA	30680	United Stat	6/6/2025
Chris Dyer	Gainesville	GA	30506	United Stat	6/6/2025
Dana Math	Murrayville	GA	30564	United Stat	6/6/2025
Jennifer Ric	Flowery Br	GA	30542	United Stat	6/6/2025
Korey Ande	Atlanta	GA	30542	United Stat	6/6/2025
Laura Mille	Gainesville	GA	30504	United Stat	6/7/2025
Melanie Ga	Gainesville	GA	30542	United Stat	6/7/2025
Tina Wilsor	Atlanta	GA	30301	United Stat	6/7/2025
Madison Cl	Lula	GA	30554	United Stat	6/7/2025
Robert Hicl	Clermont	GA	30527	United Stat	6/7/2025
Amy Loggir	Cornelia	GA	30531	United Stat	6/7/2025
Susana Mu	Madrid		28019	Spain	6/7/2025
Aide Arriag	Lithonia	GA	30038	United Stat	6/7/2025
Charles & C	Flowery Br	GA	30542	United Stat	6/7/2025
Cheryl Braz	Flowery Br	GA	30542	United Stat	6/7/2025
Bradley Tur	Flowery Br	GA	30542	United Stat	6/7/2025
Yolanda Scl	Wittenbach		9300	Sweden	6/7/2025
Sharon Bar	Gainesville	GA	30506	United Stat	6/7/2025
Melanie Al	Flowery Br	GA	300	United Stat	6/7/2025
April Grees	Cordele	GA	31015	United Stat	6/7/2025
Meika LeBl	Atlanta	GA	30301	United Stat	6/7/2025
Jessi Trivet	Gainesville	GA	30504	United Stat	6/7/2025
LoriAnn We	Cumming	GA	30040	United Stat	6/7/2025
Gina Brown	Braselton	GA	30517	United Stat	6/7/2025
angelika we	Langenfeld		40764	Germany	6/7/2025
Mary Smitl	Lilburn	GA	30047	United Stat	6/8/2025
s v	Flowery Br	GA	30542	United Stat	6/8/2025
Monica Cor	Lawrencevi	GA	30043	United Stat	6/8/2025
Sue Cone	Hull	ENG	HU13 9DS	United King	6/8/2025
David Robe	Flowery Br	GA	30542	United Stat	6/8/2025
Jill Hewell	Atlanta	GA	30341	United Stat	6/8/2025
joyce alexa	Edinburgh	SCT	eh151le	United King	6/8/2025
Fern Meye	pendergras	GA	30567	Greenland	6/8/2025
Ashley Mio	Atlanta	GA	30301	United Stat	6/9/2025
Rosa Cabre	Hospitalet de Llobrega		8905	Spain	6/9/2025
Consuelo S	Strambino Fr Cerone		10019	Italy	6/9/2025
Mary Hurst	Lula	GA	30554	United Stat	6/9/2025
Nelly PRES	Mouroux		77120	France	6/9/2025
susan deve	new castle	DE	19720	United Stat	6/9/2025
Emma Carv	Braselton	GA	30527	United Stat	6/9/2025
Bobby Pen	Braselton	GA	30517	United Stat	6/9/2025
hannah joh	New York	NY	10118	United Stat	6/9/2025
Renata Che	Rio de Janeiro			Brazil	6/9/2025

Analía Caia Rosario.	Santa Fe		2000	Argentina	6/9/2025
Macie Mar	Atlanta	GA	30345	United Stat	6/9/2025
Annie Kelly	Montréal		H1b 5c5	Canada	########
Brett Hurst	Lula	GA	30554	United Stat	########
Jennifer Hc	Hoschton	GA	30548	United Stat	########
Jennifer Hc	Gillsville	GA	30543	United Stat	########
TC Brock	Atlanta	GA	30543	United Stat	########
Katalin Kón	Szatymaz			Hungary	########
Kathleen G	Gainesville	GA	30501	United Stat	########
Anthony Ir	Lula	GA	30554	United Stat	########
Alex Burge	Alto	GA	30510	United Stat	########
Elizabeth C	Winder	GA	30680	United Stat	########
Gail Brewe	Lula	GA	30554	United Stat	########
Shea Steve	Lula	GA	30554	United Stat	########
Chris Steve	Lula	GA	30554	United Stat	########
Stacy Engla	Lula	GA	30554	United Stat	########
Brian Petro	Lithonia	GA	30058	United Stat	########
Kirk Adams	Gainesville	GA	30507	United Stat	########
Keith Braur	Gainesville	GA	30501	United Stat	########
Autumn Gil	Alto	GA	30510	United Stat	########
Cindy Smitl	Lula	GA	30554	United Stat	########
Ashley Smi	Lula	GA	30517	United Stat	########
cheryl Tayl	Gainesville	GA	30506	United Stat	########
Alexandria	Lula	GA	30554	United Stat	########
Andre Osur	Lula	GA	30554	United Stat	########
Sean Morri	Lula	GA	30554	United Stat	########
Sean Chian	Lula	GA	30554	United Stat	########
Danyle Jon	Lula	GA	30554	United Stat	########
Abby Baud	Lawrencevi	GA	30044	United Stat	########
Penni Gany	Gainesville	GA	30501	United Stat	########
Brenda Ros	Lula	GA	30554	United Stat	########
Venande Si	Atlanta	GA	30308	United Stat	########
Kati Frankli	Atlanta	GA	30301	United Stat	########
Alyssa Call	Fort Mill	SC	29707	United Stat	########
Felicia Hea	Atlanta	GA	30301	United Stat	########
Joseph Roy	Clarkesville	GA	30523	United Stat	########
Tom Hritz	Lula	GA	30554	United Stat	########
Doris Youn	Lula	GA	30554	United Stat	########
Marsha Mc	Lula	GA	30554	United Stat	########
Janice Giac	Gainesville	GA	30507	United Stat	########
REGINA W/	Gainesville	GA	30506	United Stat	########
Kathryn Da	Dacula	GA	30019	United Stat	########
Renee Wile	Mesa	AZ	85201	United Stat	########
Ana Cornej	Braselton	GA	30517	United Stat	########
Drew Pede	Flowery Br	GA	30542	United Stat	########
Talaina Mil	Lula	GA	30554	United Stat	########
Kayla Bryar	Gainesville	GA	30504	United Stat	########

Shannon Fl	Tucker	GA	30084	United Stat	########
April Alexis	stockbridge	GA	30281	United Stat	########
Hillary Kali:	Duluth	GA	30096	United Stat	########
Emily Weni	Lawrencevi	GA	30044	United Stat	########
Gary Humb	Clarkesville	GA	30523	United Stat	########
Jacqueline	Gainesville	GA	30504	United Stat	########
Kelsey Fulle	Flowery Br:	GA	30542	United Stat	########
Chris Dyer				United Stat	########
Lori Kearne	Gainesville	GA	30507	United Stat	########
Brittany M:	Clarkesville	GA	30523	United Stat	########
Jacob Davi:	Cleveland	GA	30528	United Stat	########
Destiny Na	Lula	GA	30554	United Stat	########
Stephanie I	Cleveland	GA	30528	United Stat	########
Jan Tillett	Gainesville	GA	30030	Georgia	########
Robbie Dal	Gainesville	GA	30507	United Stat	########
Christophe	Lula	GA	30554	United Stat	########
Carrie Ham	Flowery Br:	GA	30542	United Stat	########
Skylar Flow	Atlanta	GA	30301	United Stat	########
Sharon Pirk	Atlanta	GA	30329	United Stat	########
HaRt Fandr	Gainesville	GA	30507	United Stat	########
Savanna Yc	Cleveland	GA	30528	United Stat	########
Jenny Scho	Gainesville	GA	30506	United Stat	########
Tonya Dres	Gainesville	GA	30501	United Stat	########
Danelle Da	Braselton	GA	30517	United Stat	########
Kiersten Br	Gainesville	GA	30507	United Stat	########
Jackie Blan	Gainesville	GA	30504	United Stat	########
Lee Ramey	Lula	GA	30554	United Stat	########
Tim Chamb	Flowery Br:	GA	30542	United Stat	########
Philana No	Mulberry	GA	30548	United Stat	########
William Dre	Gainesville	GA	30501	United Stat	########
Lois Yates	Gainesville	GA	30506	United Stat	########
Anneliese H	Flowery Br:	GA	30542	United Stat	########
Rodrigo Ro	Santa Ana	CA	92706	United Stat	########
Eric Toppar	Talmo	GA	30575	United Stat	########
Henrietta M	Atlanta	GA	30305	United Stat	########
Michelle Ri	Gainesville	GA	30504	United Stat	########
Carey Allisc	Braselton	GA	30517	United Stat	########
Maureen K	Buford	GA	30518	United Stat	########
Pam Miller	Cleveland	GA	30528	United Stat	########
Margaret V	Gainesville	GA	30506	United Stat	########
Marlene Ta	Gainesville	GA	30501	United Stat	########
Kelley Som	Flowery Br:	GA	30542	United Stat	########
Kenzie Sorr	Flowery Br:	GA	30542	United Stat	########
Angela Rog	Flowery Br:	GA	30542	United Stat	########
Arden Wise	Gainesville	GA	30501	United Stat	########
Allie Kelley	Flowery Br:	GA	30542	United Stat	########
Tangel Tiffa	Winder	GA	30680	United Stat	########

Cassie Zavc	Gainesville	GA	30507	United Stat	########
Riley Vardr	Lawrencevi	GA	30044	United Stat	########
Andrea Firc	Atlanta	GA	30329	United Stat	########
Nicole Hine	Gainesville	GA	30504	United Stat	########
Joyce Saye	Atlanta	GA	30301	United Stat	########
Amber Deg	Flowery Br	GA	30542	United Stat	########
Lydia Riche	Gainesville	GA	30501	United Stat	########
Melissa Do	Flowery Br	GA	30542	United Stat	########
Anna Nelse	Gainesville	GA	30501	United Stat	########
Ziska Arnol	Flowery Br	GA	30542	United Stat	########
John Spink	Greer	SC	29651	United Stat	########
Rhonda Ma	Lula	GA	30554	United Stat	########
Dillon Year	Alto	GA	30510	United Stat	########
Joy Brewer	Lula	GA	30554	United Stat	########
Tammy Jay	Oakwood	GA	30566	United Stat	########
Frances An	Gainesville	GA	30506	United Stat	########
Imogene C	Gainesville	GA	30504	United Stat	########
William Du	Stone Mou	GA	30083	United Stat	########
Wilma Kidc	Atlanta	GA	30341	United Stat	########
Timothy Ac	Gainesville	GA	30506	United Stat	########
Stephanie I	Lula	GA	30554	United Stat	########
Debbie Ho	Lula	GA	30554	United Stat	########
Valerie Wil	Lula	GA	30554	United Stat	########
Joshua Ten	Lula	GA	30554	United Stat	########
Amy Owen	Lula	GA	30554	United Stat	########
Whitney Sr	Braselton	GA	30517	United Stat	########
Joy Frankli	Atlanta	GA	30306	United Stat	########
Moira Tem	Atlanta	GA	30301	United Stat	########
Shawn Wal	Lula	GA	30554	United Stat	########
Donna Hall	Lula	GA	30554	United Stat	########
Susan Broo	Oakwood	GA	30566	United Stat	########
Melanie Bu	Lula	GA	30554	United Stat	########
Jonathan D	Atlanta	GA	30315	United Stat	########
Crytal Pass	Lula	GA	30554	United Stat	########
Alisha Ande	Winder	GA	30680	United Stat	########
Loretta Gri	Braselton	GA	30517	United Stat	########
Virginia Th	Lula	GA	30554	United Stat	########
Kristin Stev	Gainesville	GA	30501	United Stat	########
Holly Scott	Lula	GA	30554	United Stat	########
Gerren Sco	Atlanta	GA	30301	United Stat	########
Riley Scott	Lula	GA	30554	United Stat	########
Michael St	Gainesville	GA	30507	United Stat	########
Ashley Call	Gainesville	GA	30501	United Stat	########
Audranna S	Lula	GA	30554	United Stat	########
Destiny Gra	Atlanta	GA	30554	United Stat	########
Lindsey Nic	Gainesville	GA	30504	United Stat	########
Emily Defe	Lula	GA	30554	United Stat	########

David Piem	Lula	GA	30554	United Stat	########
Andy Stanc	Lula	GA	30554	United Stat	########
Georgia Alf	Lula	GA	30554	United Stat	########
Melanie W	Winder	GA	30680	United Stat	########
Amy Nix	Clermont	GA	30527	United Stat	########
Sharon Far	Gainesville	GA	30501	United Stat	########
Alvin Bentl	Maysville	GA	30558	United Stat	7/1/2025
Theresa Du	Lula	GA	30554	United Stat	7/1/2025
Fatima Arn	Gainesville	GA	30501	United Stat	7/1/2025
Lisa Gilbert	Lula	GA	30554	United Stat	7/1/2025
Willie Dunr	Orlando	FL	32818	United Stat	7/1/2025
Susan Blacl	Atlanta	GA	30324	United Stat	7/1/2025
Paula Alfi-S	Buford	GA	30518	United Stat	7/1/2025
kevin thom	Snellville	GA	30039	United Stat	7/1/2025
Fran Alfi	Buford	GA	30518	United Stat	7/1/2025
Jeanne Hes	Lawrencevi	GA	30045	United Stat	7/1/2025
Marion Cor	Lawrencevi	GA	30083	United Stat	7/1/2025
Catherine H	Lawrencevi	GA	30045	United Stat	7/2/2025
Judi Steven	Lula	GA	30554	United Stat	7/2/2025
Deborah M	Atlanta	GA	30329	United Stat	7/2/2025
Nita Charet	Lula	GA	30554	United Stat	7/2/2025
Alex Patter	Lula	GA	30554	United Stat	7/2/2025
Cassandra	Cleveland	GA	30528	United Stat	7/2/2025
Chris Medi	Atlanta	GA	30340	United Stat	7/2/2025
Jeannie Ho	Cumming	GA	30040	United Stat	7/3/2025
Beth Hensc	Gainesville	GA	30504	United Stat	7/4/2025
Marylea Lu	Gainesville	GA	30506	United Stat	7/4/2025
Nancy Law	Gainesville	GA	30501	United Stat	7/4/2025
Katy Barne	Jacksonville	FL	32256	United Stat	7/5/2025
Rosemary S	Greensbor	GA	30642	United Stat	7/6/2025
WILLIAM H	Lula	GA	30554	United Stat	7/6/2025
Carrie Herr	Lula	GA	30554	United Stat	7/6/2025
Summer Cc	Gainesville	GA	30506	United Stat	7/7/2025
Tony Lentir	Snellville	GA	30039	United Stat	7/7/2025
Nat Bohra	Cumming		30041	United Stat	7/7/2025
Patricia Ad	Gainesville	GA	30501	United Stat	7/7/2025
Erica Preva	Alpharetta		30004	United Stat	7/8/2025
DAVID Sarg	Lula	GA	30554	United Stat	7/8/2025
Jessi Heckn	Lula	GA	30554	United Stat	7/8/2025
Brittany An	Jasper	GA	30143	United Stat	7/8/2025
Nicolas Agu	Cumming	GA	30041	United Stat	7/8/2025
Eric Garcia	Atlanta	GA	30341	United Stat	7/9/2025
Janice Carl	Lula	GA	30554	United Stat	7/9/2025
Richard Cai	Lula	GA	30554	United Stat	7/9/2025
Emma Owe	Dahlonega	GA	30597	United Stat	7/9/2025
Neil Wells	Clermont	GA	30527	United Stat	7/9/2025
jonathan b	Cumming	GA	30028	United Stat	7/9/2025

Janell Pacif	Dahlonega	GA	30533	United Stat	7/9/2025
Beverly Co	Gainesville		30506	United Stat	7/9/2025
Josh Harve	Lawrencevi	GA	30046	United Stat	7/9/2025
Dimitris Te	Tucker	GA	30084	United Stat	########
DAndre Fis	Lawrencevi	GA	30046	United Stat	########
Elena Willn	Lula	GA	30554	United Stat	########
Addison W	Commerce	GA	30529	United Stat	########
Tracy Trott	Lula	GA	30554	United Stat	########
Jessica Clar	Lula	GA	30554	United Stat	########
Shahram C	Atlanta	GA	30301	United Stat	########
Juanita Cru	Clarkesville	GA	30523	United Stat	########
Jennifer Hc	Westminst	SC	29693	United Stat	########
Shane Ruci	Lula	GA	30554	United Stat	########
DEMILO W	Lawrencev	GA	30044	United Stat	########
Drina F. Go	Norcross	GA	30003	United Stat	########
Juni Lynch	Seneca	SC	29678	United Stat	########
Norma Mill	Gainesville	GA	30501	United Stat	########
Cindy Thon	Jefferson	GA	30549	United Stat	########
Karen Lom	Lula	GA	30554	United Stat	########
Christa Tull	Lula	GA	30554	United Stat	########
Diane Watl	Lula	GA	30554	United Stat	########
Kathy Willi	Lula	GA	30554	United Stat	########
Kevin Bridg	Lula	GA	30554	United Stat	########
Amber Eric	Lilburn	GA	30047	United Stat	########
Patricia Up	Lula	GA	30554	United Stat	########
Richard Da	Toccoa	GA	30577	United Stat	########
Jessica Gee	Lula	GA	30554	United Stat	########
Sharan Pie	Cornelia	GA	30531	United Stat	########
David John	Alto	GA	30510	United Stat	########
Ronny Stro	Toccoa	GA	30577	United Stat	########
Ben W	Clarkesville	GA	30523	United Stat	########
Michael Kr	Dallas	GA	30157	United Stat	########
Michelle Bi	Lula	GA	30554	United Stat	########
Ryan Yates	Athens	GA	30601	United Stat	########
Rhett Now	Royston	GA	30662	United Stat	########
Denise Mc	Commerce	GA	30529	United Stat	########
Arlene Lesl	Lula	GA	30554	United Stat	########
JC Alvarez	Cornelia	GA	30531	United Stat	########
Lisa Weave	Lula	GA	30554	United Stat	########
Kimberly H	Cornelia	GA	30531	United Stat	########
Kathryn M	Alto	GA	30510	United Stat	########
Tony Mosl	Athens	GA	30606	United Stat	########
Ima Slattor	Canton	GA	30114	United Stat	########
Lee McMic	Lula	GA	30554	United Stat	########
Valori Spar	Lithonia	GA	30058	United Stat	########
Crystal Hea	Hoschton	GA	30548	United Stat	########
Jaime Aller	Lawrencevi	GA	30043	United Stat	########

Stephen Pa	Clermont	GA	30527	United Stat	########
Janice Beal	Gainesville	GA	30501	United Stat	########
Stanley Ray	Lula	GA	30554	United Stat	########
Jenifer Reb	Atlanta	GA	30331	United Stat	########
Keith Mitch	Flowery Br	GA	30542	United Stat	########
Dale Hendl	Alto	GA	30510	United Stat	########
Patrick Ma	Gainesville	GA	30506	United Stat	########
Richard Ca	Washingto	DC	20001	United Stat	########
Kent Scarbı	Lula	GA	30554	United Stat	########
Tyler Wyat	Gainesville	GA	30506	United Stat	########
Sabrina Da	Gainesville	GA	30506	United Stat	########
Joe Brown	Flowery Br	GA	30542	United Stat	########
Hannah Till	Lawrencev	GA	30043	United Stat	########
Tammie La	Anderson	SC	29625	United Stat	########
CAROLINE .	Lula	GA	30554	United Stat	########
Marie Ivy	Gainesville	GA	30506	United Stat	########
Molly Watl	Lula	GA	30554	United Stat	########
Kirk Palme	Atlanta	GA	30340	United Stat	########
Ivette Calle	Jonesboro	GA	30236	United Stat	########
Cadyn Jone	Jefferson	GA	30549	United Stat	########
Mary Sue A	Cleveland	GA	30528	United Stat	########
Jessica Will	Cameron	NC	28326	United Stat	########
Blake Cain	Lula	GA	30554	United Stat	########
michael ha	toccoa	GA	30577	United Stat	########
Matthew J	Lula	GA	30554	United Stat	########
Stephanie I	Lula	GA	30554	United Stat	########
Crystal Carl	Gainesville	GA	30506	United Stat	########
Andrea Atk	Gainesville	GA	30506	United Stat	########
sush Guthil	Flowery Br	GA	30542	United Stat	########
Abigail Higl	Lula	GA	30554	United Stat	########
Antoine Ga	Gainesville	GA	30507	United Stat	########
Mary Johns	Atlanta	GA	30309	United Stat	########
Lucy Martı	Atlanta	GA	30315	United Stat	########
Taylor Mar	Atlanta	GA	30301	United Stat	########
Jared Mart	Atlanta	GA	30301	United Stat	########
Harper Crit	Gainesville	GA	30501	United Stat	########
Deanie Hay	Lula	GA	30554	United Stat	########
Elizabeth W	Maysville	GA	30558	United Stat	########
Alicia Webl	Cleveland	GA	30528	United Stat	########
Faith Banks	Atlanta	GA	30312	United Stat	########
Kim Frisbie	Gainesville	GA	30507	United Stat	########
James Chaf	Lula	GA	30554	United Stat	########
Eric Lomax	Gainesville	GA	30501	United Stat	########
Marie Barn	Walhalla	SC	29691	United Stat	########
Karen Kimk	Athens	GA	30606	United Stat	########
Tracey She	Gainesville	GA	30506	United Stat	########
Edward Hu	Loganville	GA	30052	United Stat	########

Savannah M	Gainesville	GA	30506	United Stat	########
Jessica Rod	Gainesville	GA	30506	United Stat	########
Bonnie Joh	Belmont	NC	28012	United Stat	########
Rizba Black	Liberty	SC	29657	United Stat	########
Steve Hooc	Lula	GA	30554	United Stat	########
April Weas	Gainesville	GA	30501	United Stat	########
Vivian Hilya	Watkinsville		30677	United Stat	########
Emma Nix	Young Harr	GA	30582	United Stat	########
william car	Lula	GA	30554	United Stat	########
Kirk Kenne	Lula	GA	30554	United Stat	########
Catherone	Lula	GA	30301	United Stat	########
bryan brav	Gainesville	GA	30506	United Stat	########
Jordan Dra	Clermont	GA	30527	United Stat	########
Kc Parker	Gainesville	GA	30504	United Stat	########
Debbie Kell	Winder	GA	30680	United Stat	########
karisa Evan	Atlanta	GA	30301	United Stat	########
Jaycee Patt	Atlanta	GA	30317	United Stat	8/3/2025
Peter Whit	Winder	GA	30680	United Stat	8/3/2025
Valerie Cof	Gainesville	GA	30507	United Stat	8/3/2025
Monica Hu	Gainesville	GA	30504	United Stat	8/3/2025
Tony Howa	Murrayville	GA	30564	United Stat	8/3/2025
Tami Ferrie	Cleveland	GA	30528	United Stat	8/3/2025
Kathy Donc	Flowery Br	GA	30542	United Stat	8/3/2025
Julia Henso	Lula	GA	30554	United Stat	8/3/2025
Courtney M	Cleveland	GA	30528	United Stat	8/3/2025
Phillip Mille	Gainesville	GA	30506	United Stat	8/3/2025
Vincent Do	Gainesville	GA	30507	United Stat	8/3/2025
Becky Broo	Hull	GA	30646	United Stat	8/3/2025
Tracy Yates	Flowery Br	GA	30542	United Stat	8/3/2025
Sarah Caru	Gainesville	GA	30504	United Stat	8/3/2025
Faith Brow	Snellville	GA	30039	United Stat	8/3/2025
Sanya Trag	Cleveland	GA	30554	United Stat	8/3/2025
Rebecca Sa	Gainesville	GA	30504	United Stat	8/3/2025
Amy Collin	Cleveland	GA	30528	United Stat	8/3/2025
Teresa Hul	Clermont	GA	30318	United Stat	8/3/2025
Jessie Pars	Lula	GA	30517	United Stat	8/3/2025
Bailey w.	Winder	GA	30680	United Stat	8/3/2025
Joselyn Lop	Winder	GA	30680	United Stat	8/3/2025
John Whitn	Clermont	GA	30527	United Stat	8/3/2025
Mary Zimm	Braselton	GA	30549	United Stat	8/3/2025
Chris Chaffi	Flowert Bra	GA	30561	United Stat	8/3/2025
Victoria Ro	Atlanta	GA	30324	United Stat	8/3/2025
Ron Smith	Clermont	GA	30547	United Stat	8/3/2025
Jill Davenp	Gainesville	GA	30506	United Stat	8/3/2025
Marsha Bla	Birminghar	AL	35226	United Stat	8/3/2025
Dawn Hitch	Flowery Br	GA	30542	United Stat	8/3/2025
Kris Hall	Lula	GA	30554	United Stat	8/3/2025

Emma Hall	Lula	GA	30554	United Stat	8/3/2025
Candy Pres	Atlanta	GA	30349	United Stat	8/3/2025
Wendy Sm	Gainesville	GA	30507	United Stat	8/3/2025
Randy Jenr	Flowery Br	GA	30542	United Stat	8/3/2025
Jennifer Str	Lula	GA	30554	United Stat	8/3/2025
Donna Star	Murrayville	GA	30564	United Stat	8/3/2025
Kasey Logg	Winder	GA	30680	United Stat	8/3/2025
Charlene P	Winder	GA	30680	United Stat	8/3/2025
Jeffery Dal	Gillsville	GA	30543	United Stat	8/4/2025
Paige Dale	Gainesville	GA	30543	United Stat	8/4/2025
Rhonda Kis	Philadelphi	PA	19107	United Stat	8/4/2025
Kenneth W	Miami	FL	33197	United Stat	8/4/2025
Victoria Elli	Braselton	GA	30517	United Stat	8/4/2025
carlos lope	Winder	GA	30680	United Stat	8/4/2025
Gietsy Rod	Beacon	NY	12508	United Stat	8/4/2025
Koleigh Tur	Atlanta	GA	30308	United Stat	8/4/2025
Ashton Sim	Atlanta	GA	30301	United Stat	8/4/2025
William Go	Flowery Br	GA	30542	United Stat	8/4/2025
Jill Cooper	Atlanta	GA	30315	United Stat	8/4/2025
Debie Mille	Braselton	GA	30517	United Stat	8/4/2025
Kim Anders	Flowery Br	GA	30542	United Stat	8/4/2025
Mark Wrigl	Gainesville	GA	30507	United Stat	8/4/2025
Arlene And	Flowery Br	GA	30542	United Stat	8/4/2025
Gwen Ivest	Clarkesville	GA	30523	United Stat	8/4/2025
Megan Pof	Gainesville	GA	30506	United Stat	8/4/2025
Michelle M	Lawrencevi	GA	30043	United Stat	8/4/2025
Chuck Aller	Lula	GA	30554	United Stat	8/4/2025
Brenda Nix	Flowery Br	GA	30542	United Stat	8/4/2025
Amber Sim	Lula	GA	30554	United Stat	8/4/2025
Scott Coop	Flowery Br	GA	30542	United Stat	8/4/2025
Jana Shimle	Gainesville	GA	30506	United Stat	8/4/2025
Denise Arn	Lula	GA	30554	United Stat	8/4/2025
Elizabeth D	Fayettevill	GA	30215	United Stat	8/4/2025
Tim. Ader	Atlanta	GA	30306	United Stat	8/4/2025
Roger Barb	Gainesville	GA	30507	United Stat	8/5/2025
Jay Patters	Clermont	GA	30527	United Stat	8/5/2025
Bryan Shun	Cleveland	GA	30528	United Stat	8/5/2025
Trey Benne	Decatur	GA	30035	United Stat	8/5/2025
Christina F	Flowery Br	GA	30542	United Stat	8/5/2025
elaine villa	lula	GA	30553	United Stat	8/5/2025
Peggy Hugl	Gainesville	GA	30501	United Stat	8/5/2025
Cathy Reed	Knoxville	TN	37914	United Stat	8/6/2025
Caroline Se	Atlanta	GA	30307	United Stat	8/6/2025
Kim Gray	Warner Ro	GA	31088	United Stat	8/6/2025
Brandi Will	Lula	GA	30554	United Stat	8/6/2025
Abby Brew	Gainesville	GA	30501	United Stat	8/6/2025
Kelli Colber	Flowery Br	GA	30542	United Stat	8/7/2025

Lou Hickma	Lula	GA	30554	United Stat	8/7/2025
Logan Beiz	Lula	GA	30554	United Stat	8/7/2025
Darla Davis	Lula	GA	30554	United Stat	8/7/2025
Lalita Unca	Gainesville	GA	30507	United Stat	8/7/2025
Glenn Coru	Gainesville	GA	30507	United Stat	8/7/2025
Kimberly A	Lula	GA	30554	United Stat	8/7/2025
April ballev	Lula	GA	30554	United Stat	8/7/2025
Dustin Grin	Atlanta	GA	30340	United Stat	8/7/2025
Anthony O	Lula	GA	30554	United Stat	8/7/2025
Amanda Be	Gainesville	GA	30506	United Stat	8/7/2025
Cindy McQ	Clarkesville	GA	30523	United Stat	8/7/2025
Annette Ba	Gainesville	GA	30507	United Stat	8/7/2025
Gretchen F	Atlanta	GA	30319	United Stat	8/7/2025
Felica Bank	Atlanta	GA	30319	United Stat	8/7/2025
Wanda Pat	Atlanta	GA	30345	United Stat	8/7/2025
Myreon Wi	Lula	GA	30554	United Stat	8/7/2025
Amy Jones	Lula	GA	30554	United Stat	8/7/2025
Sara Groov	Atlanta	GA	30306	United Stat	8/7/2025
melanie pe	Athens	GA	30606	United Stat	8/7/2025
Michael Or	Winder	GA	30680	United Stat	8/7/2025
Izak Sowar	Gainesville	GA	30504	United Stat	8/7/2025
Bonnie Cha	Atlanta	GA	30301	United Stat	8/7/2025
Tony Camp	Atlanta	GA	30309	United Stat	8/7/2025
Timothy M	Lula	GA	30554	United Stat	8/7/2025
Tommy Ca	Atlanta	GA	30342	United Stat	8/7/2025
Carley Wel	Cumming	GA	30028	United Stat	8/7/2025
Kathie Mar	Lula	GA	30554	United Stat	8/8/2025
Mark Brow	Monroe	GA	30655	United Stat	8/8/2025
Melinda Ha	Lula	GA	30554	United Stat	8/8/2025
Wanda Pirk	Lula	GA	30554	United Stat	8/8/2025
Kim Thurm	Atlanta	GA	30350	United Stat	8/8/2025
Ulissa Negr	Lula	GA	30554	United Stat	8/8/2025
MaryAnn A	Cleveland	GA	30528	United Stat	8/8/2025
Danielle St	Dahlonega	GA	30533	United Stat	8/8/2025
Alton Dinsr	Atlanta	GA	30317	United Stat	8/8/2025
Wendy Jor	Gainesville	GA	30506	United Stat	8/8/2025
Genny Dog	Lula	GA	30554	United Stat	8/8/2025
Carol Brow	Gainesville	GA	30507	United Stat	8/8/2025
Veola Carter				United Stat	8/8/2025
Roberta Sn	Gillsville	GA	30543	United Stat	8/8/2025
Walley Bre	Atlanta	GA	30316	United Stat	8/8/2025
George Lar	Anderson	SC	29621	United Stat	8/9/2025
Tina Arrow	Chicago	GA	30554	United Stat	8/9/2025
Jackie Hall	Gainesville	GA	30504	United Stat	8/9/2025
melissa che	Decatur	GA	30034	United Stat	8/9/2025
Stacey Mill	Flowery Br	GA	30542	United Stat	########
Kim Robert	Gainesville	GA	30506	United Stat	########

Dakota Buf	Murrayville	GA	30564	United Stat	########
Cassidy Ski	Gainesville	GA	30501	United Stat	########
William Ba	Gainesville	GA	30506	United Stat	########
Pam Rame	Gainesville	GA	30506	United Stat	########
Lisa Jennin	Gainesville	GA	30506	United Stat	########
Curtis Style	Clarkesville	GA	30523	United Stat	########
Chris Melto	Gainesville	GA	30507	United Stat	########
Kathleen V	Cornelia	GA	30531	United Stat	########
Pricilla Nin	Gillsville	GA	3043	United Stat	########
Lisa Pope	Atlanta	GA	30324	United Stat	########
Christy Hul	Demorest	GA	30535	United Stat	########
ann chamb	gainesville	GA	30507	United Stat	########
Shirley Cok	Flowery Br	GA	30542	United Stat	########
Mike Parke	Flowery Br	GA	30542	United Stat	########
Bob Johnsc	Flowery Br	GA	30542	United Stat	########
Diane Odel	Lula	GA	30554	United Stat	########
Wayne Car	Lula	GA	30554	United Stat	########
Stanley Wil	Lula	GA	30554	United Stat	########
Christina W	Gainesville	GA	30506	United Stat	########
Christina M	Clarkesville	GA	30523	United Stat	########
Bonnie Mu	Clarkesville	GA	30523	United Stat	########
Sadie Keny	Flowery Br	GA	30067	United Stat	########
Elizabeth C	Cleveland	GA	30528	United Stat	########
Ashley Tost	Gainesville	GA	30504	United Stat	########
Debra Apig	Cornelia	GA	30531	United Stat	########
Tiana Ford	Atlanta	GA	30327	United Stat	########
Miranda Pe	Cornelia	GA	30531	United Stat	########
Danielle Bu	Alto	GA	30554	United Stat	########
Chyanne Sc	Winder	GA	30680	United Stat	########
Michael Le	Atlanta	GA	30301	United Stat	########
Kaleena Zir	Lula	GA	30554	United Stat	########
Lauren Lee	Gillsville	GA	30543	United Stat	########
James Mer	Cornelia	GA	30531	United Stat	########
Tyler Breat	Norcross	GA	30093	United Stat	########
amy (woml	Baldwin	GA	30511	United Stat	########
Christy Tits	Gillsville	GA	30543	United Stat	########
Callie Paca	Lula	GA	30554	United Stat	########
Tom Lord	Atlanta	GA	30510	United Stat	########
Karen Ketc	Atlanta	GA	30338	United Stat	########
Laurie Step	Atlanta	GA	30319	United Stat	########
traci banks	Commerce	GA	30529	United Stat	########
Rich Blaske	Gillsville	GA	30543	United Stat	########
Josh Silvers	Monroe	GA	30655	United Stat	########
Travis Grie	Gainesville	GA	30504	United Stat	########
William Olr	Cleveland	GA	30528	United Stat	########
Justin Benr	Winder	GA	30565	United Stat	########
Daniel Krei	Gainesville	GA	30506	United Stat	########

Patrick Mcl	Clarkesville	GA	30523	United Stat	########
Carrie Lewi	Appleton	WI	54914	United Stat	########
Freida Allei	Clarkesville	GA	30523	United Stat	########
Stacia Kapp	Marietta	GA	30067	United Stat	########
Natasha W	Atlanta	GA	30301	United Stat	########
Bobby Cha	Dahlonega	GA	30533	United Stat	########
Cyndee Ric	Bowman	GA	30624	United Stat	########
Betty Cryde	Toccoa	GA	30521	United Stat	########
Amanda He	Commerce	GA	30530	United Stat	########
Rhonda Ma	Stone Mou	GA	30083	United Stat	########
Nicole Turp	Gillsville	GA	30543	United Stat	########
Damon Lyo	Auburn	GA	30011	United Stat	########
A J Nix	Clermont	GA	30527	United Stat	########
Shane Eisel	Alto	GA	30510	United Stat	########
Tammy Wa	Homer	GA	30547	United Stat	########
Marissa Tri	Clarkesville	GA	30523	United Stat	########
Anne Holifi	Pendergras	GA	30567	United Stat	########
Kimber Du	Gainesville	GA	30507	United Stat	########
Renee Self	Jacksonvill	FL	32255	United Stat	########
Teresa Wat	Gainesville	GA	30506	United Stat	########
Melissa Ha	Winder	GA	30680	United Stat	########
Benjamin C	Maysville	GA	30680	United Stat	########
Jenn Cullur	Maysville	GA	30558	United Stat	########
Susan Clark	Gainesville	GA	30504	United Stat	########
Marylea Lu	Gainesville	GA	30506	United Stat	########
Juan Willia	Lula	GA	30554	United Stat	########
Cheryl Har	Gainesville	GA	30506	United Stat	########
Jason Koryi	Clermont	GA	30527	United Stat	########
Whitney Br	Cleveland	GA	30528	United Stat	########
John Dunst	Gainesville	GA	30501	United Stat	########
Erin Hayes	Clarkesville	GA	30523	United Stat	########
Rena Fowle	Lula	GA	30554	United Stat	########
William Hig	Cornelia	GA	30531	United Stat	########
Mindy Simi	Braselton	GA	30517	United Stat	########
Ryan Giese	Lawrencevi	GA	30043	United Stat	########
Kellie Weel	Lula	GA	30554	United Stat	########
Scott Willia	Clarkesville	GA	30523	United Stat	########
Alisha Dove	Gainesville	GA	30507	United Stat	########
Roger Mad	Gainesville	GA	30501	United Stat	########
Charlotte H	Lula	GA	30554	United Stat	9/8/2025

AGENDA ITEM

Public Hearing to amend Hall County's Zoning Map as follows:

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 519/2025

SUBJECT: **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | Commission District 3 | **Katherine Kesterson, applicant**

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: BG

Recommendation:
Approval

Purpose of Request:
7051 Ransom Free Road | Rezone | from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | Commission District 3 | **Katherine Kesterson, applicant**

History:

Facts and Issues:

Options:

Funding Requested	$ 0.00
Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Attorney	Administration
KE	BG	JL	CR
Clerk			
JR			

Attachments:
Board Memo
Recommendation Report
Application
Narrative
Site Plan
Plat
Maps
Renderings
Deed
Environmental Health Comment
GDOT Comment
Public Works Comment
Fire Comment
Tax Assessors Comment
Notice Sign

Hall County Government
PLANNING AND ZONING

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | f: 770.531.3902

PLANNING AND ZONING
DIRECTOR
Beth Garmon

To: David Gibbs, Chairman
Kathy Cooper, District 1 Commissioner
Billy Powell, District 2 Commissioner
Gregg Poole, District 3 Commissioner
Jeff Stowe, District 4 Commissioner

From: Beth Garmon, Director of Planning & Zoning

Date: August 25, 2025

Subject: **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract| Zoned AR-1; Tax Parcel 11001 000003A **| Proposed use: Second dwelling| Katherine Kesterson, applicant**

The request before you is from Katherine Kesterson to rezone from Agricultural Residential 1 (AR-1) to Agricultural 1 (AG-1) for a second dwelling. This item is located within Commission District 3.

At their August 4, 2025 meeting, the Hall County Planning Commission voted to recommend **approval (5-0).**

Staff recommendation: **Approval,** as the proposed zoning is consistent with the "Rural Neighborhood" future land use classification within the Comprehensive Plan.

There were **no comments submitted** in advance of the Planning Commission meeting and **no one spoke in opposition during the public hearing.**

HALL COUNTY PLANNING COMMISSION
RECOMMENDATION REPORT

Applicant ..... Katherine Kesterson

Request ..... **Rezone** | from Agricultural Residential 1 (AR-1) to Agricultural (AG-1)

Proposed Use ..... Second dwelling

Size ..... 15.45± acres

Zoning ..... **Current:** Agricultural Residential 1 (AR-1) | **Proposed:** Agricultural (AG-1)

Location ..... **7051 Ransom Free Road |** Tax Parcel 11001 000003A

Commission District ..... Three

Planning Commission Date ..... August 4, 2025

Staff Recommendation ..... **Approval,** as the proposed zoning is consistent with the "Rural Neighborhood" future land use classification within the Comprehensive Plan

Record Number(s) HZON25-0033

Planning Commission Recommendation .....Approval

Vote: 5-0

Excerpts from the minutes of the August 4, 2025 meeting

Applicant's Presentation:

Katie Greenway, Planning and Zoning Administrator, presented a summary of the request.

Pat Garner, 81 Crowne Pointe, Dawsonville, presented the request. The applicant is requesting to rezone the subject property from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) to allow for the addition of a second single-family dwelling on the subject parcel. The subject property is currently developed with a single-family residence (HRNEW23-0606). The property has a creek running along the western property

line, which requires a 50 foot undisturbed buffer and a 75 foot impervious setback. This area is also impacted by the County Studied and FEMA Flood Zones. The application acknowledges the intention to adhere to all required stream buffer and flood zone restrictions.

Public Forum:

There were no comments in support or opposition.

***Motion:* A motion to approve was made by Stan Hunt and seconded by Frank Sosebee. Vote: 5-0**

Staff recommends APPROVAL of the applicant's requests.

Summary Analysis

The applicant is requesting to rezone the subject property from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) to allow for the addition of a second single-family dwelling on the subject parcel.

The subject property is currently developed with a single-family residence (HRNEW23-0606). The property has a creek running along the western property line, which requires a 50 foot undisturbed buffer and a 75 foot impervious setback. This area is also impacted by the County Studied and FEMA Flood Zones. Per the submitted site plan, the applicant will adhere to all required stream buffer and flood zone restrictions.

The surrounding properties are zoned and developed as outlined below:

North: Agricultural Residential 1 (AR-1): Developed with single-family residences.
South: Agricultural Residential 1 (AR-1): Developed with single-family residences.
East: Agricultural Residential 1 (AR-1): Vacant.
West: Agricultural Residential 1 (AR-1): Vacant.

Per the submitted narrative and the floor plans, the applicant proposes a barndominium-style residence totaling approximately 5,500 to 6,000 square feet to include a shop, office, and four bedrooms. A barndominium is a residential structure that combines a barn-style exterior with living space inside. The applicant has also indicated the potential for future accessory structures to be used for personal storage and agricultural activities. No variances have been requested as part of this application.

Water will be provided by private well and sanitary sewer services will be provided by on-site septic system.

Comprehensive Plan Land Use Designation

Based on the future land use plan, staff finds the requested zoning designation *is consistent* with the Hall County Comprehensive Plan future land use designation of "Rural Neighborhood" These areas should consist of active farms and agricultural enterprises and low-density, large-lot single-family

residential up to 0.75 dwellings per acre. These areas also consist of undeveloped lands likely to face development pressures for new residential or commercial development. Similar to Rural Agriculture, they should have deep setbacks and incorporate a high percentage of open space. Where it occurs, new development should preserve natural features, including tree canopy, waterways, and waterbodies.

Zoning Analysis

When considering a zoning amendment to the zoning maps, the Planning Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a. Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed Agricultural (AG-1) zoning district is consistent with the use, development, and zoning of adjacent and nearby properties.**

b. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed rezoning does not adversely affect the existing use or usability of adjacent residential properties.**

c. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property has reasonable economic use as currently zoned; however, the applicant cannot obtain a building permit for a second dwelling without rezoning to Agricultural (AG-1).**

d. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed rezoning is not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection public facilities, or emergency medical service. The property will be served by an onsite septic system and a private well.**

e. Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed use is consistent with the Comprehensive Plan and the intent of the Rural Neighborhood land use designation. The Rural Neighborhood designation envisions a density of 0.75 dwellings per acre. The proposed development has a density of 0.12 dwellings per acre.**

f. The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are diminished by the existing zoning restrictions.**

g. The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

h. The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i. The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The property is currently developed with a single-family residence (HRNEW23-0606).**

j. Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **The adoption of the Unified Development Code in 2024 established the Agricultural (AG-1) zoning district. This district allows up to two (2) dwelling units per parcel for properties 5 acres or larger.**

k. Whether the change would create an isolated district unrelated to the surrounding districts; **The Agricultural (AG-1) zoning district was established with the adoption of the UDC in November of 2024. As such, the rezoning of this property to Agricultural (AG-1) would not be considered an isolated district as the property meets the minimum acreage standards and meets the intent of the Hall County Comprehensive Plan. The surrounding properties are zoned Agricultural Residential (AR-1), which supports similar uses as the requested rezoning.**

l. Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m. Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **No, the request is not out of scale with the needs of the county as a whole.**

n. Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are no other properties within the county that are permitted to have a second dwelling unit, excluding Accessory Dwelling Units (ADU), without approval from the Board of Commissioners.**

o. Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request for rezoning could not be handled alternatively as a variance.**

p. Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q. Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

11.2.6.E - Submission requirements

1. Any person or persons requesting a change in the official zoning map or use subject to approval of the County Commission must file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in this Sec 11.2. to cover administrative and advertising costs, in the Planning and Zoning Department office. Such person or persons or their authorized agent must appear in person at the public hearing held to consider the district change. **The proposal meets the requirement. The applicant has paid the appropriate fees and understands that someone must be present at both the Hall County Planning Commission meeting and the voting meeting of the Hall County Board of Commissioners.**

2. All applications for a change of zoning classification or use subject to approval of the County Commission must include:

    a. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in this Sec. 11.2. **The proposal provides a narrative outlining the intent of the development; however, the applicant has not prepared a response to each of the criteria listed in 11.2.6.E.2.**

    b. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the Planning Commission and County Commission may evaluate the application based on the most intense possible land use permitted in the proposed district**. The proposal meets the requirement.**

    c. For any application for a slow rate land treatment system as defined in 7.6.9.D.1, additional requirements apply. **This standard is not applicable to the applicant's request**

    d. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study must be submitted prior to consideration of the application by the County Commission. At the applicant's expense, the traffic impact study must be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The Engineering Department must review the traffic impact study and forward any comments to the County Commission. **This standard is not applicable to the applicant's request.**

Development Support and Constraints

Hall County Environmental Health
In an email dated July 3, 2025, Emily McGahee stated "Must meet all residential permitting requirements."

Georgia Department of Transportation
In an email dated June 26, 2025, Nakia Nembhard Civil Engineer 3, stated that GDOT coordination is not required.

Hall County Public Works and Utilities
In a memorandum from Public Works and Utilities dated July 3, 2025, Director Bill Nash stated the following:

Engineering:
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Further subdivisions of these lots will result in the necessity of a stormwater management plan if the total number of lots reaches more than 6.Show FEMA and Hall County studied Flood plains that are present on site.

Traffic:
No comment

Utilities:
Hall County sewer area. No sewer in vicinity

Hall County Fire Marshal
In an email dated June 27, 2025, John Hornick, NPQ Fire Service Plans Examiner 1, stated, "Hall County Fire Marshal's Office comment: 1. Access to 2nd dwelling not shown on concept plan."

Hall County Tax Assessors
In an email dated June 26, 2025, Cher Melendez, Specialized Assessment Manager, stated, "2020 CUVA – TP reached out to CUVA for breach estimate in 2024."

PLANNING AND ZONING DEPARTMENT 2875
BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504 MAILING
ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503 t: 770-531-6809 |
f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

ZONING APPLICATION

Applicant (Name & Mailing Address)
Katherine Kesterson
81 Crown Pointe
Dawsonville, Ga 30534
Phone [redacted]
Email Address [redacted]

Property Owner (Name & Mailing Address)
Katherine Kesterson
81 Crown Pointe
Dawsonville Ga 30534
Phone [redacted]
Email Address [redacted]

Proposed Use AR-1 to AG-1 to accomodate a multi-generation primary residence

Contact Person (Name & Mailing Address)
Katherine Kesterson
81 Crown Pointe
Dawsonville, Ga 30534
Phone [redacted]
Email Address [redacted]

Status of Applicant
Y Owner
Y Option to Purchase
Y Area Resident
Y Other

Requested Action
Existing Zoning: AR-1
Rezone to: AG-1
Fee:$
Receipt #:
Check #:

Tax Parcel Number 11001 000003A
Acreage 15.446
Location Address 7051 Ransom Free Rd. Clermont, Ga 30527

I hereby certify that the above information and all attached information are true and correct.

Print: Katherine Kesterson Date: 6/6/25

Sign: Katherine Kesterson Date: 6/6/25

Applicant must complete all information above. Failure to complete this section will result in the refusal of the application. The Planning Department has 15 days to review all applications and will set the dates for each application. If the application is found insufficient, an agenda date will not be set until the required information is submitted. Please note that the Planning Commission and County Commission dates are tentative.

Application Withdrawal: I hereby **withdraw** the application.

Sign _____ Date: _____

Staff Use Only

Application Date: _____ Taken by: _____

Tentative Planning Commission Date: _____ Tentative County Commission Date: _____

County Commission District: _____

PLANNING AND ZONING DEPARTMENT 2875
BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504 MAILING
ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503 t: 770-531-6809 I
f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

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

(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

I hereby certify that I have read the above and that:

I have**_____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: Katie Kesterson Date: 6/05/25

Applicant's/Owner's Name (Printed): Katherine Kesterson

Rezoning Narrative: Agricultural Residential (AR-1) to Agricultural (AG)
Applicant: Katherine Kesterson
Property Location:7051 Ransom Free Rd Clermont, Ga 30527, Parcel #11001 000003A
Request: Rezoning from Agricultural Residential (AR-1) to Agricultural (AG) to accommodate a multi-generational homesite

1. Current Zoning and Overlay Districts

The subject property is currently zoned **Agricultural Residential (AR-1)**. To my knowledge, there are no additional overlay districts affecting this property. The AR-1 zoning currently allows for limited residential development, including one primary dwelling and accessory structures.

2. Proposed Use of the Property

The applicant proposes to rezone the property to **Agricultural (AG)** for the express purpose of establishing a **multi-generational homesite**, which includes:

- **Two primary residences**: One nearing the end of construction to be the primary residence for the applicant (permit # HRNEW23-0606), and a second to be constructed pending approval of re-zoning for the applicant's parents.
- The homes will be used for **private residential purposes only**.
- There will be **no commercial business** conducted from the property at this time.
- There may be **future accessory structures**, such as barns or outbuildings, intended solely for **personal use**, including storage of land maintenance equipment or housing of **farm animals** for non-commercial agricultural or hobby purposes.
- The intent is to preserve and maintain the **agricultural character** of the property while accommodating close family living.

3. Proposed Standards for Development

- **Use Restrictions**: The property will be limited to two primary residences and accessory uses customary to agricultural zoning. No business or industrial use is proposed.
- **Density**: The property will remain a single parcel with no proposed subdivision. Lot size exceeds minimum requirements for AG zoning at 15.446 total acres.
- **Number of Lots**: One lot; no division proposed.
- **Setbacks**: All new structures will comply with the setback requirements of the AG district, including front, side, and rear yard minimums. A site plan is included, but all sides of the proposed new structure will be a minimum of 100 feet or more from all property lines and other structures.
- **Outbuildings**: Any future barns or structures will comply with AG zoning standards and be located in accordance with setbacks and building codes.

4. Proposed Signs

- No signage is proposed as part of this rezoning request.
- If future signage is necessary for farm identification or safety, it will conform to all AG zoning signage standards and remain minimal in scale.

5. Proposed Lighting

- No commercial or high-intensity lighting is proposed.
- Lighting will be limited to **residential-grade outdoor lighting** for safety and visibility at night.
- Any future lighting will be **shielded and downward-directed** to minimize impact on neighboring properties and preserve rural night sky visibility.

6. Water and Waste Water Provisions

- **Water Supply**: The two residences will **share a single well** as allowed under local health and utility regulations.
- **Waste Water**: Each residence will have its **own septic system** designed, installed, and permitted in compliance with state and county health department requirements.

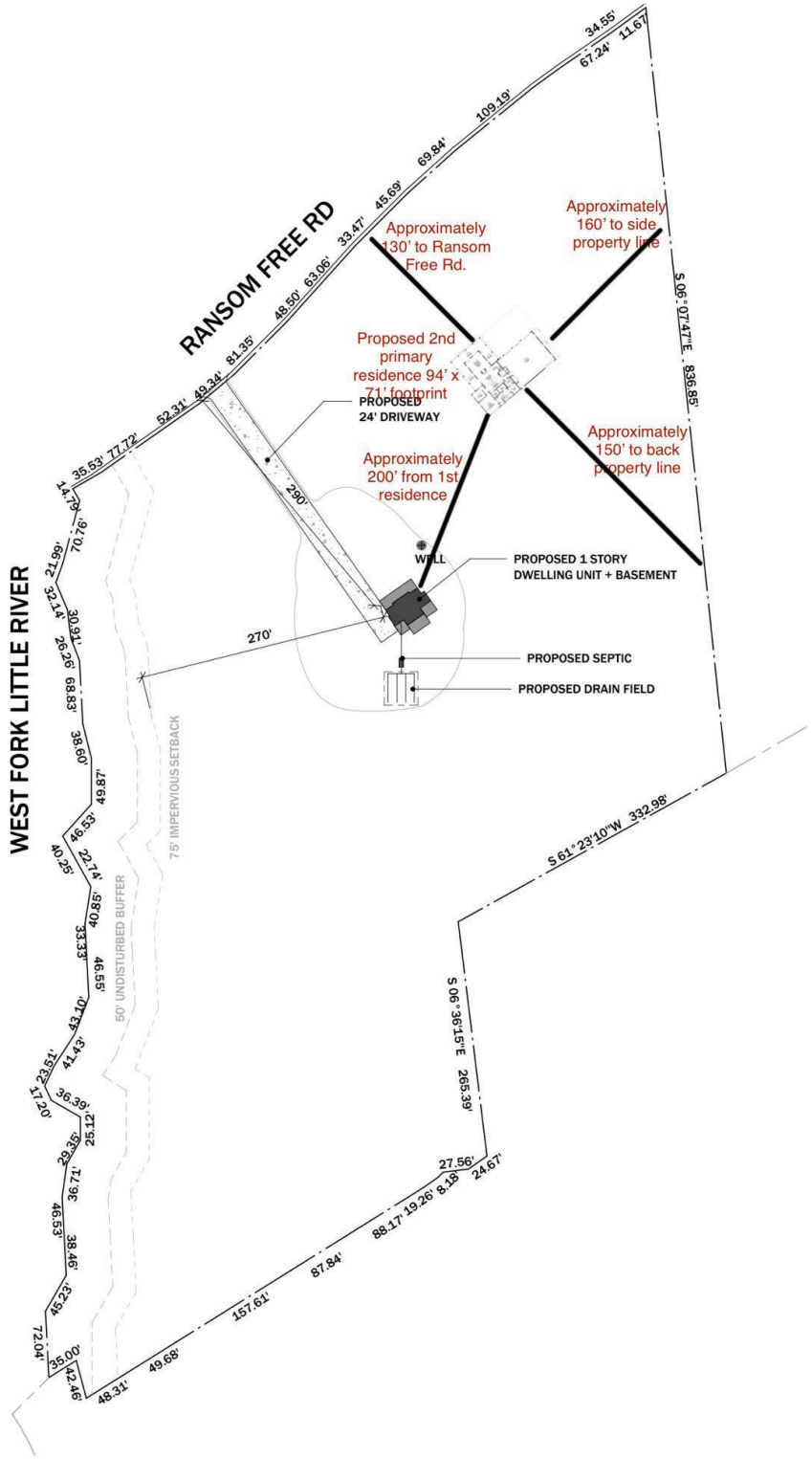
7. Buffering and Protection of Abutting Properties

- The property is surrounded by other large parcels of agricultural or rural residential land.
- The applicant intends to maintain **natural vegetation** and **open space buffers** where appropriate to ensure privacy and minimize visual impacts on neighbors.
- Any future structures will be sited to **respect adjoining land uses** and topography, preserving rural character and avoiding encroachment.

Summary

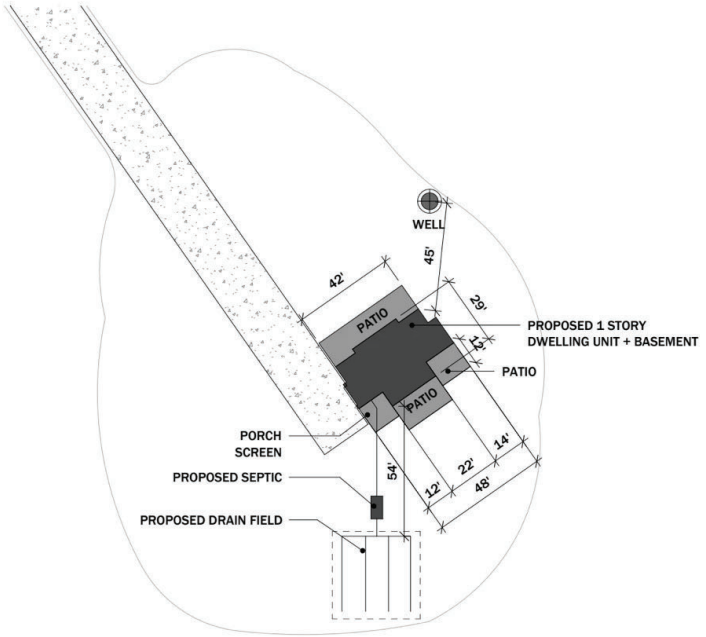
This rezoning request supports the goal of accommodating **multi-generational living** on a rural property in a way that aligns with the intent of Agricultural zoning. It promotes **family cohesion**, **rural land stewardship**, and **low-impact development**, while ensuring compliance with land use regulations and maintaining compatibility with the surrounding area.

SHEET SIZE 22" X 17"



1 **SITE PLAN**

SCALE: 1" = 100'-0"



2 **ENLARGED SITE PLAN**

SCALE: 1" = 40'-0"

N

0' 50' 100' 200' 400'

REVISION	DATE

PROJECT:
7051 Ransom Free Rd. Clermont, GA, 30527

SITE PLAN

SCALE: As indicated

08.04.2025 - Item 10

C-1

eFiled and eRecorded
DATE: 02/24/2023
TIME: 11:59 AM
PLAT BOOK: 883
PAGE: 132 - 132
FILING FEES: $10.00
PART ID: 6793028691
RECORDED BY: EAR
Charles Baker, C.S.C
Hall County, GA

ENGINEERING NOTES:

ANY STREAM OR STATE WATER LOCATED ON THIS PROPERTY MAY BE SUBJECT TO A 50 FEET UNDISTURBED NATURAL BUFFER AND A 75 FEET IMPERVIOUS SURFACE SETBACK (HALL COUNTY CODE: 8.170.070)

IF PROPERTY IS LOCATED IN THE NORTH OCONEE WATERSHED DISTRICT, THEN ADDITIONAL STREAM BUFFERS AND IMPERVIOUS SETBACKS MAY BE REQUIRED FOR COMPLIANCE (HALL COUNTY CODE 17.225.040)

A PORTION OF PARCEL 2 & 3 IS LOCATED IN A FLOOD HAZARD AREA AS SHOWN ON FLOOD INSURANCE RATE MAPS # 13139C0025G, DATED 04/04/2018, 13139C0025G, DATED 04/04/2018 & 13139C0077G, DATED 04/04/2018, HALL COUNTY, GEORGIA.

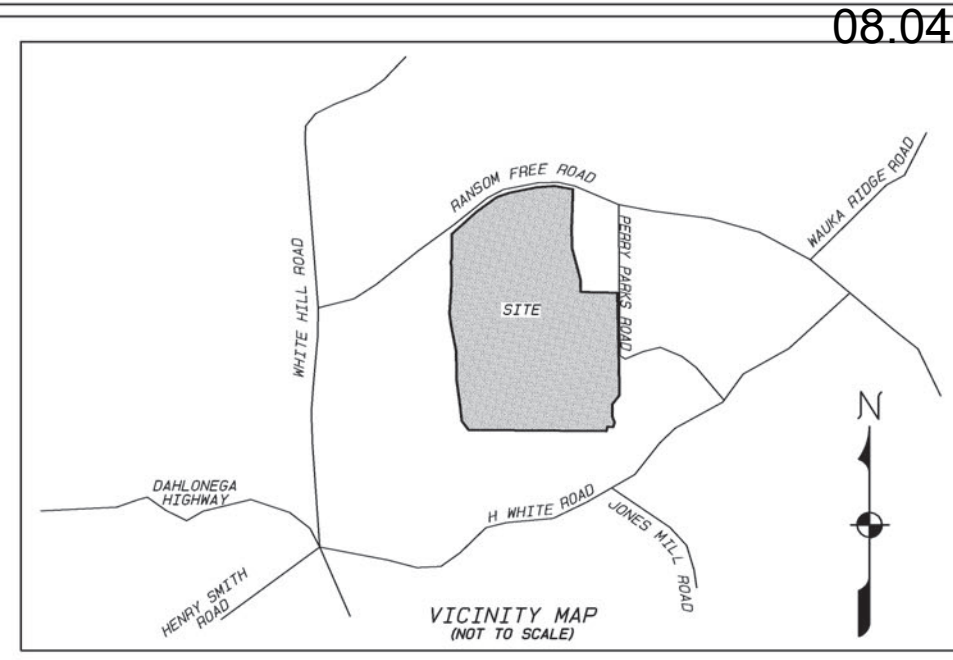
A PORTION OF PARCEL 2 & 3 IS LOCATED IN THE HALL COUNTY FUTURE FLOOD ZONE PER HALL COUNTY GIS.

IF RESIDENTIAL PROPERTY IS SUBDIVIDED INTO SEVEN LOTS OR MORE WITH ALL LOTS ACCESSING EXISTING HALL COUNTY, GEORGIA ROADS, THEN STORMWATER MANAGEMENT IS REQUIRED FOR COMPLIANCE. (HALL COUNTY CODE § 8.180.160)

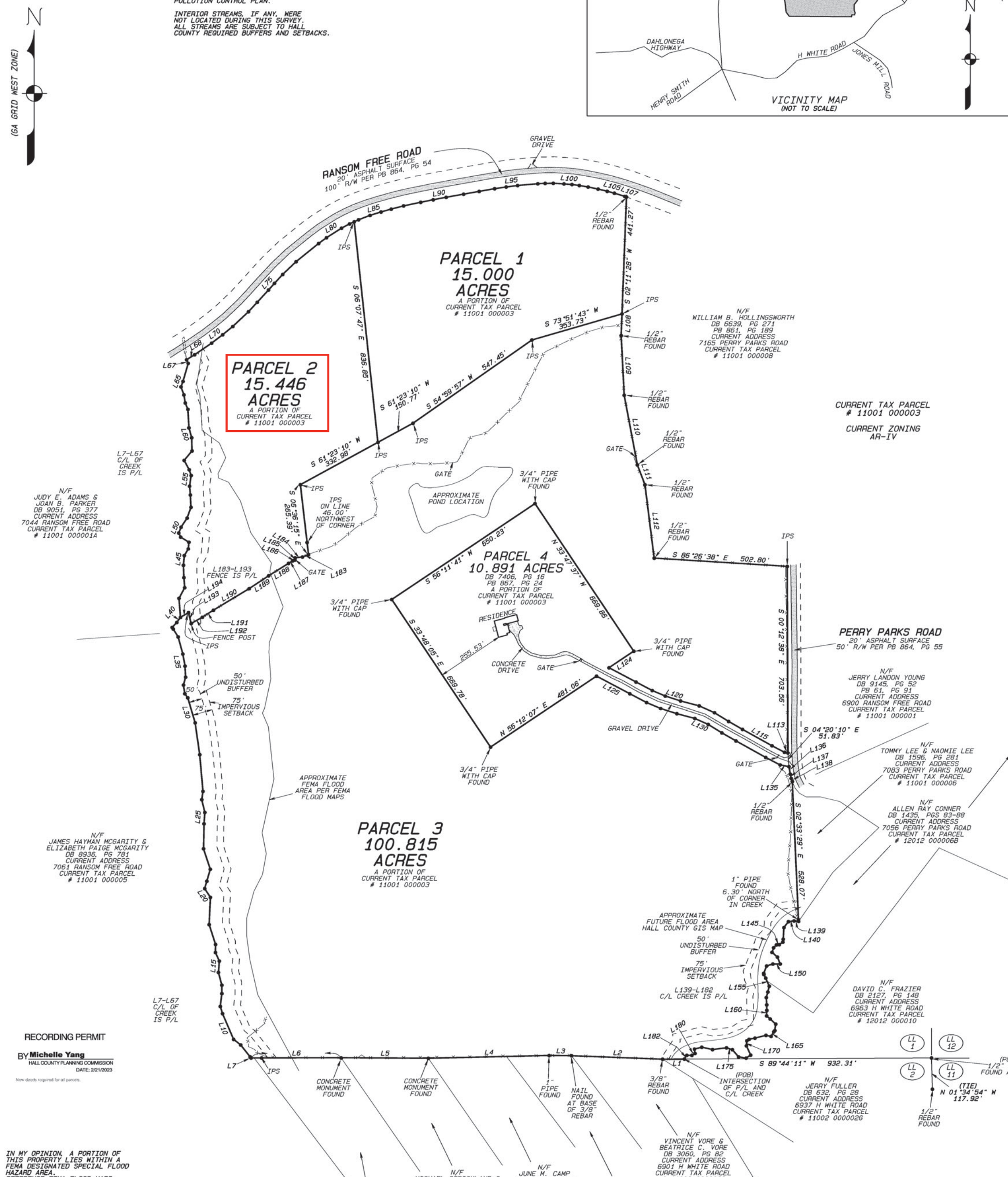
ALL DRIVEWAYS MUST MEET HALL COUNTY DRIVEWAY REGULATIONS PER CODE §12.40.

ALL LAND DISTURBANCE OVER ONE ACRE SHALL REQUIRE AN EROSION SEDIMENTATION POLLUTION CONTROL PLAN.

INTERIOR STREAMS, IF ANY, WERE NOT LOCATED DURING THIS SURVEY. ALL STREAMS ARE SUBJECT TO HALL COUNTY REQUIRED BUFFERS AND SETBACKS.



VICINITY MAP
(NOT TO SCALE)



RECORDING PERMIT
BY Michelle Yang
HALL COUNTY PLANNING COMMISSION
DATE: 2/21/2023
New deeds required for all parcels.

IN MY OPINION, A PORTION OF THIS PROPERTY LIES WITHIN A FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA.
REFERENCE FEMA FLOOD MAPS:
13139C0025G, DATED 04/04/2018,
13139C0025G, DATED 04/04/2018 &
13139C0077G, DATED 04/04/2018

THIS SURVEYOR DOES NOT GUARANTEE THAT ALL EASEMENTS AFFECTING THIS PROPERTY ARE SHOWN.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A POSITIONAL TOLERANCE NOT EXCEEDING 0.10 FOOT PER MONUMENTED LINE, AND WAS NOT ADJUSTED.
THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 323947+ FEET.

EQUIPMENT USED: TRIMBLE S6 ROBOTIC & CARLSON BRx7 GPS.

THIS SURVEY WAS PREPARED WITHOUT THE AID OF A TITLE SEARCH AND IS SUBJECT TO ANY AND ALL DISCLOSURES THAT A TITLE SEARCH MAY YIELD.

THIS SURVEY IS CERTIFIED SOLELY TO THE PARTY OR PARTIES NAMED HEREON.

UTILITIES WERE NOT LOCATED AS PART OF THE SCOPE OF THIS SURVEY

COUNTY ENGINEERS APPROVED Jason Skarda 2/22/2023 HALL COUNTY, GEORGIA

HALL COUNTY DEPT. OF PUBLIC HEALTH Emily McGahee 2/23/2023

Out Parcel: 13-5491
Lots 1 -3: See below

This property meets the lot size as required by the Hall County Board of Health. This lot has not been approved for an on site sewage management system. Suitable soils will be required prior to approval or issuance of an on site sewage system permit.

LL = LAND LOT
LLL = LAND LOT LINE
C/L = CENTER LINE
N/F = NOW OR FORMERLY
R/W = RIGHT OF WAY
P/L = PROPERTY LINE
U/P = UTILITY POLE
-E- = OVERHEAD WIRES
-X- = FENCE LINE
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE
CAB = PLAT CABINET
SL = SLIDE
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT

SCALE 1 INCH = 200 FEET
0' 200' 400' 600' 800'

LINE	BEARING	DISTANCE
L1	S89°44'11"W	82.08'
L2	N87°50'23"W	343.45'
L3	N89°24'34"W	84.50'
L4	S88°40'56"W	455.83'
L5	N89°36'31"W	328.87'
L6	S89°48'18"W	339.78'
L7	N38°27'50"W	5.75'
L8	N38°27'50"W	57.25'
L9	N51°55'48"W	34.02'
L10	N23°13'27"W	105.72'
L11	N17°12'12"W	28.20'
L12	N06°44'06"E	48.99'
L13	N00°04'28"W	31.67'
L14	N14°55'24"W	49.69'
L15	N04°31'17"E	42.89'
L16	N24°17'43"W	35.51'
L17	N00°40'51"E	30.47'
L18	N17°52'52"W	78.57'
L19	N02°37'54"E	102.77'
L20	N33°00'28"W	39.52'
L21	N16°06'50"E	29.02'
L22	N16°07'36"E	46.88'
L23	N18°10'10"W	81.52'
L24	N01°05'48"E	93.93'
L25	N04°03'54"E	43.05'
L26	N13°23'33"W	49.58'
L27	N08°12'22"E	31.67'
L28	N05°06'15"W	137.88'
L29	N08°13'00"W	121.33'
L30	N16°26'43"W	98.37'
L31	N35°42'06"W	18.96'
L32	N08°43'09"W	33.09'
L33	N14°59'37"E	30.66'
L34	N02°57'25"W	41.79'
L35	N10°14'04"W	46.31'
L36	N15°20'59"W	66.88'
L37	N31°57'57"W	35.02'
L38	N31°57'57"W	7.36'
L39	N42°51'16"E	25.53'
L40	N36°00'26"E	23.62'
L41	N04°22'36"W	72.04'
L42	N28°10'19"E	45.23'
L43	N04°20'10"W	38.46'
L44	N02°13'34"W	46.53'
L45	N05°08'20"E	36.71'
L46	N30°46'05"E	29.35'
L47	N05°11'49"E	25.12'
L48	N58°09'52"W	36.39'
L49	N25°04'25"W	17.20'
L50	N21°20'20"E	23.51'
L51	N33°41'13"E	41.43'
L52	N19°45'38"E	43.10'
L53	N02°52'52"W	46.55'
L54	N05°20'02"W	33.33'
L55	N08°36'43"E	40.85'
L56	N18°45'05"W	22.74'
L57	N28°23'34"W	40.25'
L58	N39°54'45"E	46.53'
L59	N01°38'15"W	49.87'
L60	N15°49'43"W	38.60'
L61	N03°02'32"W	69.83'
L62	N22°33'30"W	26.26'
L63	N09°37'17"W	30.91'
L64	N19°54'23"W	32.14'
L65	N20°39'02"E	21.99'
L66	N15°57'53"E	70.76'
L67	N24°02'55"W	14.79'
L68	N58°08'48"E	35.53'
L69	N55°38'50"E	77.72'
L70	N52°43'23"E	52.31'
L71	N50°52'37"E	49.34'
L72	N46°41'59"E	81.35'
L73	N42°55'58"E	48.50'
L74	N42°26'51"E	63.06'
L75	N41°53'47"E	33.47'
L76	N42°52'21"E	45.69'
L77	N46°20'07"E	69.84'
L78	N51°06'58"E	109.19'
L79	N53°39'12"E	36.66'
L80	N57°37'22"E	67.24'
L81	N61°56'17"E	34.55'
L82	N65°16'11"E	19.24'
L83	N65°16'57"E	17.98'
L84	N69°11'30"E	46.40'
L85	N72°42'18"E	43.33'
L86	N74°24'41"E	39.94'
L87	N75°19'56"E	48.05'
L88	N78°02'21"E	65.96'
L89	N78°43'38"E	48.20'
L90	N79°13'21"E	49.85'
L91	N79°49'40"E	66.82'
L92	N79°56'28"E	59.36'
L93	N79°55'30"E	59.43'
L94	N81°47'35"E	44.05'
L95	N82°33'00"E	43.48'
L96	N85°02'21"E	76.26'
L97	N86°52'55"E	27.83'
L98	N89°28'49"E	30.76'
L99	S86°49'51"E	40.49'
L100	S85°31'04"E	30.16'
L101	S82°26'00"E	27.98'
L102	S80°01'07"E	33.77'
L103	S78°29'47"E	38.15'
L104	S76°17'49"E	35.55'
L105	S75°01'11"E	27.89'
L106	S72°53'07"E	41.12'
L107	S71°08'24"E	6.75'
L108	S02°11'28"W	81.62'
L109	S02°53'56"E	225.34'
L110	S10°41'09"E	267.47'
L111	S20°58'25"E	80.04'
L112	S07°10'35"E	279.08'
L113	N79°03'03"W	13.05'
L114	N62°33'19"W	53.37'
L115	N60°56'25"W	127.10'
L116	N60°16'03"W	60.28'
L117	N58°16'10"W	62.84'
L118	N65°55'45"W	63.02'
L119	N75°07'08"W	72.83'
L120	N72°18'03"W	60.59'
L121	N66°59'53"W	53.33'
L122	N62°21'29"W	69.25'
L123	N62°08'18"W	114.85'
L124	N56°12'07"E	112.27'
L125	S62°08'18"E	141.92'
L126	S62°21'29"E	71.37'
L127	S66°59'53"E	57.67'
L128	S72°18'03"E	64.14'
L129	S75°07'08"E	70.04'
L130	S65°55'45"E	55.65'
L131	S58°16'10"E	60.36'
L132	S60°16'03"E	61.45'
L133	S60°56'25"E	128.10'
L134	S62°33'19"E	61.31'
L135	S79°03'03"E	33.97'
L136	S09°56'45"E	27.41'
L137	S12°39'18"E	16.80'
L138	S20°17'20"E	12.35'
L139	N84°03'23"W	17.33'
L140	S82°34'03"W	21.23'
L141	S37°05'34"W	28.22'
L142	S03°19'48"W	43.82'
L143	S07°35'31"W	11.03'
L144	S55°11'27"W	16.59'
L145	S83°43'31"W	10.82'
L146	S44°51'17"W	14.82'
L147	S18°54'39"W	18.50'
L148	S48°49'54"E	27.10'
L149	S21°45'03"E	27.87'
L150	S89°21'03"W	27.60'
L151	S72°40'32"W	24.63'
L152	S21°40'15"W	29.84'
L153	S08°04'12"E	4.75'
L154	S27°19'47"E	15.11'
L155	S23°47'29"E	33.07'
L156	S13°22'56"W	22.57'
L157	S15°50'06"W	21.72'
L158	S03°21'48"E	27.65'
L159	S01°06'11"E	20.78'
L160	S02°15'59"W	20.91'
L161	S49°04'07"E	17.78'
L162	S47°16'19"E	28.43'
L163	S07°45'29"W	24.70'
L164	S39°33'12"W	6.10'
L165	S30°51'20"W	19.95'
L166	N78°24'32"W	19.91'
L167	S75°34'45"W	42.72'
L168	S78°29'57"W	22.82'
L169	S56°28'40"W	10.07'
L170	S04°27'50"W	18.90'
L171	S24°38'21"E	38.49'
L172	S56°19'16"W	20.47'
L173	N80°38'09"W	29.04'
L174	N40°48'27"W	35.47'
L175	N72°08'25"W	23.24'
L176	S82°47'15"W	53.31'
L177	N77°25'36"W	41.55'
L178	S75°17'11"W	28.47'
L179	S06°51'50"E	16.29'
L180	S58°23'02"W	13.73'
L181	N89°46'50"W	19.16'
L182	S33°14'55"W	16.98'
L183	S67°52'57"W	24.67'
L184	S83°29'06"W	27.56'
L185	S07°55'37"W	8.32'
L186	S70°11'23"W	8.18'
L187	S59°04'08"W	19.26'
L188	S58°00'39"W	88.17'
L189	S56°31'03"W	87.84'
L190	S58°54'39"W	157.61'
L191	S57°33'02"W	49.68'
L192	S60°37'36"W	48.31'
L193	N13°49'33"W	42.46'
L194	S59°23'32"W	35.00'

AS REQUIRED BY SUBSECTION (D) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

LSF # 1074: ALTASURV LLC dba
GEOIMAGE
LAND SURVEYING, LAND PLANNING & DESIGN
21 ENOTA STREET, DAHLONEGA, GA 30533
PHONE: (706) 864-7298

GEORGIA PROFESSIONAL LAND SURVEYOR RLS #2821 JOHN T. GASTON

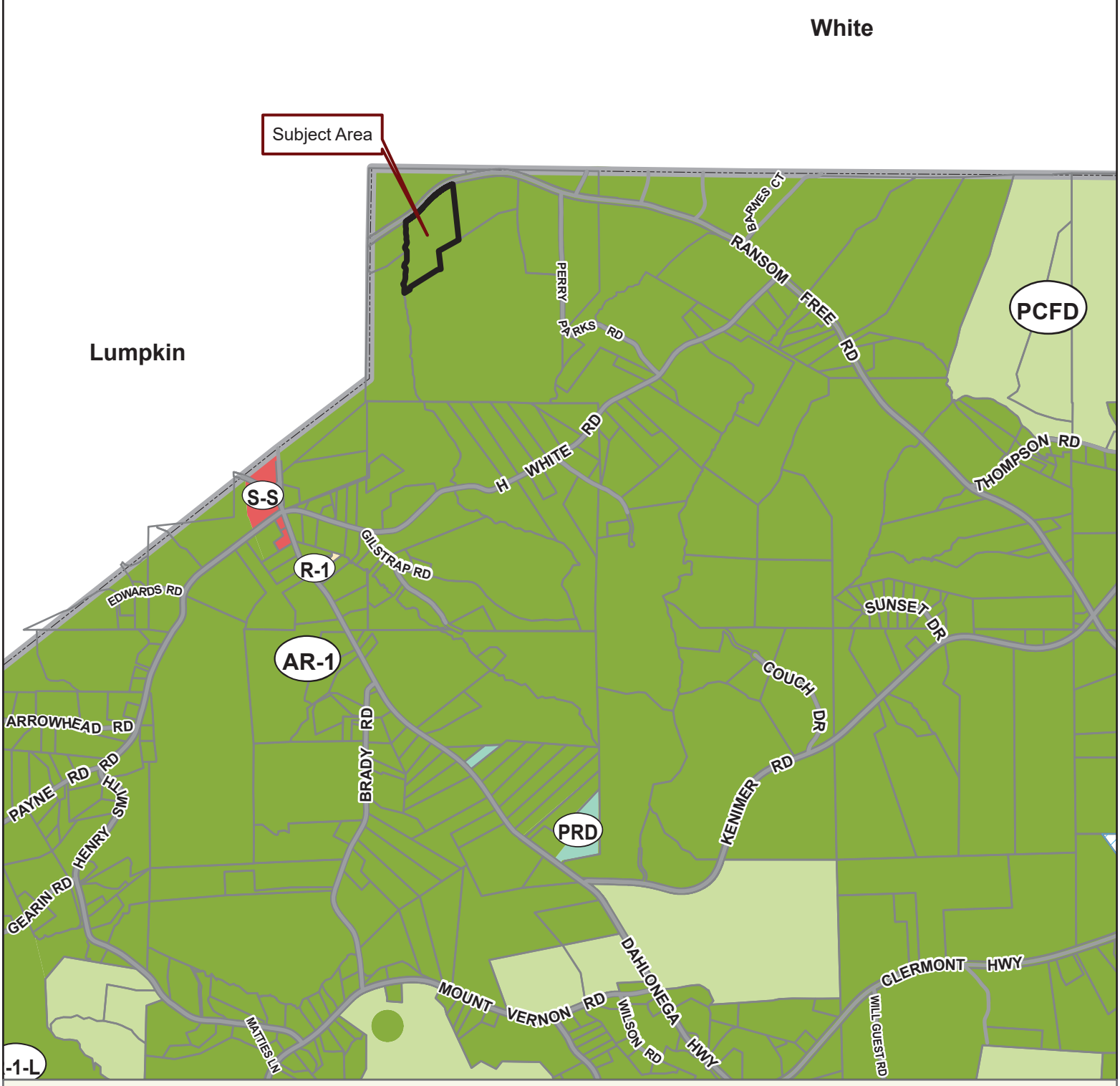
NOTES:

PLAT DATE: FEBRUARY 16, 2023
FIELD DATES: JANUARY 1-19, 2023
FIELD CREW: PDA/SM/MT/JS/JH
DRAWN BY: JDH
DRWG FILE: HUNT GPS
JOB #4819

PLAT OF PARCEL DIVISION FOR:

BRENDON P. PARKS

LAND LOT 1, 11TH DISTRICT
HALL COUNTY, GEORGIA

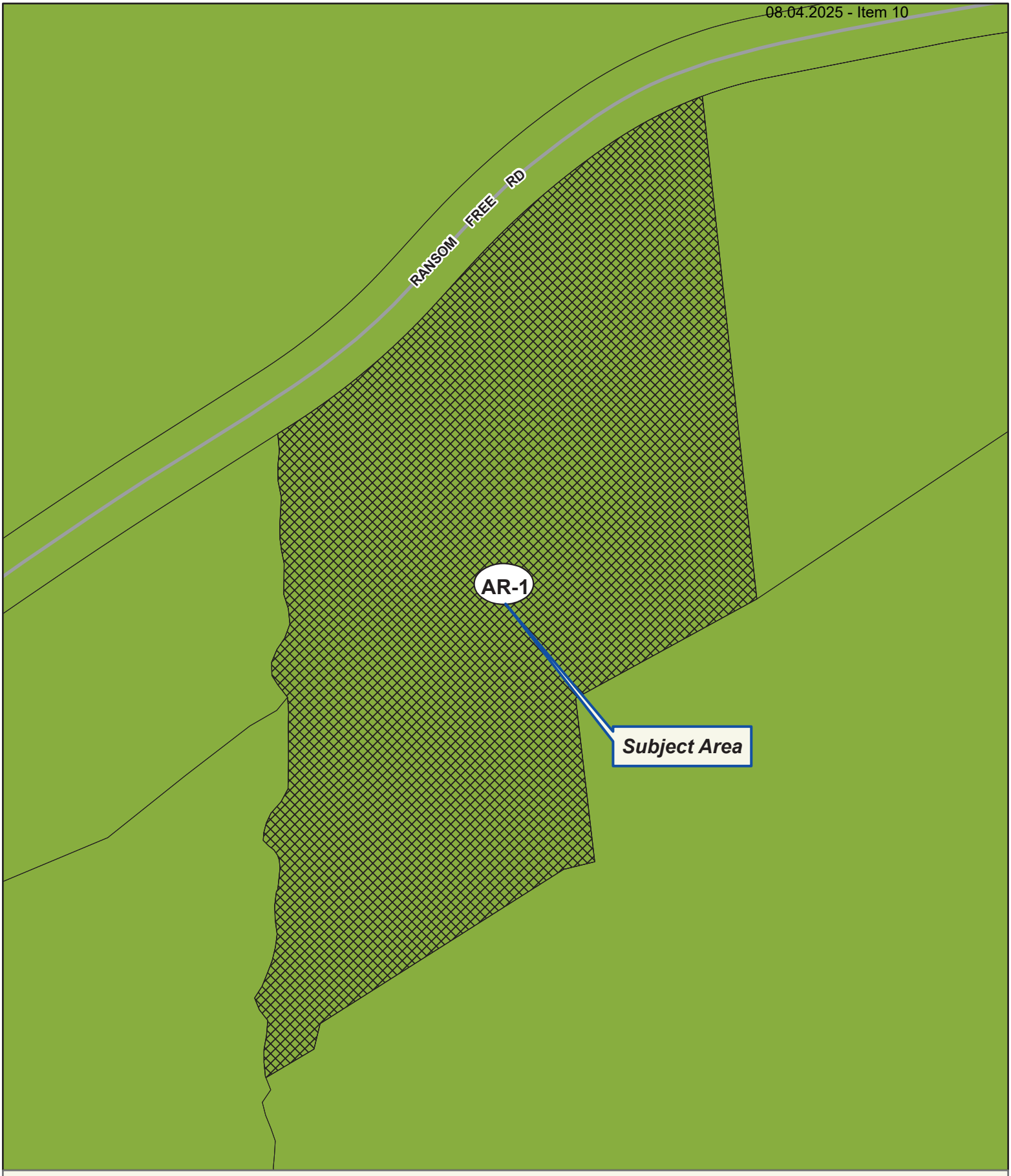


Applicant: KATHERINE KESTERSON
Tax Parcel #: 11001 000003A
Location: 7051 RANSOM FREE ROAD, CLERMONT, GA 30527
Commission District 3 **PC Mtg. Date: 08/04/2025**

0 500 1,000 2,000
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N

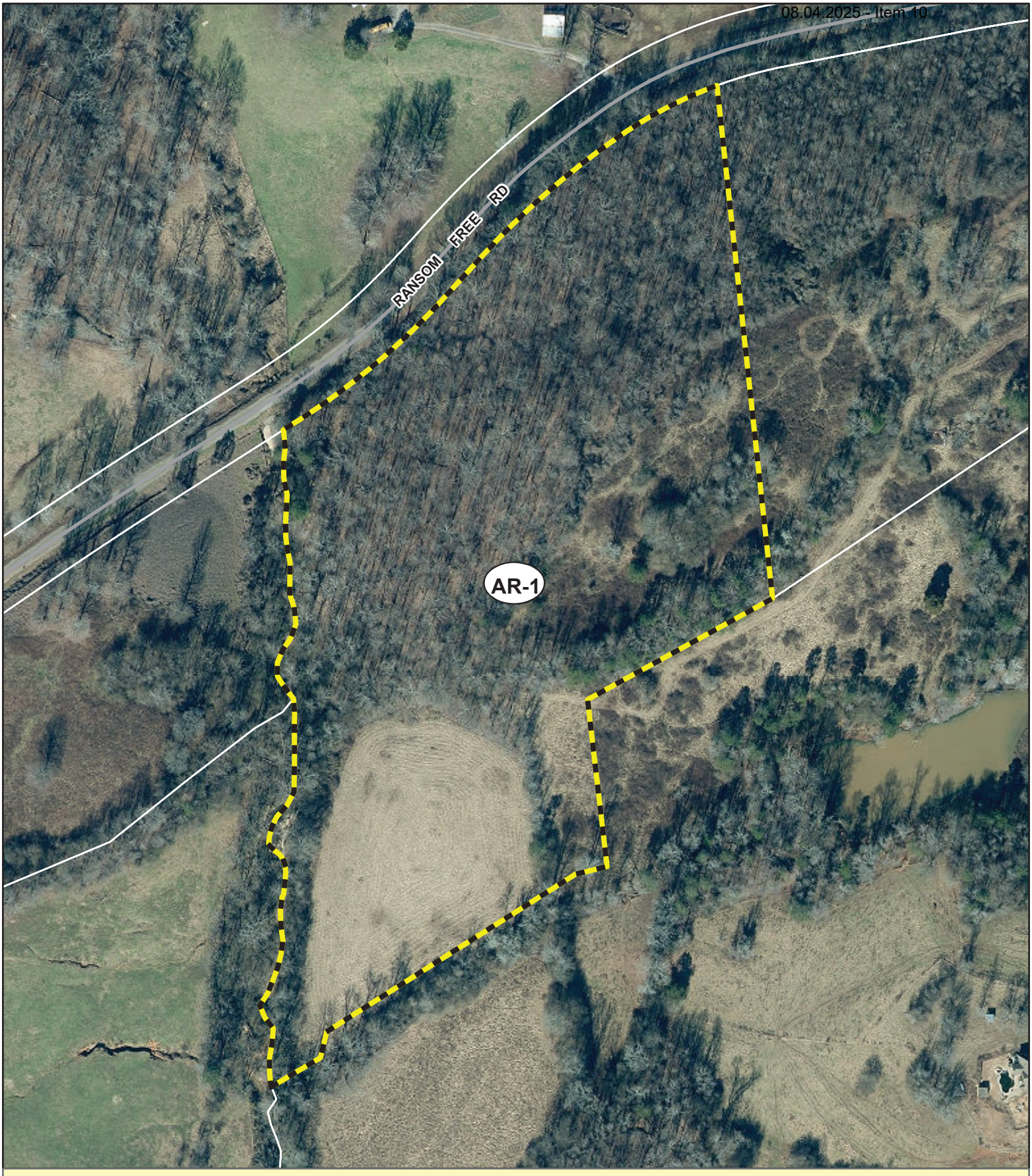


Applicant: KATHERINE KESTERSON
Tax Parcel #: 11001 000003A
Location: 7051 RANSOM FREE ROAD, CLERMONT, GA 30527
Commission District 3 **PC Mtg. Date: 08/04/2025**

0 50 100 200
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N



Applicant: KATHERINE KESTERSON
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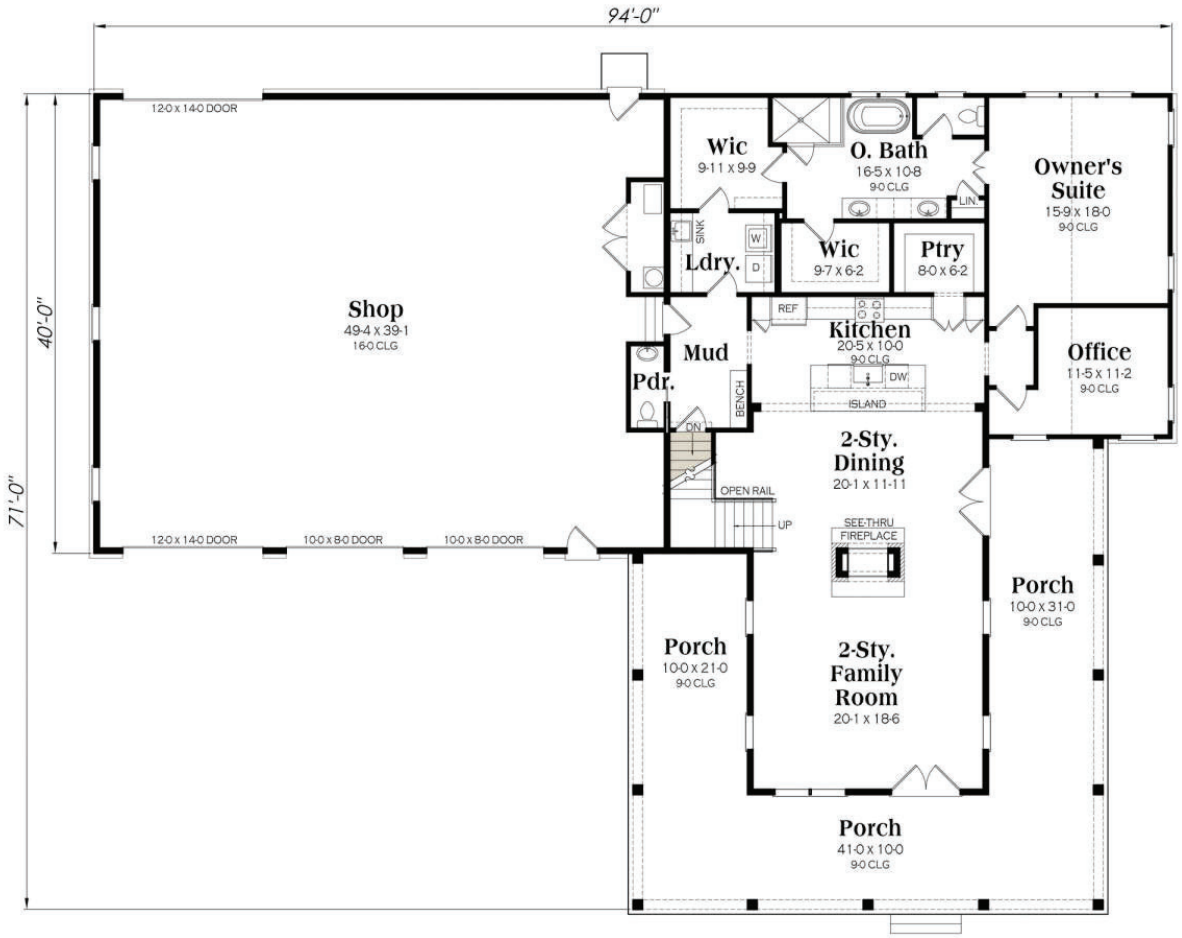
0 50 100 200
Feet

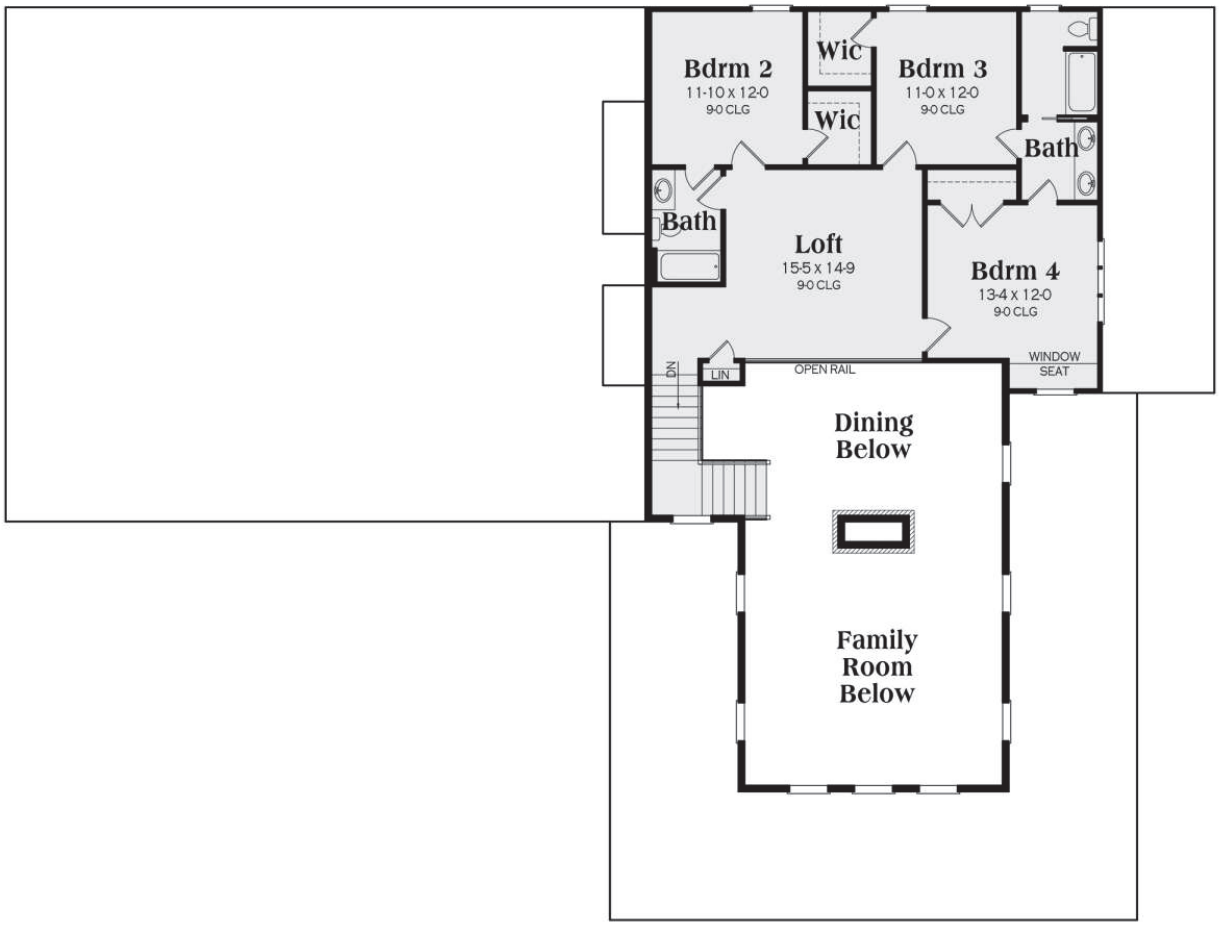
Zoning Boundary
City Limits
Subject Area

N






94'-0"
71'-0"
40'-0"
12-0 x 14-0 DOOR
10-0 x 8-0 DOOR
10-0 x 8-0 DOOR
Shop
49-4 x 39-1
16-0 CLG
Wic
9-11 x 9-9
O. Bath
16-5 x 10-8
9-0 CLG
LIN
Owner's Suite
15-9 x 18-0
9-0 CLG
SINK
W
D
Ldry.
Wic
9-7 x 6-2
Ptry
8-0 x 6-2
REF
Kitchen
20-5 x 10-0
9-0 CLG
DW
ISLAND
Mud
Pdr.
BENCH
Office
11-5 x 11-2
9-0 CLG
DN
OPEN RAIL
UP
2-Sty.
Dining
20-1 x 11-11
SEE-THRU
FIREPLACE
Porch
10-0 x 31-0
9-0 CLG
Porch
10-0 x 21-0
9-0 CLG
2-Sty.
Family
Room
20-1 x 18-6
Porch
41-0 x 10-0
9-0 CLG


Bdrm 2
11-10 x 12-0
9-0 CLG
Wic
Wic
Bdrm 3
11-0 x 12-0
9-0 CLG
Bath
Bath
Loft
15-5 x 14-9
9-0 CLG
Bdrm 4
13-4 x 12-0
9-0 CLG
WINDOW SEAT
DN
LIN
OPEN RAIL
Dining
Below
Family
Room
Below



1 / A5 ELEVATION-A
SCALE 1/4" = 1'-0"

ELEVATION - A



1 / A5 ELEVATION-C
SCALE 1/4" = 1'-0"

ELEVATION - C

A-5

SCALE
DATE

DWG NO:
REVISION

CLIENT NAME:
DRAWING TITLE
ELECTRIC PLAN

ADDRESS

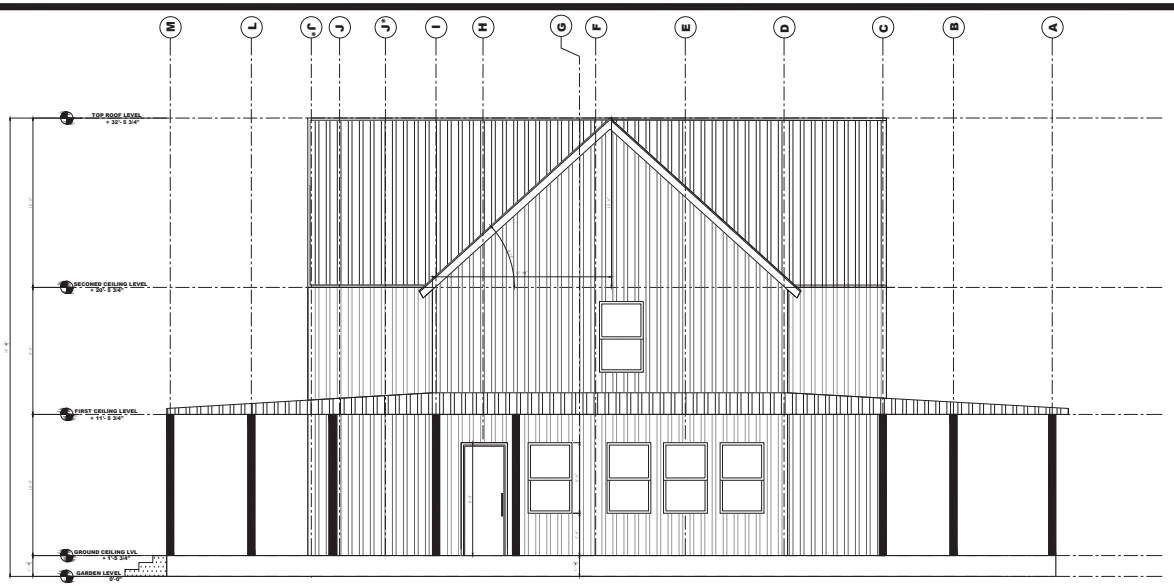
WARNING

THESE PLANS AND THE DESIGNS ARE THE SOLE PROPERTY OF FORESIGHTCAD STUDIO. THESE PLANS MAY NOT BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF FORESIGHTCAD STUDIO. UNAUTHORIZED USE SHALL INVITE A CLAIM FOR COMPENSATION. THE USE BY ANY PERSON OR FIRM OF THESE PLANS OR ANY PART THEREOF SHALL NOT IN ANY WAY SUBJECT FORESIGHTCAD STUDIO TO ANY COST OR DAMAGES FOR ANY ERROR OR OMISSION CONTAINED THEREIN.

..\logo1.jpeg

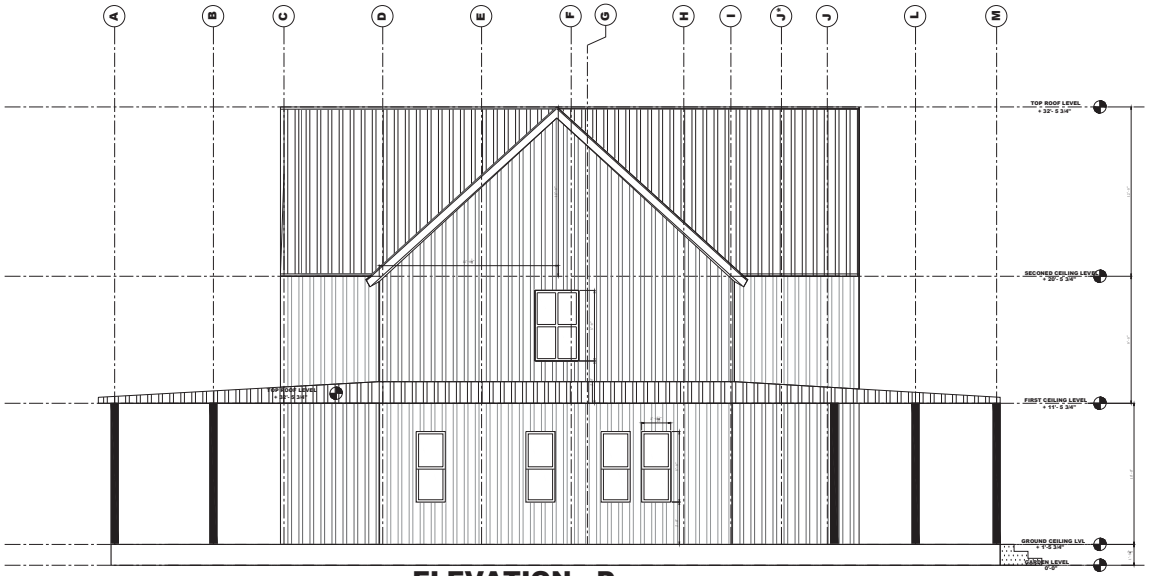
DRAWINGS PROVIDED BY:
FORESIGHTCAD
STUDIO@GMAIL.COM

08.04.2025 - Item 10



1 / A5 ELEVATION-B
SCALE 1/4" = 1'-0"

ELEVATION - B



1 / A5 ELEVATION-D
SCALE 1/4" = 1'-0"

ELEVATION - D

A-5

SCALE

DATE

DWG NO:

REVISION

CLIENT NAME:

DRAWING TITLE
ELECTRIC PLAN

ADDRESS

WARNING
THESE PLANS AND THE DESIGNS ARE TAKE IDEA PROPERTY OF FORESIGHTCAD STUDIO AND SHALL NOT BE REPRODUCED OR USED IN ANY FORM WITHOUT THE WRITTEN PERMISSION OF FORESIGHTCAD STUDIO. UNAUTHORIZED USE SHALL INVITE A CLAIM FOR COMPENSATION. THE USE OF THESE PLANS FOR ANY PROJECT OTHER THAN THE ONE FOR WHICH THEY ARE PREPARED IS PROHIBITED AND FORESIGHTCAD STUDIO SHALL NOT BE LIABLE FOR ANY LOSS OR DAMAGE ARISING FROM SUCH USE. THE USE OF THESE PLANS FOR ANY PROJECT FORESIGHT CAD STUDIO TO ANY LOSS OR DAMAGE ARISING FROM SUCH USE.
CONTAINED THEREIN.

..\logo1.jpeg

DRAWINGS PROVIDED BY:
FORESIGHTCAD STUDIO@GMAIL.COM

08.04.2025 - Item 10

eFiled and eRecorded
DATE: 02/28/2023
TIME: 5:13 PM
DEED BOOK: 9268
PAGE: 630 - 632
FILING FEES: $25.00
TRANSFER TAX: $362.90
PARTICIPANT ID: 3433540228
PT61: 069-2023-001233
RECORDED BY: NB
CLERK: Charles Baker, C.S.C
Hall County, GA

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

LIMITED WARRANTY DEED

STATE OF GEORGIA,
COUNTY OF LUMPKIN.

THIS INDENTURE, Made this 28th day of February, 2023, between **Brendon Perry Parks**, of the first part, hereinafter referred to as Grantor, and **Katherine Kesterson**, of the second part, hereinafter referred to as Grantee;

The words "Grantor" and "Grantee" whenever used herein shall include all individuals, corporations, and any other persons or entities, and all the respective heirs, executors, administrators, legal representatives, successors and assigns of the parties hereto, and all those holding under either of them, and the pronouns used herein shall include, when appropriate, either gender and both singular and plural, and the grammatical construction of sentences shall conform thereto.

WITNESSETH: That the Grantor, for and in consideration of the sum of TEN AND NO/100s DOLLARS ($10.00) and Other Valuable Considerations, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the Grantee, the following described property:

See Exhibit "A" attached hereto and incorporated herein by reference.

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

Page Two
Limited Warranty Deed

AND THE Grantor will warrant and forever defend the right and title to the above described property, unto the Grantee against all persons claiming by, through or under Grantor.

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

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public
Commission Expires:

JOY L. EDELBERG NOTARY PUBLIC My Commission Expires 02-16-2024 LUMPKIN COUNTY, GEORGIA

(SEAL)
Brendon Perry Parks

Exhibit "A"

All that tract or parcel of land lying and being in Land Lot 1 of the 11th District of Hall County, Georgia, being Parcel 2, consisting of 15.446 acres, more or less, and being more particularly described and delineated according to a plat of survey dated February 16, 2023, prepared for Brendon P. Parks by John T. Gaston, Georgia Registered Land Surveyor. This plat is recorded in Plat Book 883, Page 132, Hall County Records, and is incorporated herein by reference for a more detailed description.

Outlook

HCPC Tentative Agenda 8.4.25

From Emily McGahee (Environmental Health) <emcgahee@hallcounty.org>
Date Thu 7/3/2025 8:42 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>; Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Cc Kelly Hairston (Environmental Health) <khairston@hallcounty.org>; Chad Harper (Environmental Health) <charper@hallcounty.org>

Please find Environmental Health comments below:

Item 1, 5401 Old Winder Hwy, K2P Land Partners: No comment. Public sewer.

Item 2, 5401 Old Winder Hwy, K2P Land Partners: No comment. Public sewer.

Item 3, 5307 Monarch Drive, Mullet: All proposed structures must meet all residential permitting requirements and/or required setbacks to existing septic system.

Item 4, 5730 Holiday Road, Alberto: All proposed structures must meet all residential permitting requirements and/or required setbacks to existing septic system.

Item 5, 4057 Sargent Circle, Drees: The proposed garage location was approved by Environmental Health on May 16, 2025.

Item 6, 6086 Atlanta Hwy, Mendoza: Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan. Please be advised that it appears that gravel and concrete parking was installed over the entirety of the septic system (tank and drainline) after the system was installed in 2023.

Item 7, 7537 Chestatee Lane, Shirley: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that Zoning approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

Item 8, 7051 Ransom Free Road, Kesterson: Must meet all residential permitting requirements.

Item 9A/B, 1661 Friendship Road, English: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

Emily McGahee
Hall County Environmental Health
Hall County Government Center
2875 Browns Bridge Road
Mailing: PO Box 5901
Gainesville, GA 30504
(770) 531-3973 (phone)
emcgahee@hallcounty.org

http://dph.georgia.gov/environmental-health (State Website)
http://www.phdistrict2.org/HallCounty.htm (District Website)
https://www.hallcounty.org/192/Environmental-Health (County Website & Forms)

EMAIL Reader Advisory Notice: Email to and from a Georgia state agency is generally public record, except for content that is confidential under specific laws. Security by encryption is applied to all confidential information sent by email from the Georgia Department of Public Health (DPH). This message is only intended for specific recipient(s) and may contain privileged, private, or sensitive information. If you received this message in error, please delete it, and contact me.

Outlook

RE: Tentative Agenda for the August 4, 2025 Hall County Planning Commission Meeting

From Nembhard, Nakia L <NNembhard@dot.ga.gov>
Date Thu 6/26/2025 5:13 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Below you will find our response on coordination that will need to be done.

Thanks,

OLD BUSINESS

1. **5401 Old Winder Highway | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant** **Will Require GDOT Coordination**

2. **5401 Old Winder Highway | Rezone** | from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: Industrial park** | ** Commission District 1 | **K2P Land Partners, LLC, applicant** **Will Require GDOT Coordination**

NEW BUSINESS

3. **5307 Monarch Drive | Variance to section 4.9.1 |** to reduce the minimum yards | on a 0.59± acre tract located on the north side of Monarch Drive, approximately 170 feet from its intersection with Checkered Spot Drive | Zoned R-1; Tax Parcel 10077A000024 | **Proposed Use: Residential addition** | * Commission District 2 | **Dean Mullet, applicant** **Will Not Require GDOT Coordination**

4. **5730 Holiday Road | Variance to section 3.3.1** | to reduce the minimum yards | on a 0.41± acre tract located on the southwest side of Holiday Road at its intersection with Green Road | Zoned AR-1 & PRD; Tax Parcel 07329 004006 | **Proposed use: Detached garage** | * Commission District 2 | **Bethany Alberto, applicant** **Will Not Require GDOT Coordination**

5. **4057 Sargent Circle | Variance to section 4.9.1 |** to reduce the minimum yards **|** on a 0.91± acre tract located on the northeast side of Sargent Circle, approximately 200 feet from its intersection with Cochran Road | Zoned R-1; Tax Parcel 10120 000071 | **Proposed use: Detached garage** | * Commission District 2 | **Dennis Drees, applicant** **Will Not Require GDOT Coordination**

6. **6086 Atlanta Highway | Variance to section 5.7.1 |** to reduce the minimum yards | on a 0.54± acre tract located on the northwest side of Atlanta Highway, approximately 330 feet from its intersection with Mount Salem Circle | Zoned H-B (GCOD); Tax Parcel 08139 003001 | **Proposed use: Bring an existing structure into compliance** | * Commission District 1 | **Melva Mendoza, applicant** **Will Require GDOT Coordination**

7. **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | ** Commission District 2 | **Ethan Shirley, applicant** **Will Not Require GDOT Coordination**

8. **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | ** Commission District 3 | **Katherine Kesterson, applicant** **Will Not Require GDOT Coordination**

9. **(A) 1661 Friendship Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi Family (R-MF) | on a 17.67± acre tract located on the north side of Friendship Road, approximately 80 feet from its intersection with Chateau Point | Zoned AR-1; Tax Parcel 15041 000016 | **Proposed use: 266-unit residential development** | ** Commission District 1 | **David A. English, applicant** **Will Require GDOT Coordination**

   (B) 1661 Friendship Road | Special Use | to increase the allowed density in R-MF | on a 17.67± acre tract located on the north side of Friendship Road, approximately 80 feet from its intersection with Chateau Point | Zoned AR-1; Tax Parcel 15041 000016 | **Proposed use: 266-unit residential development** | ** Commission District 1 | **David A. English, applicant** **Will Require GDOT Coordination**

Nakia Nembhard
Civil Engineer 3

Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy Suite 100
Gainesville, GA, 30501

(678) 332-8200 Cell
(770) 533-8496 Office

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Thursday, June 26, 2025 11:28 AM
Subject: Tentative Agenda for the August 4, 2025 Hall County Planning Commission Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

PUBLIC WORKS AND
UTILITIES DIRECTOR
Bill Nash, P.E.

Hall County Government

COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
PUBLIC WORKS AND UTILITIES

MEMORANDUM

To: Beth Garmon, Director of Planning and Zoning

From: Bill Nash, Director of Public Works and Utilities

Date: July 3, 2025

Subject: August 4, 2025 - Hall County Planning Commission Agenda

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the August 4, 2025, meeting. Upon review, we provide the following comments.

OLD BUSINESS

1. **5401 Old Winder Highway | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

a. **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
   Show stream buffer and impervious setback from wrested vegetation not centerline of stream
   Show FEMA and Hall County studied Flood plains that are present on site.
b. **Traffic:** Coordinate with GDOT on driveway @ SR211
   TIS update for our review
   Coordinate with traffic for lane drop location
c. **Utilities:** Hall County Sewer is On-site

2. **5401 Old Winder Highway | Rezone** | from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: Industrial park** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

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Show FEMA and Hall County studied Flood plains that are present on site.

b. **Traffic:** Coordinate with GDOT on driveway @ SR211
TIS update for our review
Coordinate with traffic for lane drop location
Utilities: Hall County Sewer is On-site

NEW BUSINESS

3. **5307 Monarch Drive | Variance to section 4.9.1 |** to reduce the minimum yards | on a 0.59± acre tract located on the north side of Monarch Drive, approximately 170 feet from its intersection with Checkered Spot Drive | Zoned R-1; Tax Parcel 10077A000024 | **Proposed Use: Residential addition** | * Commission District 2 | **Dean Mullet, applicant**

    a. **Engineering**: No comment
    b. **Traffic:** No comment
    c. **Utilities:** No sewer in area. Hall County service area.

4. **5730 Holiday Road | Variance to section 3.3.1** | to reduce the minimum yards | on a 0.41± acre tract located on the southwest side of Holiday Road at its intersection with Green Road | Zoned AR-1 & PRD; Tax Parcel 07329 004006 | **Proposed use: Detached garage** | * Commission District 2 | **Bethany Alberto, applicant**

    a. **Engineering**: No comment.
    b. **Traffic:** No comment
    c. **Utilities:** City of Buford service area

5. **4057 Sargent Circle | Variance to section 4.9.1 |** to reduce the minimum yards | on a 0.91± acre tract located on the northeast side of Sargent Circle, approximately 200 feet from its intersection with Cochran Road | Zoned R-1; Tax Parcel 10120 000071 | **Proposed use: Detached garage** | * Commission District 2 | **Dennis Drees, applicant**

    a. **Engineering**: No comment
    b. **Traffic:** No Comment
    c. **Utilities:** City of Gainesville sewer service area.

6. **6086 Atlanta Highway | Variance to section 5.7.1 |** to reduce the minimum yards | on a 0.54± acre tract located on the northwest side of Atlanta Highway, approximately 330 feet from its intersection with Mount Salem Circle | Zoned H-B (GCOD); Tax Parcel 08139 003001 | **Proposed use: Bring an existing structure into compliance** | * Commission District 1 | **Melva Mendoza, applicant**

    a. **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    b. **Traffic:** No comment
    c. **Utilities:** City of Buford service area.

7. **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | ** Commission District 2 | **Ethan Shirley, applicant**

    a. **Engineering**: Further subdivisions of these lots will result in the necessity of a stormwater management plan if the total number of lots reaches more than 6.
    b. **Traffic:** Lots 3-5 must have minimum frontage for driveway
    Drawing doesn't label that measurement
    c. **Utilities:** Hall County sewer area. No sewer in area.

8. **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | ** Commission District 3 | **Katherine Kesterson, applicant**

    a. **Engineering**: Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    Further subdivisions of these lots will result in the necessity of a stormwater management plan if the total number of lots reaches more than 6.Show FEMA and Hall County studied Flood plains that are present on site.
    b. **Traffic:** No comment
    c. **Utilities:** Hall County sewer area. No sewer in vicinity

9. **(A) 1661 Friendship Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi Family (R-MF) | on a 17.67± acre tract located on the north side of Friendship Road, approximately 80 feet from its intersection with Chateau Point | Zoned AR-1; Tax Parcel 15041 000016 | **Proposed use: 266-unit residential development** | ** Commission District 1 | **David A. English, applicant**

    (B) 1661 Friendship Road | Special Use | to increase the allowed density in R-MF | on a 17.67± acre tract located on the north side of Friendship Road, approximately 80 feet from its intersection with Chateau Point | Zoned AR-1; Tax Parcel 15041 000016 | **Proposed use: 266-unit residential development** | ** Commission District 1 | **David A. English, applicant**

    a. **Engineering**: Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    b. **Traffic:** GDOT permit required
    GDOT may require a TIS
    GDOT likely to require removal of acceleration lane.
    c. **Utilities:** Hall County sewer service area
    Gravity sewer is available at Napa Ridge Rd. South side of Friendship rd.
    Will require pumping along Thompson Mill Rd.

Outlook

Fire Comment

From John Hornick (Fire Services) <jhornick@hallcounty.org>
Date Fri 6/27/2025 2:21 PM
To Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Michael Vieira (Fire Services) <mvieira@hallcounty.org>; Bradley Martin (Fire Services) <bmartin@hallcounty.org>

Monday, August 4, 2025 Hall County Planning Commission Meeting

8. **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | ** Commission District 3 | **Katherine Kesterson, applicant**

Hall County Fire Marshal's Office comment:

1. Access to 2nd dwelling not shown on concept plan.

Regards,

John Hornick, NPQ Fire Service Plans Examiner 1
Lieutenant, Hall County Fire Rescue
Hall County Government
Main: 770-531-6838 | Cell: 404-597-0083
Website: www.Hallcounty.org

Outlook

Re: Tentative Agenda for the August 4, 2025 Hall County Planning Commission Meeting

From Cher Melendez (Tax Assessors) <cmelendez@hallcounty.org>
Date Thu 6/26/2025 11:41 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Cc Steve Watson (Real Property) <rswatson@hallcounty.org>

7051 Ransom Free Road | Rezone | from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | ** Commission District 3 | **Katherine Kesterson, applicant** **2020 CUVA—TP REACHED OUT TO CUVA FOR BREACH ESTIMATE IN 2024**

Thank you and have a terrific day!

APPLY FOR CUVA---Schedule Here

Blessings,

Cher Melendez
Specialized Assessment Manager
Hall County Tax Assessor Office
770.531.6752 T
cuva@hallcounty.org

Specialized Assessments | Hall County, GA - Official Website

HALL COUNTY
GEORGIA
We have it all in Hall

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Thursday, June 26, 2025 11:28 AM
Subject: Tentative Agenda for the August 4, 2025 Hall County Planning Commission Meeting

Good Morning,

Here is the Tentative Agenda and Maps for the **Monday, August 4, 2025** Hall County Planning Commission Meeting. Please use the links to review the documents and respond with comments to Hall County Planning and


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: KATHERINE KESTERSON
REQUEST: REZONE FROM AR-1 TO AG-1 FOR A SECOND DWELLING
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: AUG 04, 2025
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: SEPT 11, 2025
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 | f: 770-531-3902

HALL COUNTY
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PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than thirty (30) days and no more than forty-five (45) days prior to the public hearing.
2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property is standard administrative policy of the Planning Department.
3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than thirty (30) days and not more than forty-five (45) days prior to the public hearing.

The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.

The applicant is required to post the public notice sign not less than thirty (30) days and not more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

THE ZONING SIGN MUST BE POSTED NO EARLIER THAN JUNE 26, 2025 AND NO LATER THAN JULY 6, 2025.

THE ORGINAL SIGNED AFFIDAVIT MUST BE AND RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN JULY 6, 2025 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.

Failure to comply will result in a delay of the application.

AFFIDAVIT

By my signature, I, Katherine Kesterson (Please Print Name), **hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** June 27, 2025 (Date) **for** Katherine Kesterson (Name application filed as).

Signature _____

(The original document is required)

Revised September 2021

AGENDA ITEM

Public Hearing to amend Hall County's Zoning Map as follows:

REPORT TO: **Work Session (09/08/25)**

REPORT TO: **Voting Meeting (09/11/25)**

ITEM NO: 518/2025

SUBJECT: **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | Commission District 2 | **Ethan Shirley, applicant**

Meetings:

Work Session Date: 09/08/25 **Voting Meeting Date:** 09/11/25

Executive Summary:

Presenter: BG

Recommendation:

Approval, with conditions:

1. The property shall be developed in accordance with the site plan dated March 26, 2025, and as described in the project narrative dated June 4, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The property may be subdivided into a maximum of five (5) single-family residential lots in accordance with the requirements of the Residential 1 (R-1) zoning district as detailed in Section 4.3 and Table 4.3.1. of the Unified Development Code of Hall County.
3. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any state regulations or other agencies or reviewing departments, including but not limited to, Environmental Health, the Fire Marshal, and Hall County Engineering.
4. All conditions of zoning shall be made as part of any plats or construction plans created for the property.

Purpose of Request:

7537 Chestatee Lane | Special Use | minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | Commission District 2 | **Ethan Shirley, applicant**

History:

Facts and Issues:

Options:

Funding Requested $ 0.00

Are funds within current budget?	No
Source of Funds	
Does the action involve a Resolution, Ordinance, Contract, Agreement, etc.?	No
Has it been reviewed by the County Attorney?	Yes
Is there a deadline for this item?	

Approvals:

Submit	Approve	Attorney	Administration
KE	BG	JL	CR
Clerk			
JR			

Attachments:

Board Memo
Recommendation Report
Application
Narrative
Site Plan
Plat
Maps
Deed
Water Availability
Environmental Health Comment
GDOT Comment
Public Works Comment
Fire Comment
Public Comments
Notice Sign

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POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | f: 770.531.3902

PLANNING AND ZONING
DIRECTOR
Beth Garmon

Hall County Government
PLANNING AND ZONING

To: David Gibbs, Chairman
Kathy Cooper, District 1 Commissioner
Billy Powell, District 2 Commissioner
Gregg Poole, District 3 Commissioner
Jeff Stowe, District 4 Commissioner

From: Beth Garmon, Director of Planning & Zoning

Date: August 25, 2025

Subject: **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract | Zoned R-1; Tax Parcel 11155 000089A **| Proposed use: Minor subdivision| Ethan Shirley, applicant**

The request before you is from Ethan Shirley for a special use for a minor subdivision within the Residential 1 (R-1) zoning district. This item is located within Commission District 2.

At their August 4, 2025 meeting, the Hall County Planning Commission voted to recommend **approval, with four (4) conditions (5-0).**

Staff recommendation: **Approval, with conditions,** as the proposed rezoning is consistent with the "Lakeside Residential" future land use classification within the Comprehensive Plan.

There was **one (1) comment submitted in opposition** in advance of the Planning Commission meeting and at **the public hearing one (1) person spoke in favor and two (2) people spoke in opposition.**

Planning Commission Conditions:

1. The property shall be developed in accordance with the site plan dated March 26, 2025, and as described in the project narrative dated June 4, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The property may be subdivided into a maximum of five (5) single-family residential lots in accordance with the requirements of the Residential 1 (R-1) zoning district as detailed in Section 4.3 and Table 4.3.1. of the Unified Development Code of Hall County.
3. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any state regulations or other agencies or reviewing departments, including but

not limited to, Environmental Health, the Fire Marshal, and Hall County Engineering.

4. All conditions of zoning shall be made as part of any plats or construction plans created for the property.

HALL COUNTY PLANNING COMMISSION
RECOMMENDATION REPORT

Applicant ..... Ethan Shirley

Request ..... **Special Use** | Minor subdivision

Proposed Use ..... Minor subdivision

Size ..... 6.55± acres

Zoning..... Residential 1 (R-1)

Location ..... **7537 Chestatee Lane |** Tax Parcel 11155 000089A

Commission District ..... Two

Planning Commission Date ..... August 4, 2025

Staff Recommendation ..... **Approval, with conditions,** as the proposed use is consistent with the "Lakeside Residential" future land use classification within the Comprehensive Plan

Record Number..... HZCU25-0014

Planning Commission Recommendation .....Approval, with conditions

Vote: 5-0

Planning Commission Conditions

1. The property shall be developed in accordance with the site plan dated March 26, 2025, and as described in the project narrative dated June 4, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The property may be subdivided into a maximum of five (5) single-family residential lots in accordance with the requirements of the Residential 1 (R-1) zoning district as detailed in Section 4.3 and Table 4.3.1. of the Unified Development Code of Hall County.
3. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any state regulations or other agencies or reviewing departments, including but not limited to, Environmental Health, the Fire Marshal, and Hall County Engineering.
4. All conditions of zoning shall be made as part of any plats or construction plans created for the property.

Excerpts from the minutes of the August 4, 2025 meeting

Applicant's Presentation:

Katie Greenway, Planning and Zoning Administrator, presented a summary of the request.

Public Forum:

Greg Rutledge, 7724 Barkers Bend Drive, Murrayville, spoke in favor. Mr. Rutledge requested that the County place speed limit signs as well as warnings of driveways with obstructed views due to the topography. Mr. Rutledge spoke in favor of the homes as the proposal would require larger square footage than some of the smaller homes in the area. Mr. Hunt observed that the applicant is requesting 2,500 square-foot single-story homes and 2,800 square-foot two-story homes.

David Pitts, 7533 Chestatee Lane, Murrayville, spoke in opposition. Concerns raised were stormwater runoff, impact to the rural character of the community, decrease in privacy for surrounding neighbors, and increased traffic.

Ashley Romero, 7533 Chestatee Lane, Murrayville, spoke in opposition. Concerns raised were increased traffic, dirt from construction transferring to the street and neighboring properties, and increase in noise due to construction. Ms. Romero disagrees with the staff report and believes this application would adversely impact neighboring properties and wants "smart growth" in the area to maintain the rural character.

Planning Commission Comments:

Mr. Hunt stated the homes in the application are larger than most of the existing homes in the area and noted that the applicant submitted a phasing plan with a timeline which will mitigate construction impacts. The Board agreed that there was sufficient information in the narrative and from the public hearing to have a motion in the absence of the applicant.

Motion: A motion to approve, with conditions was made by Stan Hunt and seconded by Frank Sosebee. Vote: 5-0

Conditions:

1. The property shall be developed in accordance with the site plan dated March 26, 2025, and as described in the project narrative dated June 4, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The property may be subdivided into a maximum of five (5) single-family residential lots in accordance with the requirements of the Residential 1 (R-1) zoning district as detailed in Section 4.3 and Table 4.3.1. of the Unified Development Code of Hall County.
3. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development

Code of Hall County, as well as any state regulations or other agencies or reviewing departments, including but not limited to, Environmental Health, the Fire Marshal, and Hall County Engineering.

4. All conditions of zoning shall be made as part of any plats or construction plans created for the property.

Staff recommends <u>APPROVAL</u> of the applicant's request with the following conditions:

1. The property shall be developed in accordance with the site plan dated March 26, 2025, and as described in the project narrative dated June 4, 2025, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The property may be subdivided into a maximum of five (5) single-family residential lots in accordance with the requirements of the Residential 1 (R-1) zoning district as detailed in Section 4.3 and Table 4.3.1. of the Unified Development Code of Hall County.

3. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any state regulations or other agencies or reviewing departments, including but not limited to, Environmental Health, the Fire Marshal, and Hall County Engineering.

4. All conditions of zoning shall be made as part of any plats or construction plans created for the property.

<u>Summary Analysis</u>

The applicant is requesting approval of a special use for a 5-lot subdivision on a 6.55± acre tract zoned Residential 1 (R-1). Per the requirements of Section 7.2.1. Allowed Use Table, minor subdivisions within the Residential 1 (R-1) zoning district require approval by the Board of Commissioners. The property is currently undeveloped and wooded.

The surrounding properties are zoned and developed as follows:

North: Residential 1 (R-1): Developed with single-family residences.
East: Residential 1 (R-1): Developed with single-family residences.
South: Residential 1 (R-1): Developed with single-family residences; Corps of Engineers.
West: Residential 1 (R-1): Developed with single-family residences.

Per the submitted narrative and site plan, the applicant seeks approval to subdivide the property into five (5) lots for the development of single-family residences. All proposed lots comply with the minimum lot area and frontage requirements for Residential 1 (R-1) zoning. Additional proposed development standards can be found in the table below.

Lots with road frontage along Chestatee Lane (#1 and 2 as shown on the concept plan) will be served by public water provided by Lakeshore Forest Water System as confirmed in an email dated February 12,

2025; lots with frontage along Barkers Bend (#3-5) will be served by public water provided by the City of Gainesville. Sanitary sewer services will be provided by individual on-site septic systems.

No variances have been submitted or identified as part of this request; therefore, any deficiencies identified as part of the plan will be required to comply with the standards of the respective zoning districts.

The proposed subdivision plat reflects the desired layout for the 5-lot subdivision as follows:

Residential 1 (R-1) Standards	Required	Proposed
Lot Area	35,000 square feet	All lots meet or exceed this standard.
Lot Frontage	50 feet	All lots meet or exceed this standard.
Lot Width at Building Line	75 feet	None listed; however, each parcel is 75 feet wide or greater at building line
Front Yard Setback	30 feet from property line	30 feet from property line
Side Yard Setback	10 feet	10 feet
Rear Yard Setback	20 feet	20 feet

The applicant outlines development standards as follows:

Proposed	Proposed
Minimum square feet of residence	• 1-story: 2500 square feet • 2-story: 2800 square feet (does not include finished basement)
Architectural standards	• Materials: Combination of Hardi plank, cedar/cypress wood, and brick/rock. No vinyl siding. • Sodded front yards • Pebbled or mulched flowers beds • 3 or 4 board fencing only. No chain link or anything similar. • Exterior paint colors will be of earth tones (off-white, cream, brown, tan, black, etc.). No bright whites.
Storage	Any additional vehicles such as trailers, campers or extra automobiles shall be stored to the side of the residence. No additional parking is allowed in front of residence.

Staff finds that the special use request *is consistent* with the Comprehensive Plan's future land use classification of "Lakeside Residential". The intent of this land use designation is to preserve the established lakefront neighborhoods and create opportunities for permanent and vacation residences along and adjacent to the lake. The recommended density for a single-family residence within the

Residential 1 zoning district is 1 dwellings per lot, with a minimum lot size of 35,000 square feet. The development has an overall proposed density of 0.76 units per acre.

Zoning Analysis

When considering an application for a special use, the Planning Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a. Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed use is consistent with the use, development, and zoning of adjacent properties. The character of the surrounding area is residential, consisting of tracts developed with single-family residences.**

b. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The current request is for approval of a special use for a 5-lot subdivision. It is not anticipated that the 5-lot subdivision will have an adverse impact on adjacent or nearby property.**

c. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **Yes, the property has reasonable economic use as currently zoned Residential 1 (R-1); however, the proposed subdivision cannot occur as described without approval by the Board of Commissioners.**

d. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **If approved, the use is not anticipated to cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service. Per the Hall County Fire Marshal, improvements to the existing road will be necessary to ensure the road meets International Fire Codes.**

e. Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The use is consistent with the Comprehensive Plan's future land use classification of "Lakeside Residential".**

f. The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are diminished by the existing zoning restrictions.**

g. The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

h. The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i. The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The subject property is currently undeveloped and wooded.**

j. Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions that affect the use and development of the property.**

k. Whether the change would create an isolated district unrelated to the surrounding districts; **The current request is for a Special Use for a 5-lot subdivision within the existing Residential 1 (R-1) zoning district and will not create an isolated district.**

l. Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m. Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **No, the request is not out of scale with the needs of the county as a whole.**

n. Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **While other zoning districts allow for a 5-lot subdivision without special use approval, the subject property is zoned Residential 1 (R-1) which is subject to special use approval by the Board of Commissioners for a minor subdivision.**

o. Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **No, the request for a special use to subdivide the property into a 5-lot subdivision could not be handled alternatively as a variance.**

p. Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q. Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

11.2.6.E. - Submission requirements

1. Any person or persons requesting a change in the official zoning map or use subject to approval of the County Commission must file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in this Sec. 11.2. to cover administrative and advertising costs, in the Planning and Zoning Department office. Such person or persons or their authorized agent shall appear in person at the public hearing held to consider the district change. **The proposal meets the requirement, and the applicant understands that someone must be present at both the Hall County Planning Commission meeting and the voting meeting of the Hall County Board of Commissioners.**

2. All applications for a change of zoning classification or use subject to approval of the County Commission shall include:

    a. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in section 11.2. **The proposal provides a narrative outlining the intent of the development; however, the applicant has not prepared a response to each of the criteria listed in 11.2.6.E.2.**

    b. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the Planning Commission and County Commission may evaluate the application based on the most intense possible land use permitted in the proposed district**. The proposal meets the requirement.**

    c. For any application for a slow rate land treatment system as defined in 7.6.9.D.1, additional requirements apply. **This standard is not applicable to the applicant's request.**

    d. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study shall be submitted prior to consideration of the application by the planning commission. At the applicant's expense, the traffic impact study shall be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The Engineering Department shall review the traffic impact study and forward any comments to the County Commission. **This standard is not applicable to the applicant's request.**

Development Support and Constraints

Hall County Environmental Health

In an email dated July 3, 2025, Emily McGahee stated, "All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that Zoning approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation."

Georgia Department of Transportation
In an email dated June 26, 2025, Nakia Nembhard, GDOT Civil Engineer 3, stated that GDOT coordination is not required.

Hall County Public Works and Utilities
In a memo dated July 3, 2025, Bill Nash, Director of Public Works and Utilities, provided the following comments:

Engineering:
Further subdivisions of these lots will result in the necessity of a stormwater management plan if the total number of lots reaches more than 6.

Traffic:
Lots 3-5 must have minimum frontage for driveway. Drawing doesn't label the measurement.

Utilities:
Hall County sewer area. No sewer in area.

Hall County Fire Marshal
In an email dated June 26, 2025, John Hornick, NPQ Fire Service Plans Examiner 1, stated, "The Hall County Fire Marshal's Office has no comments as proposed."

PLANNING AND ZONING DEPARTMENT
2875 BROWNS BRIDGE ROAD GAINESVILLE GA 30504
MAILING ADDRESS PO BOX 1435, GAINESVILLE GA 30503
t 770-531-6809 | f 770-531-3902

HALL COUNTY
GEORGIA

SPECIAL / CONDITIONAL USE APPLICATION

Applicant (Name & Mailing Address)

Ethan Shirley
6242 Thompson bridge Rd
Dahlonega GA 30533
Phone 678-776-4328
Email Address same →

Property Owner (Name & Mailing Address)

The Shirley Group LLC
3830 McConnell Rd
cumming GA 30028
Phone 404-569-5094
Email Address Shirleygroupllc@gmail.com

Proposed Use Residential development

Ethan Shirley

Phone

Email Address

Tax Parcel Number 11155 000089A

Location Address chestatee lane Murrayville, GA 30564

Status of Applicant	Requested Action
X Owner	Type of Request:
☐ Option to Purchase	☒ SU ☐ CUP
☐ Area Resident	Fee $
☐ Other	Receipt #:
Zoning: R1	Check #:
Acreage 6.647	

I hereby certify that the above information and all attached information are true and correct.

Print Ethan Shirley Date 4-30-2025

Sign Date 4-30-2025

Applicant must complete all information above. Failure to complete this section will result in the refusal of the application. The Planning Department has 15 days to review all applications and will set the dates for each application. If the application is found insufficient, an agenda date will not be set until the required information is submitted. Please note that the Planning Commission and County Commission dates are tentative.

Application Withdrawal: I hereby withdraw the application.

Sign Date

Staff Use Only

Application Date Taken by

Tentative Planning Commission Date: Tentative County Commission Date:

County Commission District:

PLANNING AND ZONING DEPARTMENT
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) The Shirley Group LLC

Address 3830 McConnell Rd
Cumming GA 30028

Phone Number 404-569-5094

Name of applicant(s) Ethan Shirley

Address 6242 Thompson bridge Rd
Dahlonega GA 30533

Phone Number 678-776-4328

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

Personally appeared before me
Billy Shirley

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public

04/30/2025
Date

DOMINICK REID
NOTARY
EXPIRES
GEORGIA
September 21, 2026
PUBLIC
FORSYTH COUNTY

STATE OF GEORGIA

Secretary of State

Corporations Division
313 West Tower
2 Martin Luther King, Jr. Dr.
Atlanta, Georgia 30334-1530

ANNUAL REGISTRATION

Electronically Filed
Secretary of State
Filing Date: 1/8/2025 2:05:59 PM

BUSINESS INFORMATION	
CONTROL NUMBER	12095049
BUSINESS NAME	THE SHIRLEY GROUP LLC
BUSINESS TYPE	Domestic Limited Liability Company
EFFECTIVE DATE	01/08/2025
ANNUAL REGISTRATION PERIOD	2025

PRINCIPAL OFFICE ADDRESS	
ADDRESS	3830 MCCONNELL RD, cumming, GA, 30028, USA

REGISTERED AGENT

NAME	ADDRESS	COUNTY
bill shirley sr	3830 mcconnell rd, cumming, GA, 30028, USA	Forsyth

AUTHORIZER INFORMATION	
AUTHORIZER SIGNATURE	Billy Shirley
AUTHORIZER TITLE	Manager

PLANNING AND ZONING DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA 30504
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CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

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

(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

I hereby certify that I have read the above and that:

I have**____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 4-30-2025

Applicant's/Owner's Name (Printed): Ethan Shirley

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

(3) The name and official position of the local government official to whom the campaign contribution was made; and

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

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

I hereby certify that I have read the above and that:

I have**____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: [signature] **Date:** 4-30-2025

Applicant's/Owner's Name (Printed): Bill Shirley CC

Chestatee Lane Sub-Divide Project at Lake Lanier

1. Project Title:

Chestatee Lane Sud-Divided at Lake Lanier

Zoning: R-1

2. Contact Information:

Developer/ Builder:

Ethan Shirely
The Shirley Group LLC
3830 McConnell rd
Cumming, Georgia 30028
e-mail:
shirleygroupllc@gmail.com
phone: 678-776-4328

Secondary Contact: Bill Shirley

Phone: 404-569-5094

1. Project Overview:

The purpose of this Special Use Project is to create 5 buildable lots from dividing the 6.547 acres.

2. Location: 7537 chestatee lane Murrayville, Ga 30564

3. Duration: Less than two years.

4. Signage: We will have individual signs for each buildable lot showing what can be done.

5. Creating clear vegetation line to protect abutting properties

6. Timeline and Phases

1. **Subdivision Approval**: Acquire all necessary permits and approvals for the subdivision.

2. **Infrastructure Development (N/A)**:
   - All lots will have access to county-maintained roads.
   - Clear and prepare the land.
   - Develop infrastructure such as utilities, and drainage systems.

3. **Building Initial Homes (6-12 months)**:
    - Construct the first two approved homes. Consider aiming for designs that appeal to this target market.
    - Market these homes to potential buyers, highlighting lake access and custom options.
4. **Selling Remaining Lots (Ongoing Less than 2 years)**:
    - Once the first homes are built, market the remaining lots for sale, either as raw land for builders or to individual buyers interested in custom home designs.

5. **Environmental Considerations**

    - **Sustainability**: Implement sustainable building practices and designs, which may appeal to environmentally conscious buyers.
    - **With all homes being built off the main road we will be able to mitigate the risk of damaging more land than we must or disturbing the lake in any way**.

6. Proposed standards:

    - Each lot must be equal to or greater than 2500sqft for one level and 2800sqft total over two levels not including finishing the basement.
    - No house shall contain any amount of vinyl siding. Only hardy, cedar/cypress wood, or brick/rock. Any combination of excepted Material is fine.
    - Any cleared land Infront of the house must contain sod to the roads and all flower beds covered with pebbles or mulch.
    - Only 3 board and 4 board fencing will be allowed. No chain link or anything similar.
    - Exterior paint colors will be of earth tones. No bright white homes will be allowed. (Off white, cream, brown, tan, black, etc.
    - All trailers, campers, or extra cars will need to be kept beside the house. Nothing of the kind should be in the front yard.

7. **Summary:**

We are looking to create these 5 buildable lots from this 6.547-acre parcel of land. These lots will be double what the zoning requirement are for this area. With the layout of this land, we will be able to have every driveway come off the main two roads. Each lot will possess current top tier septic systems. This, like mentioned above, will help us in maintaining as much natural vegetation as we possibly can. Most if not all utilities are already in place across each lot.

ADDITIONAL REFERENCES
1: PLAT OF SURVEY LOT C FOR OBIE KEMP & JANIE KEMP DATED JULY 31, 1998 BY FARLEY-COLLINS ASSOCIATES
2: PLAT OF SURVEY LOT D FOR OBIE KEMP & JANIE KEMP DATED JULY 31, 1998 BY FARLEY-COLLINS ASSOCIATES
3: PLAT OF SURVEY LOT A FOR OBIE KEMP & JANIE KEMP DATED JULY 31, 1998 BY FARLEY-COLLINS ASSOCIATES
4: PLAT OF SURVEY LOT B FOR OBIE KEMP & JANIE KEMP DATED JULY 31, 1998 BY FARLEY-COLLINS ASSOCIATES

THIS PRELIMINARY DRAWING IS AN UNCERTIFIED DRAFT COPY FOR REVIEW ONLY. THIS IS NOT FOR TITLE PURPOSES.

RESERVED FOR CLERK'S FILING INFORMATION

THIS SURVEYOR DOES NOT GUARANTEE THAT ALL EASEMENTS AFFECTING THIS PROPERTY ARE SHOWN.

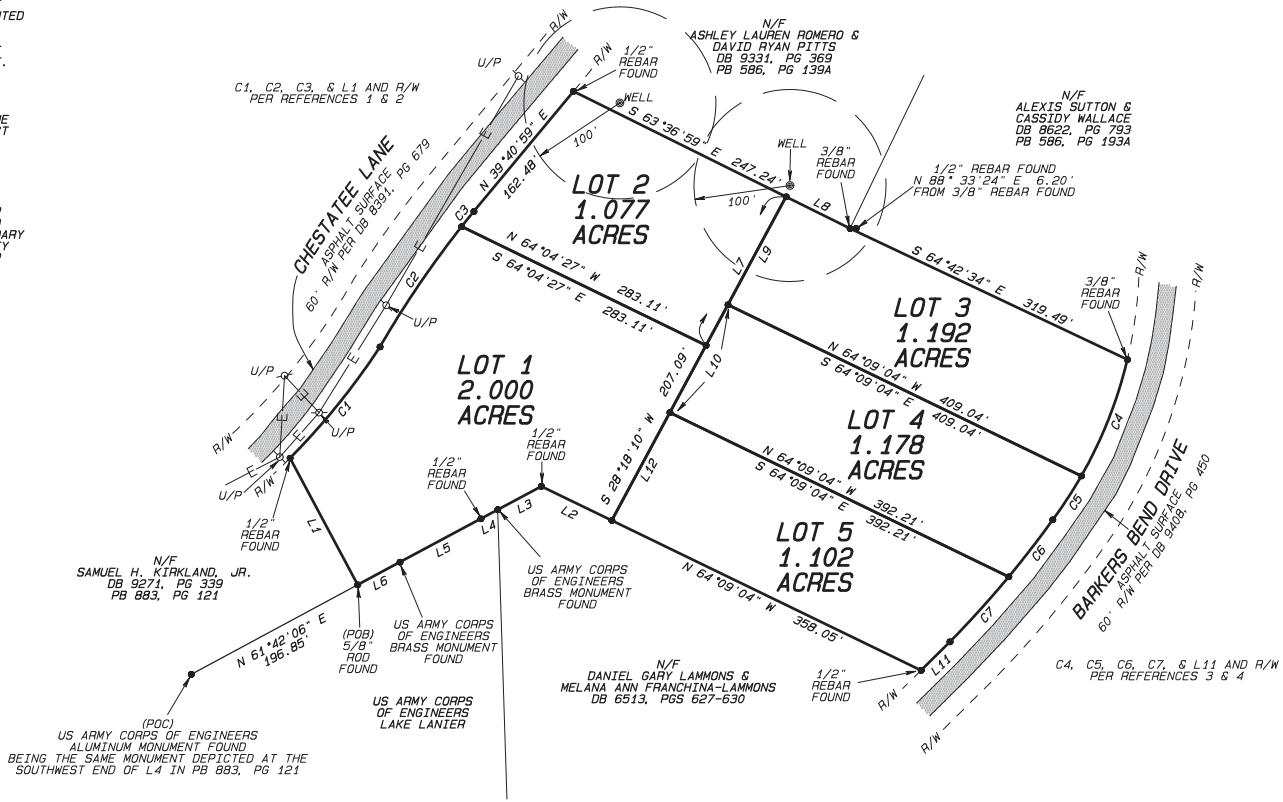
THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A POSITIONAL TOLERANCE NOT EXCEEDING 0.10 FOOT PER MONUMENTED LINE, AND WAS NOT ADJUSTED. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 129278+ FEET.

EQUIPMENT USED: TRIMBLE VX ROBOTIC & CARLSON BRx7 GPS.

THIS SURVEY WAS PREPARED WITHOUT THE AID OF A TITLE SEARCH AND IS SUBJECT TO ANY AND ALL DISCLOSURES THAT A TITLE SEARCH MAY YIELD.

THIS SURVEY IS CERTIFIED SOLELY TO THE PARTY OR PARTIES NAMED HEREON.

UTILITIES MAY BE PRESENT ON OR NEAR THIS PROPERTY THAT WERE NOT LOCATED DURING THE PERFORMANCE OF THE BOUNDARY SURVEY. CONTACT THE GEORGIA UTILITY PROTECTION CENTER BEFORE YOU DIG OR COMMENCE ANY CONSTRUCTION ACTIVITY. CALL 811 OR 800-282-7411.



(GEORGIA GRID WEST ZONE)

N

LINE	BEARING	DISTANCE
L1	N28°06'21"W	149.56'
L2	N64°09'04"W	81.59'
L3	S61°48'26"W	51.51'
L4	S61°48'26"W	19.93'
L5	S61°48'26"W	95.64'
L6	S61°48'26"W	49.96'
L7	S28°18'10"W	175.84'
L8	S63°36'59"E	74.38'
L9	N28°18'10"E	127.74'
L10	N28°18'10"E	127.60'
L11	S45°16'02"W	42.25'
L12	N28°18'10"E	127.60'

LINE	CHORD BEARING	CHORD	RADIUS	ARC
C1	N38°57'39"E	148.99'	739.53'	149.24'
C2	N34°10'18"E	151.44'	1066.02'	151.57'
C3	N38°47'31"E	20.36'	1066.02'	20.36'
C4	S21°34'18"W	130.40'	458.09'	130.85'
C5	S33°09'56"W	54.51'	458.09'	54.54'
C6	S37°39'44"W	75.00'	1069.11'	75.02'
C7	S42°07'10"W	91.29'	1069.11'	91.32'

C/L = CENTER LINE
N/F = NOW OR FORMERLY
R/W = RIGHT OF WAY
P/L = PROPERTY LINE
U/P = UTILITY POLE
-E- = OVERHEAD WIRES
DB = DEED BOOK
PB = PLAT BOOK
PG = PAGE
POC = POINT OF COMMENCEMENT
POB = POINT OF BEGINNING

SCALE 1 INCH = 100 FEET
0' 100' 200' 300' 400'

AS REQUIRED BY SUBSECTION (D) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

PLAT OF PROPOSED SUBDIVISION FOR

THE SHIRLEY GROUP LLC

LAND LOT 155, 11TH DISTRICT
HALL COUNTY, GEORGIA

PLAT DATE: MARCH 26, 2025
FIELD DATES: FEBRUARY 14, 2025 & FEBRUARY 28, 2025
FIELD CREW: JS/LH
DRAWN BY: JDH
DWG FILE: S/D PROPOSAL
JOB # 5122

GEORGIA PROFESSIONAL LAND SURVEYOR JOHN T. GASTON RLS #2821

LSF # 1074: ALTASURV LLC dba
GEOIMAGE
LAND SURVEYING, LAND PLANNING & DESIGN
21 ENOTA STREET, DAHLONEGA, GA 30533, (706) 864-7298

RECEIVED 08.27.2025 - Item 9

RESERVED FOR CLERK'S FILING INFORMATION

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THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 186112 FEET.

EQUIPMENT USED: TRIMBLE VX ROBOTIC & CARLSON BRX7 GPS.

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L5	S61°48'26"W			19.93'
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0' 100' 200' 300' 400'

(GEORGIA GRID WEST ZONE)

N

PLAT DATE:
MARCH 26, 2025
FIELD DATES:
FEBRUARY 14, 2025 &
FEBRUARY 28, 2025
FIELD CREW: JS/LH
DRAWN BY: JDH
DRWG FILE:
RETRACEMENT
JOB # 5122

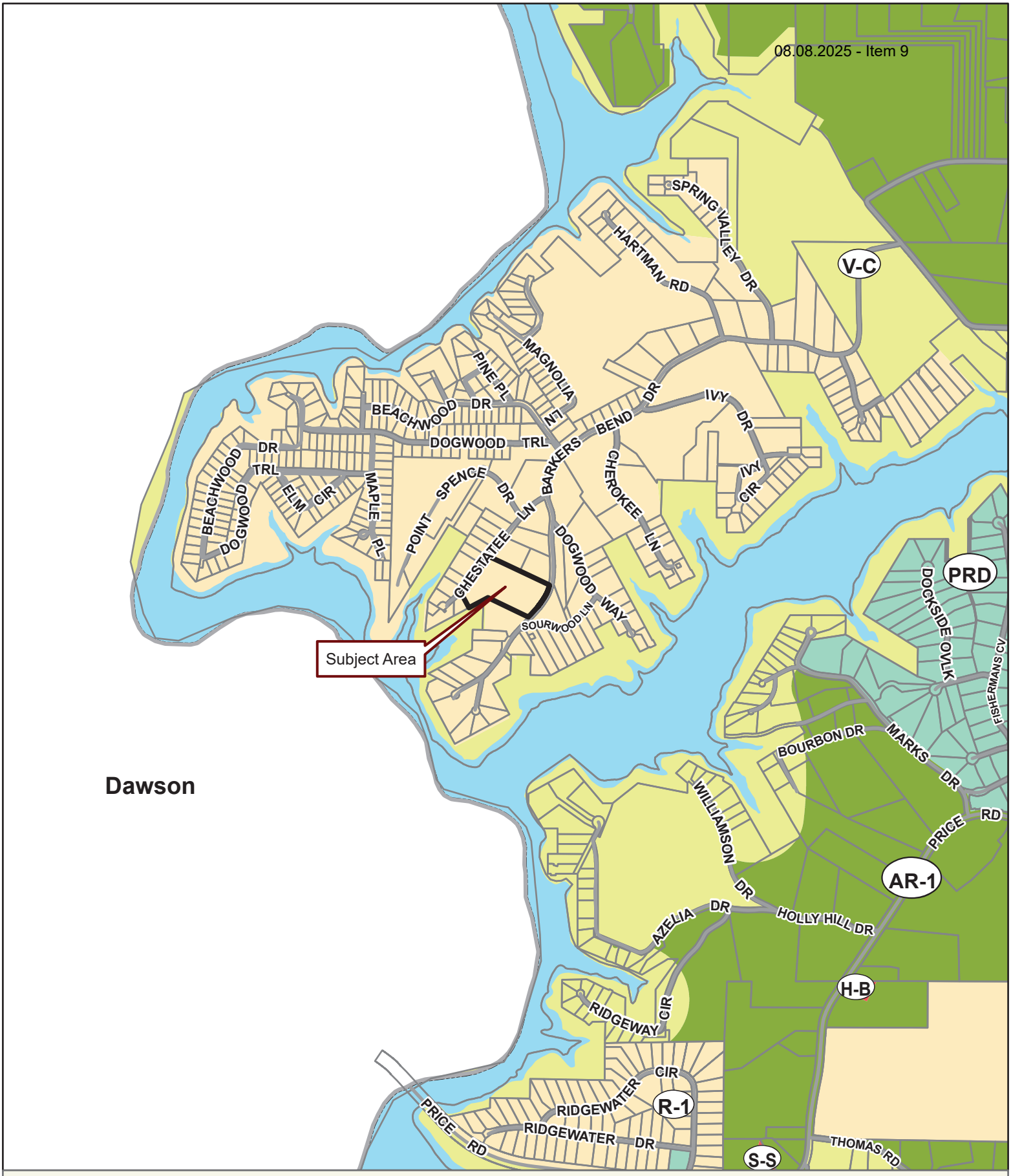
THE SHIRLEY GROUP LLC

PLAT OF BOUNDARY RETRACEMENT SURVEY FOR

LAND LOT 155, 11TH DISTRICT
HALL COUNTY, GEORGIA

GEOIMAGE
LAND SURVEYING, LAND PLANNING & DESIGN
21 ENOTA STREET, DAHLONEGA, GA 30533, (706)864-7298
LSF # 1074; ALTASURV LLC dba

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon.
RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTIONS OR AGENCIES. IT IS THE RESPONSIBILITY OF THE USER OF THIS PLAT TO VERIFY THE AVAILABILITY OF PERMITS, APPROVALS, OR COMPLIANCE WITH LOCAL ORDINANCES PRIOR TO ANY USE OF THE LAND.
Furthermore the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

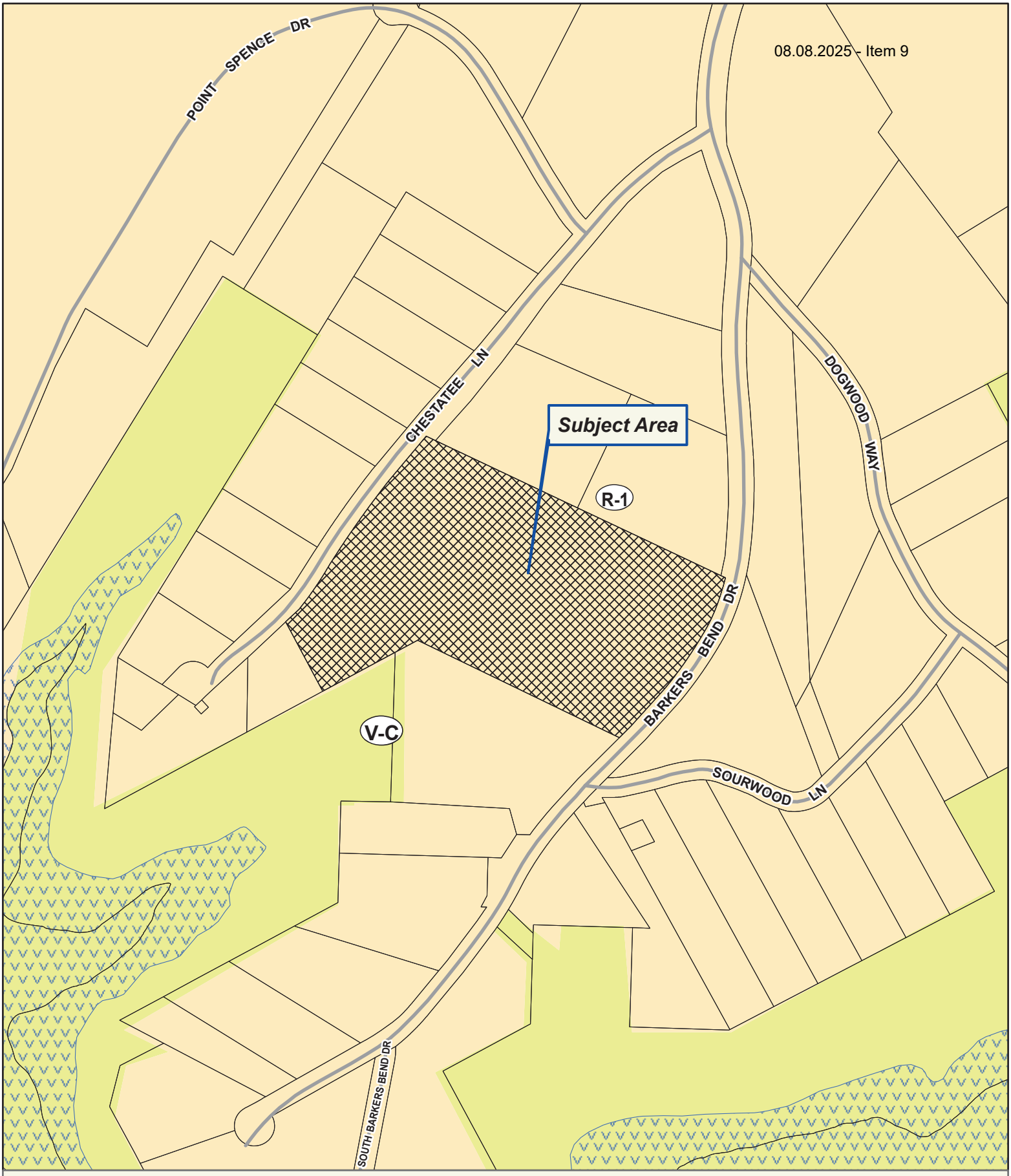


Applicant: ETHAN SHIRLEY
Tax Parcel #: 11155 000089A
Location: 7537 CHESTATEE LANE, MURRAYVILLE, GA 30564
Commission District 2 **PC Mtg. Date: 08/04/2025**

0 300 600 1,200
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N



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Structure

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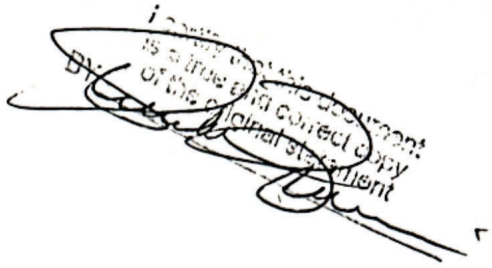
Commission District 2 **PC Mtg. Date: 08/04/2025**

0 75 150 300
Feet

Zoning Boundary
City Limits
Subject Area

N



Prepared By:
Weissman PC
3500 Lenox Road, 4th Floor
Atlanta, GA 30326

File No.: W-R-01645-25-CU

Parcel ID: 11155 000089

LIMITED WARRANTY DEED

STATE OF GEORGIA
COUNTY OF FORSYTH

THIS INDENTURE, made this 27th day of March, 2025 by and between **Catherine Warren Fuss and Stephan Robert Fuss, Trustees, or their successors in interest of the Catherine Warren Fuss and Stephan Robert Fuss Living Trust, dated August 2, 2022,** as party or parties of the first part, hereinafter called Grantor, and **The Shirley Group LLC,** as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of TEN DOLLARS AND NO/100 ($10.00) AND OTHER VALUABLE CONSIDERATIONS in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee, the following described property, to-wit:

SEE ATTACHED EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF BY REFERENCE HERETO

THIS CONVEYANCE is made subject to all zoning ordinances, easements and restrictions of record affecting said described property.

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

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons claiming by, through, or under Grantor herein.

EXHIBIT "A"

File No.: W-R-01645-25-CU

All that lot, tract, or parcel of land, together with improvements thereon, lying and being in Land Lot 155 of the 11th Land District of Hall County, Georgia, containing 6.571 acres, more or less, lying between Barkers Bend Drive and Chestatee Road as shown on those plats for Obie Kemp prepared by Farley-Collins & Associates, Georgia Registered Land Surveyors, dated July 31, 1998 (Job No. 9105) and which is more particularly described according to said plat as follows:

Beginning at an iron pin set on the Western right of way of Barkers Bend Drive with said pin being located North 37 degrees 09 minutes 40 seconds East 312.88 feet from a nail found at the centerline intersection of Barkers Bend Drive and Sourwood lane; from said Point of Beginning thence along the right of way of Barkers Bend Drive an arc distance of 155.89 feet (said arc having a chord bearing of South 40 degrees 21 minutes 38 seconds West and a chord distance of 155.76 feet) to an iron pin found; thence departing the right of way of Barkers Bend Drive along property now or formerly owned by Robert Fuss North 64 degrees 10 minutes 16 seconds West 439.90 feet to an iron pin found; thence South 61 degrees 46 minutes 33 seconds West 71.45 feet to an iron pin set; thence South 61 degrees 46 minutes 33 seconds West 145.56 feet along property now or formerly owned by the U.S. Government to an iron pin found; thence along the line bordering Lot 126 of Lakeshore Developments, Inc. North 28 degrees 04 minutes West 149.52 feet to an iron pin set on the Southeast right of way of Chestatee Road (60 foot right of way); thence along the right of way of Chestatee Road in a Northeasterly direction an arc distance of 149.26 feet to a point (said arc having a chord bearing of North 38 degrees 57 minutes 06 seconds East and a chord distance of 149.01 feet); thence continuing along the right of way an arc distance of 134.44 feet (said arc having a chord bearing of North 33 degrees 42 minutes 12 seconds East and a chord distance of 134.35 feet) to an iron pin set; thence continuing along the right of way North 38 degrees 19 minutes 27 seconds East 37.52 feet to a point; thence North 39 degrees 40 minutes 26 seconds East 162.49 feet to an iron pin set; thence departing the right of way South 64 degrees 10 minutes 16 seconds East 327.02 feet to an iron pin set; thence South 64 degrees 10 minutes 16 seconds East 313.99 feet to an iron pin found on the Western right of way of Barkers Bend Drive (60 foot right of way); thence along the right of way in a Southwesterly direction an arc distance of 185.39 feet (said arc having a chord bearing of South 24 degrees 57 minutes 15 seconds West and a chord distance of 184.13 feet) to an iron pin and the True Point of Beginning.

For Informational Purposes Only: Said property being known as 0 Chestatee Lane according to the present system of numbering property in Hall County, Georgia.

IN WITNESS WHEREOF, the Grantor has signed and sealed this Deed, on the date and year above written.

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public

My Commission Expires:

SUSAN M QUINN TRZYZEWSKI
Notary Public, Georgia
Fulton County
My Commission Expires
September 16, 2028

Catherine Warren Fuss and Stephan Robert Fuss, Trustees, or their successors in interest of the Catherine Warren Fuss and Stephan Robert Fuss Living Trust, dated August 2, 2022

BY: _____
Stephan Robert Fuss
Trustee

BY: _____
Catherine Warren Fuss
Trustee

Outlook

Water availability Chestatee lane

From Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Date Mon 7/14/2025 3:10 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

From: bill shirley <shirleygroupllc@gmail.com>
Sent: Wednesday, April 30, 2025 1:16 PM
To: Brittany Passmore (CDI: Planning) <bawalker@hallcounty.org>
Subject: Fwd: Water availability Chestatee lane

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is what we have for the 2 lots off chestatee lane. Would we need an actual letter or will this suffice?

Begin forwarded message:

From: MikeN <[redacted]
Subject: Water availability
Date: February 12, 2025 at 12:13:02 PM EST
To: Shirleygroupllc@gmail.com

As per our conversation, Lakeshore Forest Water system currently has available tap ons to service 2 lots on chestatee lane. It is on a first come bassis and all information is available on website lfws.net regarding our system, forms rules etc.
If you have further questions please feel free to contact me.
Regards
Mike Nosach
[redacted]

Outlook

HCPC Tentative Agenda 8.4.25

From Emily McGahee (Environmental Health) <emcgahee@hallcounty.org>
Date Thu 7/3/2025 8:42 AM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>; Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Cc Kelly Hairston (Environmental Health) <khairston@hallcounty.org>; Chad Harper (Environmental Health) <charper@hallcounty.org>

Please find Environmental Health comments below:

Item 1, 5401 Old Winder Hwy, K2P Land Partners: No comment. Public sewer.

Item 2, 5401 Old Winder Hwy, K2P Land Partners: No comment. Public sewer.

Item 3, 5307 Monarch Drive, Mullet: All proposed structures must meet all residential permitting requirements and/or required setbacks to existing septic system.

Item 4, 5730 Holiday Road, Alberto: All proposed structures must meet all residential permitting requirements and/or required setbacks to existing septic system.

Item 5, 4057 Sargent Circle, Drees: The proposed garage location was approved by Environmental Health on May 16, 2025.

Item 6, 6086 Atlanta Hwy, Mendoza: Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan. Please be advised that it appears that gravel and concrete parking was installed over the entirety of the septic system (tank and drainline) after the system was installed in 2023.

Item 7, 7537 Chestatee Lane, Shirley: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that Zoning approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

Item 8, 7051 Ransom Free Road, Kesterson: Must meet all residential permitting requirements.

Item 9A/B, 1661 Friendship Road, English: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

Emily McGahee
Hall County Environmental Health
Hall County Government Center
2875 Browns Bridge Road
Mailing: PO Box 5901
Gainesville, GA 30504
(770) 531-3973 (phone)
emcgahee@hallcounty.org

http://dph.georgia.gov/environmental-health (State Website)
http://www.phdistrict2.org/HallCounty.htm (District Website)
https://www.hallcounty.org/192/Environmental-Health (County Website & Forms)

EMAIL Reader Advisory Notice: Email to and from a Georgia state agency is generally public record, except for content that is confidential under specific laws. Security by encryption is applied to all confidential information sent by email from the Georgia Department of Public Health (DPH). This message is only intended for specific recipient(s) and may contain privileged, private, or sensitive information. If you received this message in error, please delete it, and contact me.

Outlook

RE: Tentative Agenda for the August 4, 2025 Hall County Planning Commission Meeting

From Nembhard, Nakia L <NNembhard@dot.ga.gov>
Date Thu 6/26/2025 5:13 PM
To Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Below you will find our response on coordination that will need to be done.

Thanks,

OLD BUSINESS

1. **5401 Old Winder Highway | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant** **Will Require GDOT Coordination**

2. **5401 Old Winder Highway | Rezone** | from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: Industrial park** | ** Commission District 1 | **K2P Land Partners, LLC, applicant** **Will Require GDOT Coordination**

NEW BUSINESS

3. **5307 Monarch Drive | Variance to section 4.9.1 |** to reduce the minimum yards | on a 0.59± acre tract located on the north side of Monarch Drive, approximately 170 feet from its intersection with Checkered Spot Drive | Zoned R-1; Tax Parcel 10077A000024 | **Proposed Use: Residential addition** | * Commission District 2 | **Dean Mullet, applicant** **Will Not Require GDOT Coordination**

4. **5730 Holiday Road | Variance to section 3.3.1** | to reduce the minimum yards | on a 0.41± acre tract located on the southwest side of Holiday Road at its intersection with Green Road | Zoned AR-1 & PRD; Tax Parcel 07329 004006 | **Proposed use: Detached garage** | * Commission District 2 | **Bethany Alberto, applicant** **Will Not Require GDOT Coordination**

5. **4057 Sargent Circle | Variance to section 4.9.1 |** to reduce the minimum yards **|** on a 0.91± acre tract located on the northeast side of Sargent Circle, approximately 200 feet from its intersection with Cochran Road | Zoned R-1; Tax Parcel 10120 000071 | **Proposed use: Detached garage** | * Commission District 2 | **Dennis Drees, applicant** **Will Not Require GDOT Coordination**

6. **6086 Atlanta Highway | Variance to section 5.7.1 |** to reduce the minimum yards | on a 0.54± acre tract located on the northwest side of Atlanta Highway, approximately 330 feet from its intersection with Mount Salem Circle | Zoned H-B (GCOD); Tax Parcel 08139 003001 | **Proposed use: Bring an existing structure into compliance** | * Commission District 1 | **Melva Mendoza, applicant** **Will Require GDOT Coordination**

7. **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | ** Commission District 2 | **Ethan Shirley, applicant** **Will Not Require GDOT Coordination**

8. **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | ** Commission District 3 | **Katherine Kesterson, applicant** **Will Not Require GDOT Coordination**

9. **(A) 1661 Friendship Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi Family (R-MF) | on a 17.67± acre tract located on the north side of Friendship Road, approximately 80 feet from its intersection with Chateau Point | Zoned AR-1; Tax Parcel 15041 000016 | **Proposed use: 266-unit residential development** | ** Commission District 1 | **David A. English, applicant** **Will Require GDOT Coordination**

   (B) 1661 Friendship Road | Special Use | to increase the allowed density in R-MF | on a 17.67± acre tract located on the north side of Friendship Road, approximately 80 feet from its intersection with Chateau Point | Zoned AR-1; Tax Parcel 15041 000016 | **Proposed use: 266-unit residential development** | ** Commission District 1 | **David A. English, applicant** **Will Require GDOT Coordination**

Nakia Nembhard
Civil Engineer 3

Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy Suite 100
Gainesville, GA, 30501

(678) 332-8200 Cell
(770) 533-8496 Office

From: Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
Sent: Thursday, June 26, 2025 11:28 AM
Subject: Tentative Agenda for the August 4, 2025 Hall County Planning Commission Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

PUBLIC WORKS AND
UTILITIES DIRECTOR
Bill Nash, P.E.

Hall County Government
COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
PUBLIC WORKS AND UTILITIES

M E M O R A N D U M

To: Beth Garmon, Director of Planning and Zoning

From: Bill Nash, Director of Public Works and Utilities

Date: July 3, 2025

Subject: August 4, 2025 - Hall County Planning Commission Agenda

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the August 4, 2025, meeting. Upon review, we provide the following comments.

OLD BUSINESS

1. **5401 Old Winder Highway | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Multi-Family (R-MF) | on a 84.30± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: 700 unit residential development** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

a. **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
   Show stream buffer and impervious setback from wrested vegetation not centerline of stream
   Show FEMA and Hall County studied Flood plains that are present on site.
b. **Traffic:** Coordinate with GDOT on driveway @ SR211
   TIS update for our review
   Coordinate with traffic for lane drop location
c. **Utilities:** Hall County Sewer is On-site

2. **5401 Old Winder Highway | Rezone** | from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) | on a 194.10± acre portion of a tract located on the east side of Old Winder Highway at its intersection with Pleasant Hill Lane | Zoned AR-1; Tax Parcel 15039A000007(pt) | **Proposed use: Industrial park** | ** Commission District 1 | **K2P Land Partners, LLC, applicant**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
   Show stream buffer and impervious setback from wrested vegetation not centerline of stream

Show FEMA and Hall County studied Flood plains that are present on site.

b. **Traffic:** Coordinate with GDOT on driveway @ SR211
TIS update for our review
Coordinate with traffic for lane drop location
Utilities: Hall County Sewer is On-site

NEW BUSINESS

3. **5307 Monarch Drive | Variance to section 4.9.1 |** to reduce the minimum yards | on a 0.59± acre tract located on the north side of Monarch Drive, approximately 170 feet from its intersection with Checkered Spot Drive | Zoned R-1; Tax Parcel 10077A000024 | **Proposed Use: Residential addition** | * Commission District 2 | **Dean Mullet, applicant**

    a. **Engineering**: No comment
    b. **Traffic:** No comment
    c. **Utilities:** No sewer in area. Hall County service area.

4. **5730 Holiday Road | Variance to section 3.3.1** | to reduce the minimum yards | on a 0.41± acre tract located on the southwest side of Holiday Road at its intersection with Green Road | Zoned AR-1 & PRD; Tax Parcel 07329 004006 | **Proposed use: Detached garage** | * Commission District 2 | **Bethany Alberto, applicant**

    a. **Engineering**: No comment.
    b. **Traffic:** No comment
    c. **Utilities:** City of Buford service area

5. **4057 Sargent Circle | Variance to section 4.9.1 |** to reduce the minimum yards | on a 0.91± acre tract located on the northeast side of Sargent Circle, approximately 200 feet from its intersection with Cochran Road | Zoned R-1; Tax Parcel 10120 000071 | **Proposed use: Detached garage** | * Commission District 2 | **Dennis Drees, applicant**

    a. **Engineering**: No comment
    b. **Traffic:** No Comment
    c. **Utilities:** City of Gainesville sewer service area.

6. **6086 Atlanta Highway | Variance to section 5.7.1 |** to reduce the minimum yards | on a 0.54± acre tract located on the northwest side of Atlanta Highway, approximately 330 feet from its intersection with Mount Salem Circle | Zoned H-B (GCOD); Tax Parcel 08139 003001 | **Proposed use: Bring an existing structure into compliance** | * Commission District 1 | **Melva Mendoza, applicant**

    a. **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    b. **Traffic:** No comment
    c. **Utilities:** City of Buford service area.

7. **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | ** Commission District 2 | **Ethan Shirley, applicant**

    a. **Engineering**: Further subdivisions of these lots will result in the necessity of a stormwater management plan if the total number of lots reaches more than 6.
    b. **Traffic:** Lots 3-5 must have minimum frontage for driveway
    Drawing doesn't label that measurement
    c. **Utilities:** Hall County sewer area. No sewer in area.

8. **7051 Ransom Free Road | Rezone |** from Agricultural Residential 1 (AR-1) to Agricultural (AG-1) | on a 15.45± acre tract located on the south side of Ransom Free Road, approximately 1,653 feet from its intersection with Perry Parks Road | Zoned AR-1; Tax Parcel 11001 000003A | **Proposed use: Second dwelling** | ** Commission District 3 | **Katherine Kesterson, applicant**

    a. **Engineering**: Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    Further subdivisions of these lots will result in the necessity of a stormwater management plan if the total number of lots reaches more than 6.Show FEMA and Hall County studied Flood plains that are present on site.
    b. **Traffic:** No comment
    c. **Utilities:** Hall County sewer area. No sewer in vicinity

9. **(A) 1661 Friendship Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Multi Family (R-MF) | on a 17.67± acre tract located on the north side of Friendship Road, approximately 80 feet from its intersection with Chateau Point | Zoned AR-1; Tax Parcel 15041 000016 | **Proposed use: 266-unit residential development** | ** Commission District 1 | **David A. English, applicant**

    (B) 1661 Friendship Road | Special Use | to increase the allowed density in R-MF | on a 17.67± acre tract located on the north side of Friendship Road, approximately 80 feet from its intersection with Chateau Point | Zoned AR-1; Tax Parcel 15041 000016 | **Proposed use: 266-unit residential development** | ** Commission District 1 | **David A. English, applicant**

    a. **Engineering**: Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    b. **Traffic:** GDOT permit required
    GDOT may require a TIS
    GDOT likely to require removal of acceleration lane.
    c. **Utilities:** Hall County sewer service area
    Gravity sewer is available at Napa Ridge Rd. South side of Friendship rd.
    Will require pumping along Thompson Mill Rd.

Outlook

Fire Comments

From John Hornick (Fire Services) <jhornick@hallcounty.org>
Date Thu 6/26/2025 2:48 PM
To Beth Garmon (CDI: Planning) <bgarmon@hallcounty.org>
Cc Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

Monday, August 4, 2025 Hall County Planning Commission Meeting

7. **7537 Chestatee Lane | Special Use |** minor subdivision | on a 6.55± acre tract located on the southeast side of Chestatee Lane, approximately 510 feet from its intersection with Point Spence Drive | Zoned R-1; Tax Parcel 11155 000089A | **Proposed use: Minor subdivision** | ** Commission District 2 | **Ethan Shirley, applicant**

   The Hall County Fire Marshal's Office has no comments as proposed.

Regards,

John Hornick, NPQ Fire Service Plans Examiner 1
Lieutenant, Hall County Fire Rescue
Hall County Government
Main: 770-531-6838 | Cell: 404-597-0083
Website: www.Hallcounty.org

Print

Planning Commission Comments - August 4, 2025 - Submission #120780

Date Submitted: 8/1/2025

Comments completed in the form below will be submitted into the record for the August 4, 2025 meeting of the Hall County Planning Commission.

First Name*

Austin

Last Name*

Logan

Address1*

7736 Barkers Bend Drive

Address2

City*

Murrayville

State*

GA

Zip*

30564

Zoning Item for Comment*

7537 Chestatee Lane | Special Use

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

Your Comments*

Opposed to special use request. Subdivision does not align with the format and theme and infrastructure of existing community. Road structure, road shoulders and lack of traffic control other than stop signs does not support additional home density.

Please write your comments in the box above.

File Upload

Choose File No file chosen

If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

Would you like follow-up communication?

[redacted]

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: ETHAN SHIRLEY
REQUEST: SPECIAL USE FOR A 5-LOT MINOR SUBDIVISION
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: AUG 04, 2025
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: SEPT 11, 2025
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
We have it all in Hall

PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than thirty (30) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than thirty (30) days and not more than forty-five (45) days prior to the public hearing.

The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.

The applicant is required to post the public notice sign not less than thirty (30) days and not more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

THE ZONING SIGN MUST BE POSTED NO EARLIER THAN JUNE 26, 2025 AND NO LATER THAN JULY 6, 2025.

THE ORGINAL SIGNED AFFIDAVIT MUST BE AND RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN JULY 6, 2025 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.

Failure to comply will result in a delay of the application.

AFFIDAVIT

By my signature, I, ethan shirley **, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** july 1st, 2025 **for** ethan shirley **.**

Please Print Name

Date

(Name application filed as)

Signature ethan shirley

(The original document is required)