Board of Zoning Appeals

Public Hearing

Agenda

www.coweta.ga.us

Shannon Zerangue
Fran Collins
770.254.2601

January 29, 2026 | **6:00 PM** | **Commission Chambers - 37 Perry Street, Newnan**

Board of Zoning Appeals
Roll Call/Call to Order

Beginning of Year Business

1. Beginning of the Year Appointments for Chairperson and Vice-Chairperson
2. Adoption of the Rules Governing the Coweta County Board of Zoning Appeals Meetings
3. Request Approval to Set Meeting Dates and Times for Calendar Year 2026 and the Beginning of 2027

Approval of Minutes

4. Request Approval of the Minutes from the Public Hearing Held on December 18, 2025

Petitions

5. Public Hearing Regarding Petition # VAR 25-30 Filed by Sam Bowers Requesting a Barn Setback Variance for Property Located on Sid Hunter Road, Senoia - District 1
6. Public Hearing Regarding Petition # VAR 25-22 Filed by Yamaha Motor Manufacturing Company dba DHL Supply Chain (USA) Requesting an Exterior Architectural Standards Variance for Property Located at the Northeast Intersection of Interstate Way and Hwy 34 E, Newnan - District 3

Additional Business

Adjournment

As set forth in the Americans with Disabilities Act of 1992, the Coweta County government does not discriminate on the basis of disability, and will assist citizens with special needs given proper notice (48 hours). For information, please call (770) 254-2608.

Item # 1

COWETA COUNTY

Community Development

To: **Board of Zoning Appeals**
From: **Lisa Eschman, Zoning Manager**
Date: **January 29, 2026**
RE: **Beginning of the Year Appointments for Chairperson and Vice-Chairperson**

Issue:
Beginning of the Year Appointments for Chairperson and Vice-Chairperson

Discussion:
Election of a Chairperson and Vice-Chairperson

Fiscal Impact:
N/A

Recommendation:
Staff Recommends the following actions:

- Election of Chairperson to serve for Calendar Year 2026 and the First Meeting of 2027
- Election of Vice-Chairperson to serve for Calendar Year 2026 and the First Meeting of 2027

Item # 2

COWETA COUNTY

Community Development

To: **Board of Zoning Appeals**
From: **Lisa Eschman, Zoning Manager**
Date: **January 29, 2026**
RE: **Adoption of the Rules Governing the Coweta County Board of Zoning Appeals Meetings**

Issue:
Adoption of the Rules Governing the Coweta County Board of Zoning Appeals Meetings

Discussion:
It is necessary for the Board to adopt the rules governing their Public Hearings scheduled for 2026.

Fiscal Impact:
N/A

Recommendation:
Staff recommends that the Board of Zoning Appeals adopt the rules governing Public Hearings of the Coweta County Board of Zoning Appeals for the calendar year of 2026.

Coweta County Board of Zoning Appeals
Rules and Procedures

The following rules are designed to promote a fair and open process for the Board of Zoning Appeals Public Hearings.

Section 1 - GENERAL

1.1 The location of the Rules Governing the Public Hearings will be announced at the beginning of each meeting.

1.2 The Board of Zoning Appeals will follow *Robert's Rules of Order.*

Section 2 – OPERATIONAL PROEDURES

2.1 MEETINGS

2.1.1 Public Hearings of the Coweta County Board of Zoning Appeals are scheduled recurring meetings of the Board of Zoning Appeals to review all variances and conditional use applications.

Section 3 – QUORUM

Any three (3) board members of the district Board of Zoning Appeals shall constitute a quorum for any meeting of the Coweta County Board of Zoning Appeals.

3.1 Adjournment Upon Absence of Quorum at Commencement of Meeting – If a quorum is not present thirty (30) minutes following the scheduled hour of convening, the Chair or Vice-chair may adjourn the meeting.

3.2 Adjournment Upon Loss of Quorum During Meeting – If during the meeting there ceases to be a quorum, all business must stop, except that the Board, may:

a. Adjourn and return at the next regular meeting; or
b. Recess to determine if a quorum will be present within a short period of time.

Section 4 – MINUTES

4.1 Contents of Minutes – All recommendation of the Board of Zoning Appeals, shall be accurately recorded by the Clerk (or his/her designee) in the minutes, which shall include:

a. All motions, or stipulations;
b. The name of the maker of all motions;
c. Disposition of all motions, whether:
    1. Adopted;
    2. Defeated;
    3. Referred to committee or to staff for further information or recommendation; or
    4. Deferred/Tabled until a date and time certain
d. How each Board Member voted; and
e. Comments as deemed necessary

Coweta County Board of Zoning Appels
Rules and Procedures

The following rules are designed to promote a fair and open process for the Board of Zoning Appeals Public Hearings.

Section 1 - GENERAL

1.1 The location of the Rules Governing the Public Hearings will be announced at the beginning of each meeting.

1.2 The Board of Zoning Appeals will follow *Robert's Rules of Order.*

Section 2 – OPERATIONAL PROEDURES

2.1 MEETINGS

2.1.1 Public Hearings of the Coweta County Board of Zoning Appeals are scheduled recurring meetings of the Board of Zoning Appeals to review all variances and conditional use applications.

Section 3 – QUORUM

Any three (3) board members of the district Board of Zoning Appeals shall constitute a quorum for any meeting of the Coweta County Board of Zoning Appeals.

3.1 Adjournment Upon Absence of Quorum at Commencement of Meeting – If a quorum is not present thirty (30) minutes following the scheduled hour of convening, the Chair or Vice-chair may adjourn the meeting.

3.2 Adjournment Upon Loss of Quorum During Meeting – If during the meeting there ceases to be a quorum, all business must stop, except that the Board, may:

a. Adjourn and return at the next regular meeting; or
b. Recess to determine if a quorum will be present within a short period of time.

Section 4 – MINUTES

4.1 Contents of Minutes – All recommendation of the Board of Zoning Appeals, shall be accurately recorded by the Clerk (or his/her designee) in the minutes, which shall include:

a. All motions, or stipulations;
b. The name of the maker of all motions;
c. Disposition of all motions, whether:
    1. Adopted;
    2. Defeated;
    3. Referred to committee or to staff for further information or recommendation; or
    4. Deferred/Tabled until a date and time certain
d. How each Board Member voted; and
e. Comments as deemed necessary

f. Public comments

4.2 **Adoption and Correction of Minutes Attestation** – The minutes of each Board of Zoning Appeals meeting shall be approved/adopted by the Board at the next subsequent Regular Board of Zoning Appeals meeting.

Section 5 – AGENDA

A. An agenda for the Public Hearings of the Coweta County Board of Zoning Appeals will be prepared by the Community Development Staff and will be available to the Board of Zoning Appeals no later than close of business on the Friday preceding the meeting.
B. The agenda for all meetings shall be made available to the public no later than twenty-four (24) hours prior to the meeting.

Section 6 – VOTING

All votes shall be taken by electronic vote, show of hand, or verbal pronouncement. Formal voting on Board matters will ordinarily occur during a Public Hearing.

6.1 **Effect of Approval/Denial** – An affirmative majority vote shall be required to adopt a motion unless otherwise noted in this document. If a motion to recommend approval of an item is defeated by the vote, the vote does not constitute an affirmative recommendation of denial of the item. Instead, a motion to recommend denial should immediately follow to bring closure to the item. Likewise, if a motion to recommend denial is defeated by the vote, the vote does not constitute an affirmative recommendation of approval of the item. Instead, a motion to recommend approval should immediately follow to bring closure to the item.

6.2 **Tie Vote** – A tie vote on a motion shall keep the motion as pending before the Board and the motion shall be rescheduled for another time.

Section 7 – PUBLIC PARTICIPATION

The Coweta County Board of Zoning Appeals welcomes citizens and visitors to Board meetings and is willing to hear any person or persons desiring to appear before the Board during the time set aside for public comments that concern the services, policies, or affairs of Coweta County in accordance with the following rules.

Any member of the public engaging in disruptive behavior that interferes with the Board of Zoning Appeal's ability to conduct business, including but not limited to applause, cheers, jeers, interruption of other speakers, etc., may, after warning, be subject to removal from the meeting.

7.1 **Public Comments** – Each person wishing to provide public comment in writing shall deliver such public comment to the Community Development Department no later than noon on the day of the meeting. Written public comment must contain the name, address, and contact information (email address and/or phone number) for the person submitting it. Any written public comment

received after the noon deadline will not be included in the agenda packet and there is no guarantee that such comments will be considered.

7.2 **Manner of Addressing the Board of Zoning Appeals –** All persons shall address the Board of Zoning Appeals in the following manner:

a. State his/her name and address;
b. The speaker shall be required to state:
    i. Whether he/she is speaking for himself/herself or for another;
    ii. If he/she represents an organization or represents a policy established by an organization or governing body and whether he/she is being compensated by the person(s) for whom he/she speaks;
    iii. Whether he/she or any member of his/her immediate family has a personal interest in the pending matter.
c. The following content is prohibited:
    i. Campaigning for public office;
    ii. Promoting private business;
    iii. Using profanity, vulgar language or gestures, fighting words, or slander which is disruptive to the meeting;
    iv. Comments directed to an individual which are not related to the official duties (such as performance, conduct, or qualifications) of an official or staff member of Coweta County.

7.3 **Directing of Comments -** All remarks shall be directed to the Board of Zoning Appeals Members as a body and addressed through the Chair, not toward the public or staff. Remarks shall not be made to a particular Board Member.

7.4 **Questions by Board of Zoning Appeals –** Questions from the Board of Zoning Appeals may be asked for clarification. However, no person shall be allowed to enter any discussion, either directly or through a member of the Board of Zoning Appeals, without permission of the Chair.

7.5 **Public Hearings** - Persons wishing to address the Board of Zoning Appeals during Public Hearings will be heard. Prior to speaking, each speaker shall sign-up to do so prior to the start of the meeting. Each speaker will be called to address the Board on a first-come basis. No prior reservations shall be taken for these spots.

a. In addition to the presentation by Community Development, an applicant or his/her representative shall be allotted a total of ten (10) minutes for their presentation, including time for rebuttal. Speakers other than the applicant or his/her representative shall sign up to speak separately, will be allotted a maximum of three (3) minutes, and will be called to address the Board based upon the order in which they signed up to speak prior to the start of the meeting. The time allotted for these speakers will not count toward the applicants ten (10) minutes.

b. Each speaker will be allotted a maximum of three (3) minutes. Proponents and opponents of a particular item shall be afforded a maximum of twenty (20) minutes (per side).
c. Said time limit per person may be lengthened or shortened for a given speaker, or for all speakers on a given matter, or for all speakers in a given meeting, by a majority vote of the Board of Zoning Appeals.

8.0 ADOPTION/AMENDMENTS

Following adoption of the rules governing the Board of Zoning Appeals meetings, the rules may be amended by a majority vote of the Board of Zoning Appeals following a duly advertised Public Hearing. Provided that notice has been given of the amendment(s) at the meeting prior to the vote on the amendment(s).

SO ADOPTED IN LAWFULLY ASSEMBLED, OPEN SESSION AFTER PUBLIC NOTICE AND HEARING AS PROVIDED BY GEORGIA LAW, THIS 30th DAY OF JANUARY 2025, TO BECOME EFFECTIVE FEBRUARY 1, 2025.

Chairman

Attest:

Community Development Department

Adopted January 30, 2025

Item # 3

COWETA COUNTY

Community Development

To: **Board of Zoning Appeals**
From: **Lisa Eschman, Zoning Manager**
Date: **January 29, 2026**
RE: **Request Approval to Set Meeting Dates and Times for the Calendar Year 2026 and the Beginning of 2027**

Issue:
Set Meeting Dates and Times for Calendar Year 2026 and the Beginning of 2027

Discussion:
It is necessary for the Board to set the meeting dates and times for the Board of Zoning Appeals Meetings for calendar year 2026 (and the beginning of 2027).

Fiscal Impact:
N/A

Recommendation:
Staff recommends the Board set the meeting dates and times for calendar year 2026 (and the beginning of 2027).

Meeting Dates	Times
February 26, 2026 (Fourth Thursday)	6:00PM
March 26, 2026 (Fourth Thursday)	6:00PM
April 23, 2026 (Fourth Thursday)	6:00PM
May 21, 2026 (Third Thursday)	6:00PM
June 25, 2026 (Fourth Thursday)	6:00PM
July 23, 2026 (Fourth Thursday)	6:00PM
August 27, 2026 (Fourth Thursday)	6:00PM
September 24, 2026 (Fourth Thursday)	6:00PM
October 22, 2026 (Fourth Thursday)	6:00PM
November 19, 2026 (Third Thursday)	6:00PM
December 17, 2026 (Third Thursday)	6:00PM
January 28, 2027 (Fourth Thursday)	6:00PM

Item # 4

COWETA COUNTY

Community Development

To: **Board of Zoning Appeals**
From: **Shannon Zerangue, County Clerk**
Date: **January 29, 2026**
RE: **Minutes from the Public Hearing Held on December 18, 2025**

Issue:
Minutes from the Public Hearing Held on December 18, 2025

Discussion:
The Clerk has prepared the minutes from the Public Hearing held on Thursday, December 18, 2025.

Fiscal Impact:
N/A

Recommendation:
Staff recommends that the Board approve the minutes from the Public Hearing held on December 18, 2025.

Board of Zoning Appeals

www.coweta.ga.us

Public Hearing

Minutes

Lisa Eschman
770.254.2635

December 18, 2025 | **6:00 PM** | **Commission Chambers - 37 Perry Street, Newnan**

Board of Zoning Appeals

Roll Call/Call to Order

Attendee Name	Title	Status
Lisa Mitchum	District 1 — Chairperson	Present
Billy Cranford	District 4 — Vice Chairperson	Present
Mike Yeager	District 2	Present
Russell Berry	District 3	Present
Dee Crouch	District 5	Absent
Ben Sewell	Community Development Director	Present
Teresa Crow	Community Development Assistant Director	Absent
Lisa Eschman	Zoning Manager	Absent
Nicole Blackwell	Zoning Associate	Present
Madonna Overton	Community Development Clerk	Present

The Coweta County Board of Zoning Appeals conducted a Public Hearing on Thursday, December 18, 2025.

Chairperson Mitchum called the meeting to order at 6:00 p.m.

Chairperson Mitchum explained that the rules governing the meeting could be located on the County's website and on the table in the lobby outside the meeting room.

Chairperson Mitchum explained that the Board of Zoning Appeals serves as a recommending board to the Coweta County Board of Commissioners. She informed everyone that the Board of Commissioners will consider tonight's petition for a final decision on January 22, 2026.

Approval of Minutes

1. **Request Approval of the Minutes from the Public Hearing Held on November 20, 2025**

Motion to: Approve

The Board voted to approve the minutes from the Public Hearing held on Thursday, November 20, 2025.

RESULT: PASSED (4 to 0)
MOVER: Billy Cranford
SECONDER: Russell Berry
AYES: Lisa Mitchum, Russell Berry, Billy Cranford, Mike Yeager
ABSENT: Dee Crouch

Petitions

2. **Public Hearing Regarding Petition # VAR 25-25 Filed by Timothy Woodruff Requesting a Front Yard Setback Variance for Property Located at 780 Gordon Road, Newnan - District 2**

Zoning Associate Nicole Blackwell presented Petition # VAR 25-25 filed by Timothy Woodruff requesting a front yard setback variance for property located at 780 Gordon Road, Newnan (Parcel # 089-2092-014). She explained that at the time the home was constructed in 1986, the zoning regulations required a 50-foot front setback from the right-of-way. However, on November 18, 2008, Coweta County amended its *Zoning and Development Ordinance* to increase the required front setback along Gordon Road to 100-feet from the right-of-way. Therefore, the property is now subject to a 100-foot front yard setback requirement. She further explained the applicant is requesting a variance to allow construction of a covered front porch that would extend 75 feet along the front facade and project 6 feet into the front yard, replacing an existing 6-foot deep stoop. As proposed, the front setback from the right-of-way of Gordon Road would be reduced from 100 feet to 65 feet.

Ms. Blackwell highlighted the following factors for consideration in reviewing the variance request.

1. The home predates the current setback requirement and cannot accommodate a covered front porch without a variance.
2. Based on staff comments, the proposed request is not expected to impact public facilities or the surrounding area.

Ms. Blackwell explained that should the Board of Zoning Appeals recommend that the

Board of Commissioners approve the request, the Community Development Department submit the following condition for consideration:

1. The covered porch shall be located 65-feet from the right-of-way of Gordon Road as shown on the site plan submitted with the variance application.

Chairperson Mitchum asked if there were any questions from the Board for staff. There were none.

Chairperson Mitchum asked if the applicant was present.

Mr. Timothy Woodruff was present but chose not to address the Board.

Chairperson Mitchum called for any comments in support of or in opposition to the proposed variance request. There were none.

Chairperson Mitchum reminded the applicant that a final decision regarding the variance will be rendered by the Board of Commissioners on January 22, 2026.

Motion to: Close Public Hearing

The Board voted to close the Public Hearing regarding Petition # VAR 25-25 filed by Timothy Woodruff requesting a front yard setback variance for the property located at 780 Gordon Road, Newnan (Parcel # 089-2092-014).

RESULT: PASSED (4 to 0)
MOVER: Billy Cranford
SECONDER: Russell Berry
AYES: Lisa Mitchum, Russell Berry, Billy Cranford, Mike Yeager
ABSENT: Dee Crouch

Motion to: Recommend Approval

The Board voted to recommend that the Board of Commissioners approve a 35-foot front yard setback reduction (from 100-feet to 65-feet) from the right-of-way for property located at 780 Gordon Road, Newnan (Parcel # 089-2092-014) as requested in Petition # VAR 25-25 filed by Timothy Woodruff, subject to the following condition:

1. The covered porch shall be located 65-feet from the right-of-way of Gordon Road as shown on the site plan submitted with the variance application.

RESULT: PASSED (4 to 0)

MOVER: Billy Cranford
SECONDER: Russell Berry
AYES: Lisa Mitchum, Russell Berry, Billy Cranford, Mike Yeager
ABSENT: Dee Crouch

Additional Business

Zoning Associate Blackwell explained that the next Board of Zoning Appeals meeting is scheduled for Thursday, January 29, 2026 at 6:00 p.m.

Adjournment

Motion to: Adjourn

The Board voted to adjourn the meeting.

RESULT: PASSED (4 to 0)
MOVER: Russel Berry
SECONDER: Billy Cranford
AYES: Lisa Mitchum, Russell Berry, Billy Cranford, Mike Yeager
ABSENT: Dee Crouch

Item # 5

COWETA COUNTY

Community Development

To: Board of Zoning Appeals
From: Nicole Blackwell, Zoning Associate
Date: January 29, 2026
RE: Petition #: VAR 25-30
Applicant: Sam Bowers
Property Owners: Sam Bowers and Dale Bowers
Location: Sid Hunter Road
Commission District: 1st - Commissioner Fisher
Tax Parcel(s): 127-1074-001A
Property Size: 32.8± acres
Current Zoning: RC (Rural Conservation)
Requested Zoning: N/A
Proposed Use: Seeking Approval to Build a Barn 25 feet from Property Line
Public Hearing (Date, Time, Location): January 29, 2026, 6:00 PM - 37 Perry Street, Newnan

---

Issue:

Petition # VAR 25-30 Filed by Sam Bowers Requesting a Barn Setback Variance for Property Located on Sid Hunter Road, Senoia

Discussion:

Sam Bowers has filed a variance application seeking approval to build a barn 25 feet from the property line of property located on Sid Hunter Road, Senoia (see attached staff report).

Fiscal Impact:

N/A

Recommendation:

Should the Board of Zoning Appeals recommend approval of the request, the Community Development Department is submitting the following condition for consideration:

1. The barn shall be located a minimum of 25-feet from the property line adjoining the applicant's adjacent homesite, as shown on the site plan submitted with the variance application.

Variance Application

COWETA COUNTY BOARD OF ZONING APPEALS

A PRE-SUBMITTAL MEETING SHALL BE SCHEDULED NO LATER THAN ONE (1) WEEK PRIOR TO THE APPLICATION DEADLINE

Name of Applicant(s): Sam Bowers

Address of Applicant(s): [redacted]

Phone #: [redacted] E-mail address: [redacted]

Address of Subject Property: Sid Hunter Rd

Property Tax I.D. #: 127 1074 001A

Definition of Variance: A variance is a relaxation of the terms of the ordinance where such variance will not be contrary to the public interest and where, owning to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship. As used in this ordinance, a variance is authorized only for height, area, and size of structure or size of yards and open spaces; establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the zoning district or uses in an adjoining zoning district.

Ordinance listing for proposed use: Article 7 Section 72 Item 8

Brief description of requested use: Build a Barn on my property near my house

Applicant's reason for not conforming to the Zoning Ordinance: The Barn would be located in the middle of my field

What extraordinary conditions concerning the property/structure/property, warrants a variance or variances?
The property that adjoins the subject property that the set back is required for belongs to me.

Provide proffered measures to reduce any impact. If no mitigation is proposed, the applicant must include an explanation of why none is being proposed.
The barn will not be near any other property line.

A variance can only be recommended for approval only if the Board of Zoning Appeals finds and states the basis for said findings on the record, all of the following exist. The applicant and/or applicant representative must provide response.

A. That one of the following is true, through no action or fault of the property owner or predecessor:

I. Is the property exceptionally narrow shallow, or usually shaped?

NO

II. Does property contain exceptional topographic conditions?

No

III. Does the property contain other extraordinary or exceptional conditions?

No

IV. Are there other existing extraordinary or exceptional circumstances?

No

B. That the strict application of the requirements of this ordinance would result in practical difficulties to, or undue hardship upon, the owner of this property. Please provide explanation of the undue hardship.

The barn would be located in the middle of my field and would block an internal road

C. The requested variance relief may be recommended for approval without substantially impairing the intent and purpose of this ordinance. Please provide explanation as to how this request does not substantially impair the intent and purpose of this ordinance. The barn would not be near any other neighbors property line

Conditions: In recommending the approval of a variance, the Board of Zoning Appeals may attach such conditions regarding the location, character, and other features of the proposed building, structure, or use as it may deem advisable so that the purpose of this ordinance will be served, public safety and welfare secured, and substantial justice done. Any deviation or revision from a condition recommended by staff shall be clearly set forth in the minutes of the Board of Zoning Appeals.

Limitations on variances; improper variance requests: Variance cannot be given to totally remove a requirement or to exempt a property or applicant entirely from the requirement. If a variance is being sought that is, in the judgement of the director, a request that would constitute a text amendment, then the application shall not be accepted. Variances can only be recommended for approval to alter numeric value, such as setback, height limit, area limit, and so forth. Furthermore, the Board of Zoning Appeals shall not be authorized to recommend approval of a density variance or a use variance to permit a use in a district in which the use is prohibited. A variance application shall not be accepted if the variance seeks something that cannot be varied, or to eliminate rather than modify a requirement or regulation. A variance application shall not be accepted if the variance is contradictory to the ordinance (such as reducing a requirement to zero or totally eliminating a requirement).

Self-inflicted hardship: The Board of Zoning Appeals shall not recommend approval of variances when the hardship was created by the property owner or his predecessor and shall not recommend approval of hardship variances based on shape or topography for a lot of record. Configuring a subdivision to create lots that are difficult to build is an example of a hardship created by the property owner or predecessor, that do not justify a variance.

Please provide the following documentation for a complete variance application package:

- Application
- A copy of the Warranty Deed
- If the applicant is not the owner of the property, submit a notarized letter from the property owner giving applicant permission to file the request.
- Plat of the property, indicating all existing and proposed structures in relation to nearby streets, property lines, and driveways; dimensions are to be accurate.
- Written Legal Description of the subject property.
- Total feet of encroachment/distance from property line.

The variance application and supporting documentation must be submitted through our Accela portal by using this link: https://aca-prod.accela.com/COWETA/Default.aspx

COWETA COUNTY
COMMUNITY DEVELOPMENT

Ben Sewell, Director
22 East Broad St.
Newnan, GA 30263
www.coweta.ga.us
770-254-2635

To: Coweta County Zoning Board of Appeals

From: Nicole K Blackwell, Zoning Associate

Re: Variance Request
Article 7, Section 72, Item 4(a)
Applicant: Sam Bowers
Location: Sid Hunter Road, Senoia (±32.8 acres)
Petition # VAR 25-030
Tax ID #: 127-1074-001A
1st Commission District

Date: January 15, 2026

The subject property, located at Sid Hunter Road in Senoia, is approximately 32.8 acres and is zoned RC (Rural Conservation).

The applicant is requesting a variance to allow the placement of a barn measuring 60 feet by 52 feet. As proposed, the barn would sit 25 feet from the property line. Although the applicant owns the adjacent property closest to the location of the proposed barn, a variance is required pursuant to Article 7, Section 72, Item 4(a) of the Coweta County Zoning and Development Ordinance, which states *all related accessory buildings, pens or corrals, for housing or confining animals, or for storing feed or equipment, or for similar purposes shall be located at least 100 feet from all property lines and 200 feet from any existing off-site residential dwelling.*

The applicant is therefore requesting a variance to allow the proposed barn to be located 25 feet from the property line adjoining his homesite property (a reduction of 75 feet).

No staff comments were received regarding this variance request.

The consideration for a Variance Request must be reviewed through the following seven factors as provided under *Article 28. Section 284.1 of the Coweta County Zoning and Development Ordinance*.

1. Whether the variance will permit a use that is suitable in view of the use and development of adjacent and nearby property.

Response: The subject property and surrounding properties are zoned RC (Rural Conservation). A barn is a compatible use in the RC district.

2. Whether the variance will adversely affect the existing use or usability of adjacent or nearby property.

   Response: Barns are common sites within the RC (Rural Conservation) zoning district and complement the rural nature of the area and are essential for the upkeep of a non-commercial agricultural uses. The property most directly affected is located south of the proposed barn and serves as the applicant's homesite.

3. Whether or not the special circumstances contribute to the request are peculiar to the particular property involved.

   Response: Combining the subject property with the applicant's adjacent homesite would eliminate the need for a variance. However, the parcels are currently separate legal tracts, and the variance request is evaluated based on existing parcel boundaries.

4. Whether the variance will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

   Response: The proposed request is not expected to impact public facilities or infrastructure.

5. Whether there is existing or changing conditions affecting the use and development of the property, which gives supportive grounds for either approval, or disapproval of the variance.

   Response: The adjacent homesite is under common ownership; the barn setback will only impact the applicant's own property.

6. Whether or not the situation for which the request is being made poses an unnecessary hardship for the applicant.

   Response: Strict enforcement of the 100-foot setback would require the barn to be located in the middle of the field, limiting functional use of the property.

7. Whether or not the request is due to an intentional action of the applicant to violate the requirements of this ordinance.

   Response: This request does not result from any intentional action of the applicant to violate the requirements of this ordinance.

According to Article 28, Section 284, a variance can only be recommended for approval if the Board of Zoning Appeals finds and states the basis for said findings, all of the following exist:

A. Through no action or fault of the property owner or predecessor there are extraordinary and/or exceptional circumstances.

Response: *Compliance with the Ordinance would require the barn to be placed in the middle of the field, creating practical limitations on site layout and functionality.*

B. The strict application of the requirements of the ordinance would result in practical difficulties to, or undue hardship upon the owner of the property.

Response: According to the applicant, strict enforcement of the 100-foot setback would require the barn to be placed in the middle of the field and it would block an internal road.

C. This request does not substantially impair the intent and purpose of this ordinance.

Response: The barn is proposed to be placed 25 feet from a property line that adjoins the applicant's other parcel and will not encroach upon or adversely affect neighboring properties.

The Community Development Department submits the following Factors for Consideration in reviewing the Variance Request:

1. Barns are common within the RC (Rural Conservation) zoning district and support non-commercial agricultural uses consistent with the rural character of the area.
2. The adjacent homesite is under common ownership; the barn setback will only impact the applicant's property.

Should the Board of Zoning Appeals recommend approval of the request, the Community Development Department is submitting the following conditions for consideration:

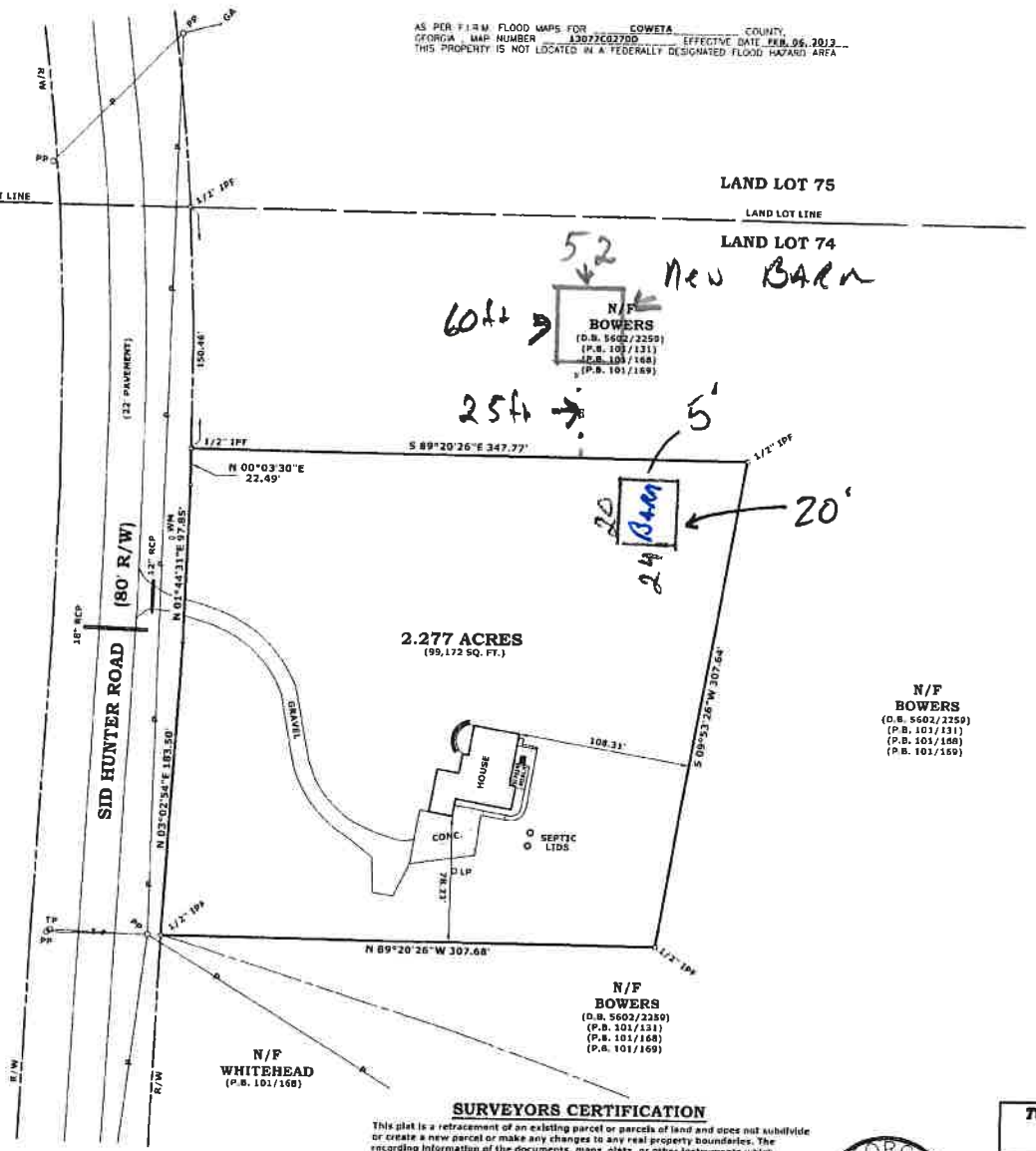
1. The barn shall be located a minimum of 25-feet from the property line adjoining the applicant's adjacent homesite, as shown on the site plan submitted with the variance application.

The following meetings for this request will be held at 6:00 PM in the Commission Chambers located at 37 Perry Street, Newnan, GA 30263:

- Public Hearing with Board of Zoning Appeals – **Thursday, January 29, 2026**
- Final Decision with Board of Commissioners – **Tuesday, February 17, 2026**

The applicant or his/her designated representative is recommended to attend the Public Hearing.

c: Sam Bowers



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.

Jason D. Turner GA. R.L.S. # 2795 — 01-27-2023 Date

GEORGIA REGISTERED NO. 2795 LAND SURVEYOR JASON D. TURNER

TURNER & ASSOCIATES LAND SURVEYORS, P.C.
10 SHACK HUNTER RD. SHARPSBURG, GEORGIA 30277
TELE: (770) 683-5300 EMAIL: turnerlandsurveyors@gmail.com
JASON D. TURNER GEORGIA REGISTERED LAND SURVEYOR NO. 2795

RETRACEMENT SURVEY FOR:

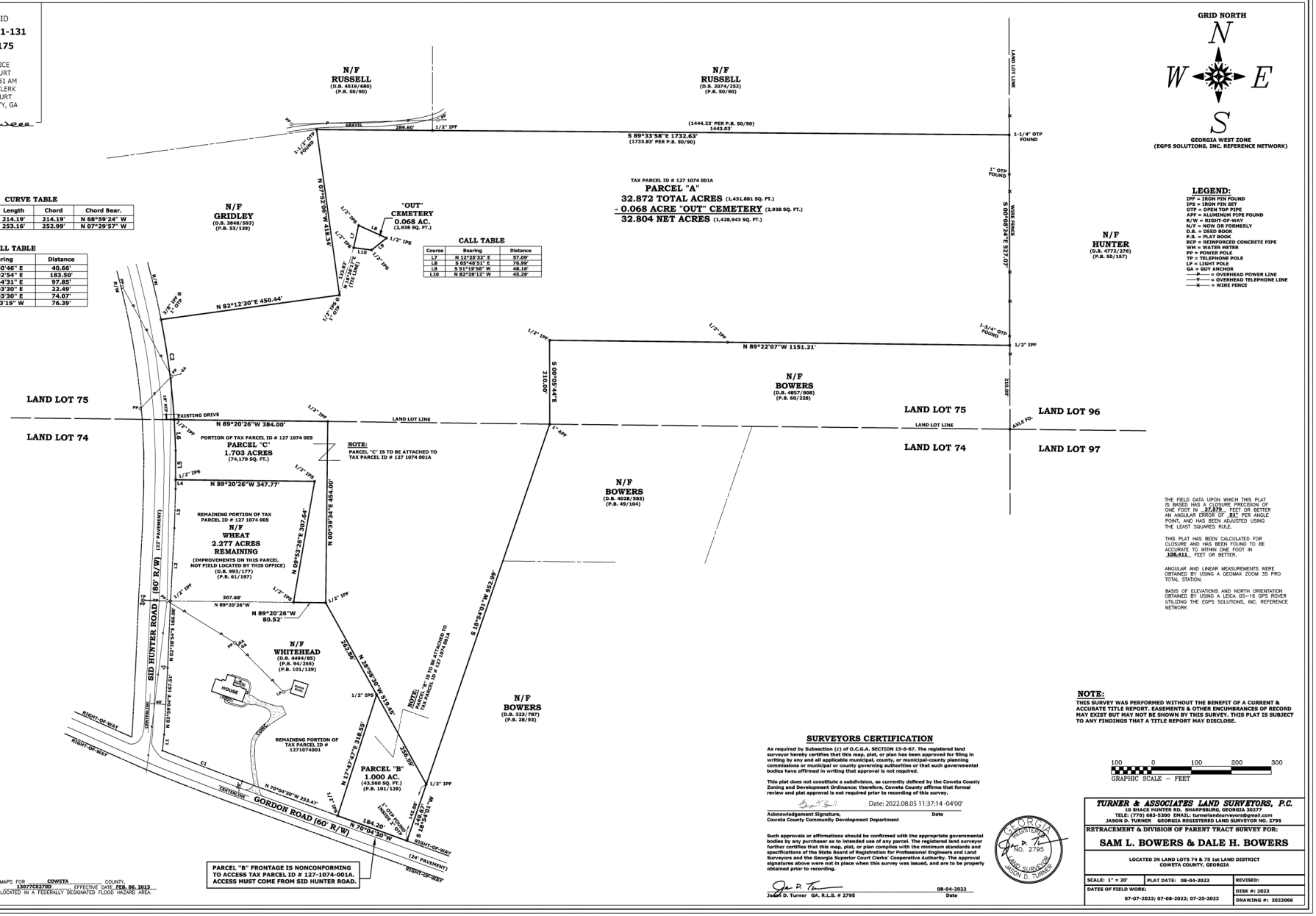
SAM L. BOWERS & DALE H. BOWERS

2.277 ACRES TRACT AS SHOWN PLAT FOR "SAM L. & DALE H. BOWERS" (P.B. 101/131) LOCATED IN LAND LOT 74 1st LAND DISTRICT COWETA COUNTY, GEORGIA

SCALE: 1" = 50'	PLAT DATE: 01-27-2023	REVISED:
DATE OF LAST FIELD WORK: 01-26-2023		DISK #: 2022
		DRAWING #: 2022066-SB

7135769262
PARTICIPANT ID
BK:101 PG:131-131
P2022000175

FILED IN OFFICE
CLERK OF COURT
08/05/2022 11:51 AM
NIKI SEWELL, CLERK
SUPERIOR COURT
COWETA COUNTY, GA
Niki Sewell


GRID NORTH
N
W
E
S
GEORGIA WEST ZONE
(EGPS SOLUTIONS, INC. REFERENCE NETWORK)
N/F RUSSELL (D.B. 4519/680) (P.B. 50/90)
N/F RUSSELL (D.B. 3074/252) (P.B. 50/90)
LAND LOT LINE
GRAVEL
289.60'
1/2" IPF
(1444.23' PER P.B. 50/90) 1443.03'
S 89°33'58"E 1732.63' (1733.83' PER P.B. 50/90)
1-1/4" OTP FOUND
1/2" OTP FOUND
N 00°25'00"W 418.34'
TAX PARCEL ID # 127 1074 001A
PARCEL "A"
32.872 TOTAL ACRES (1,431,881 SQ. FT.)
- 0.068 ACRE "OUT" CEMETERY (2,938 SQ. FT.)
32.804 NET ACRES (1,428,943 SQ. FT.)
1" OTP FOUND
WIRE FENCE
S 00°09'24"E 537.07'
N/F GRIDLEY (D.B. 3848/593) (P.B. 53/139)
"OUT" CEMETERY 0.068 AC. (2,938 SQ. FT.)
1/2" IPF
1/2" OTP FOUND
1/2" IPS
1/2" IPF
L8
L7
L9
L10
1/2" IPF
1/2" IPF
1/2" IPF

AFFP
84691- Sid Hunter Rd.

Affidavit of Publication

STATE OF GEORGIA } SS
COUNTY OF COWETA }

C. Clayton Neely & Elizabeth C. Neely, being duly sworn, says:

That he is Co-Publishers of the Newnan Times-Herald, a daily newspaper of general circulation, printed and published in Newnan, Coweta County, Georgia; that the publication, a copy of which is attached hereto, was

December 31, 2025

Notice of Public Hearing

Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an appeal filed by Sam Bowers requesting the following variance: Art. 7, Sec. 72, Item 4(a) for a barn setback reduction for property located on Sid Hunter Rd, Senoia (Tax ID #: 127-1074-001A). The meeting will be held on Thursday, January 29, 2026, at 6:00 p.m. at the Coweta County Commission Chambers, 37 Perry St., 2nd Floor, Newnan, GA. Copies of the proposed request may be obtained at the Coweta County Community Development Department, 22 E. Broad St. Newnan, Georgia between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. All that certain tract or parcel of land situate, lying and being in Land Lots 74 and 75 of the 1st Land District of Coweta County, Georgia being identified as Parcel "A" containing 32.804 acres according to plat of survey for Sam L. Bower and Dale H. Bowers dated August 4, 2022 made by Turner & Associates Land Surveyors, P.C. of record in Plat Book 101, Page 131, in the Office of the Clerk of the Superior Court of Coweta County, Georgia. As set forth in the Americans with Disabilities Act of 1990, the Coweta County Government does not discriminate based on disability and will assist citizens with special needs given proper notice (48 hours). For assistance with special needs, please (770) 254-2608. For questions regarding the public hearing, please contact the Community Development Department (770) 254-2635. This being the 31st day of December 2025 Coweta County Community Development Department
No:84691-12-31

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Co-Publishers

Subscribed to and sworn to me this 31st day of December 2025.

STACIE LEA WILLIAMS NOTARY PUBLIC LAMAR COUNTY, GEORGIA My Commission Expires November 3, 2029

Stacie Lea Williams, Lamar County Notary Published in, Coweta County, Georgia
My commission expires: November 03, 2029

02100746 00143197

Coweta County Community Development
22 E. Broad St
NEWNAN, GA 30263

Item # 6

COWETA COUNTY

Community Development

To: Board of Zoning Appeals
From: Lisa Eschman, Zoning Manager
Date: January 29, 2026
RE: Petition #: VAR 25-22
Applicant: Yamaha Motor Manufacturing Corporation of America dba DHL Supply Chain (USA)
Property Owners: Yamaha Motor Manufacturing Corporation of America
Location: NE Intersection of Interstate Way and Hwy 34 E
Commission District: 3 - Blackburn
Tax Parcel(s): 097-5078-001 {Partial}
Property Size: 51.352± acres
Current Zoning: M
Requested Zoning: N/A
Proposed Use: Parts Distribution Facility
Public Hearing (Date, Time, Location): January 29, 2026, 6:00 PM — 37 Perry Street, Newnan

---

Issue:
Petition # VAR 25-22 Filed by Yamaha Motor Manufacturing Corporation dba DHL Supply Chain (USA) Requesting Exterior Architectural Standards Variance for Property Located at the Northeast Intersection of Interstate Way and Hwy 34 E, Newnan

Discussion:
DHL Supply Chain (USA), represented by Steve Hess, has filed a variance application requesting to reduce the Category A Exterior Building Materials and to allow alternative exterior building materials for the construction of a 784,700 square-foot building, approximately 60 feet in height, to be used as a parts' distribution facility for property located at the Northeast

intersection of Interstate Way and Hwy 34 E, Newnan.

Fiscal Impact:
N/A

Recommendation:
Should the Board of Zoning Appeals recommend approval of the request, the Community Development Department submits the following conditions for consideration:

1. The developer shall permit the proposed right-in-right-out access point through the Georgia Department of Transportation, with the placement of the access point at the point recommended and approved by GDOT.
2. The developer shall construct dedicated left turn lanes on the approaches of Interstate Way and Lakeside Way to SR 34, modify the traffic signal to accommodate the addition of the left turn lanes and add Flashing Yellow Arrow operations for the left turn movements. All transportation improvements within the rights of way of the Georgia Department of Transportation and Coweta County must be permitted and approved by the respective agency. The addition of the left turn lane on the Interstate Way approach to SR 34 will require the dedication of additional ROW from the development tract and may require relocation of utilities along the side streets. The transportation improvements shall be completed prior to issuance of the certificate of occupancy for the project.
3. The applicant shall comply with all conditions set forth in Attachments A, B, and C of DRI 4423, Notice of Decision.
4. The building shall be consistent with and not materially deviate from the architectural plans and renderings submitted with the application in materials, percentages and colors.
5. The applicant shall install a curvilinear drive entrance from Hwy 34, as depicted on the site plan submitted with the variance application.
6. As depicted on the landscape plan submitted with the variance application, the applicant shall install a minimum of 800 trees to screen the building from view. All trees along Hwy 34 and Interstate Way shall meet the required buffer plantings under Article 25.

Variance Application

COWETA COUNTY BOARD OF ZONING APPEALS

A PRE-SUBMITTAL MEETING SHALL BE SCHEDULED NO LATER THAN ONE (1) WEEK PRIOR TO THE APPLICATION DEADLINE

Name of Applicant(s): Mario Regil - Yamaha Motor Manufacturing Company of America

Address of Applicant(s): 1000 GA Highway 34 E, Newnan, GA 30265-1320

Phone #: (864) 303-5120 E-mail address: mregil@ymmc.yamaha-motor.com

Address of Subject Property: (not yet assigned) North-east of intersection of Interstate Way and GA Highway 34

Property Tax I.D. #:

Definition of Variance: A variance is a relaxation of the terms of the ordinance where such variance will not be contrary to the public interest and where, owning to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship. As used in this ordinance, a variance is authorized only for height, area, and size of structure or size of yards and open spaces; establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the zoning district or uses in an adjoining zoning district.

Ordinance listing for proposed use: Article 26 Section 261 Item E) 8.

Brief description of requested use: The intended use of the proposed building will be a parts warehouse to provide parts for Yamaha's nearby manufacturing buildings.

Applicant's reason for not conforming to the Zoning Ordinance: While we intend to comply with the screening requirements stated in the Exemption (see below), we cannot comply with the material requirements. The warehouse building will be constructed of precast wall panels which must be structural in nature and support the roof structure. These walls will be screened from the street within the QDCD zone (see attached landscape plans and renderings).

What extraordinary conditions concerning the property/structure/property, warrants a variance or variances?

The property is Zoned M - Manufacturing per the attached GeoSurey Plat (Deed Book 3105, Page 680) and is part of Yamaha's manufacturing campus. The QDCD boundary includes a portion of the site, and we intend to carefully screen that portion of the building from view. Yamaha needs to use this site to construct a warehouse to support its manufacturing business.

Provide proffered measures to reduce any impact. If no mitigation is proposed, the applicant must include an explanation of why none is being proposed.

We propose two significant measures to reduce the impact of this development:

1. Plant approximately 800 trees to screen the building from view.
2. Enhance the design of the south face of the building (Highway 34) with significant architectural elements (see rendering)

A variance can only be recommended for approval only if the Board of Zoning Appeals finds and states the basis for said findings on the record, all of the following exist. The applicant and/or applicant representative must provide response.

A. That one of the following is true, through no action or fault of the property owner or predecessor:

I. Is the property exceptionally narrow shallow, or usually shaped?

No

II. Does property contain exceptional topographic conditions?

Yes, there is significant change in gradient on the site (see attached grading plan)

III. Does the property contain other extraordinary or exceptional conditions?

Yes, it is part of Yamaha's manufacturing campus and is zoned M - Manufacturing.

IV. Are there other existing extraordinary or exceptional circumstances?

Yes, by construting this warehouse, the trucks will shuttle parts within Yamaha's property (and stay off main roads), except for the deliveries to the warehouse. This will reduce congestion and save costs.

B. That the strict application of the requirements of this ordinance would result in practical difficulties to, or undue hardship upon, the owner of this property. Please provide explanation of the undue hardship.

Undue hardships include using building materials that are costly and inefficient, not typically used for warehouse construction. Since the building will be screened, there should be no need to use the materials specified in the QDCD document.

C. The requested variance relief may be recommended for approval without substantially impairing the intent and purpose of this ordinance. Please provide explanation as to how this request does not substantially impair the intent and purpose of this ordinance.

We are complying with the following Exemption D3: Lots within an industrial park that by physical features, i.e., topography, existing structures, etc., will prevent new development from being highly visible from the roadway for which the district is named. Evidence in the form of topography maps, finished floor elevations, maximum height of buildings, photos, balloon test, or other applicable information shall be submitted to the director for an administrative exemption approval.

Conditions: In recommending the approval of a variance, the Board of Zoning Appeals may attach such conditions regarding the location, character, and other features of the proposed building, structure, or use as it may deem advisable so that the purpose of this ordinance will be served, public safety and welfare secured, and substantial justice done. Any deviation or revision from a condition recommended by staff shall be clearly set forth in the minutes of the Board of Zoning Appeals.

Limitations on variances; improper variance requests: Variance cannot be given to totally remove a requirement or to exempt a property or applicant entirely from the requirement. If a variance is being sought that is, in the judgement of the director, a request that would constitute a text amendment, then the application shall not be accepted. Variances can only be recommended for approval to alter numeric value, such as setback, height limit, area limit, and so forth. Furthermore, the Board of Zoning Appeals shall not be authorized to recommend approval of a density variance or a use variance to permit a use in a district in which the use is prohibited. A variance application shall not be accepted if the variance seeks something that cannot be varied, or to eliminate rather than modify a requirement or regulation. A variance application shall not be accepted if the variance is contradictory to the ordinance (such as reducing a requirement to zero or totally eliminating a requirement).

Self-inflicted hardship: The Board of Zoning Appeals shall not recommend approval of variances when the hardship was created by the property owner or his predecessor and shall not recommend approval of hardship variances based on shape or topography for a lot of record. Configuring a subdivision to create lots that are difficult to build is an example of a hardship created by the property owner or predecessor, that do not justify a variance.

Please provide the following documentation for a complete variance application package:

- Application
- A copy of the Warranty Deed
- If the applicant is not the owner of the property, submit a notarized letter from the property owner giving applicant permission to file the request.
- Plat of the property, indicating all existing and proposed structures in relation to nearby streets, property lines, and driveways; dimensions are to be accurate.
- Written Legal Description of the subject property.
- Total feet of encroachment/distance from property line.

The variance application and supporting documentation must be submitted through our Accela portal by using this link: https://aca-prod.accela.com/COWETA/Default.aspx

COWETA COUNTY
COMMUNITY DEVELOPMENT

Lisa J. Eschman, Zoning Manager
22 East Broad St.
Newnan, GA 30263
lechman@coweta.ga.us
770-254-2635

To: Coweta County Board of Zoning Appeals

From: Lisa J Eschman, Zoning Manager

Re: Variance Request
Art. 26 Sec. 261 Item 8 Exterior Architectural Standards
Applicant: Yamaha Motor Manufacturing Company of America dba DHL Supply Chain (USA)
Applicant Representative: Steve Hess
Location: Northeast Intersection of Interstate Way & Hwy 34 E
Petition: VARIANCE 25-022
Tax ID #'s: 097-5078-001 {partial}
"3rd "Commission District

Date: January 9, 2026

The subject property consists of approximately 51.352± acres located at the northeast intersection of Interstate Way and Highway 34 East. A portion of the property lies within the Highway 34 East Quality Development Corridor District (QDCD), is part of Yamaha's manufacturing campus, and is zoned **M (Industrial)**. The parcel has been zoned M (Industrial) since the adoption of the Coweta County Zoning and Development Ordinance in 1969.

DHL Supply Chain (USA) proposes to construct a 784,700 square-foot building, approximately 60 feet in height, to be used as a parts distribution facility serving Yamaha's nearby manufacturing operations. As noted, a portion of the property is located within the Highway 34 East Quality Development Corridor District (QDCD), which requires enhanced architectural standards. Specifically, each exterior elevation must consist of a minimum of 80% Category A materials (brick, stone, glass) and no more than 20% Category B materials (stucco, exterior insulation finish system [EIFS], fiber cement board).

According to the applicant, the required exterior architectural standards are costly, inefficient, and not typically used for warehouse construction. Thus, the applicant is requesting a variance to reduce the Category A materials and allow the following alternative exterior materials:

North Building Elevation

- 97.7% - Painted Tilt Wall Panels - (Requesting Allowance)
- 2.3% - Glazing - (Reduction of 78% from required Category A material)

South Building Elevation

- 78.5% - Painted Tilt Wall Panels - (Requesting Allowance)
- 7.7% - Aluminum Composite Panels (ACM) - (Requesting Allowance)
- 13.8% - Glazing - (Reduction of 67% from Category A material)

East Building Elevation

- 88.5% - Painted Tilt Wall Panels - (Requesting Allowance)
- 1.3% - Aluminum Composite Material (ACM) – (Requesting Allowance)
- 7.5% - Metal Roll-up Doors – (Painted to match adjacent wall color)
- 2.7% - Glazing - (Reduction of 78% from required Category A material)

West Building Elevation

- 88.4% - Painted Tilt Wall Panels (Requesting Allowance)
- 1.3% - Aluminum Composite Material (ACM) – (Requesting Allowance)
- 8.0% - Metal Roll-up Doors – (Painted to match adjacent wall color)
- 2.6% - Glazing - (Reduction of 78% from required Category A material)

To mitigate the visual impacts associated with reduced Category A materials and the use of alternative exterior materials, the applicant is proposing to plant approximately 800 trees to screen the building from public view along Interstate Way and SR 34, incorporating enhanced architectural elements along the building façade facing Highway 34, and installing a curvilinear driveway entrance from Highway 34 to reduce the visual presence of the site and loading areas.

The proposed warehouse square footage triggered a Development of Regional Impact (DRI) review. The project was evaluated as Project 34 under DRI # 4423, which included a traffic study as part of the review methodology. Relevant findings and comments from the DRI review are incorporated into this report.

Brief descriptions of staff comments regarding this request are as follows:

DRI # 4423 - Project 34 – Notice of Decision

General Conditions of Approval of GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.

General Conditions for State Route Improvements

- GDOT reserves the right to set driveway/access points based on compliance with GDOT standards, safety analysis, neighboring conflicts, and any other circumstance needing consideration on all state routes.
- Any access to GDOT right of way will be determined at the time of permitting when submitted with a design.
- GDOT will determine what access is allowable based on the design in accordance with the most current copy of the GDOT Driveway/Encroachment Manual. This includes construction of right turn deceleration lane(s), left turn lane(s), all sight distance requirements, etc.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach with SR 34 remaining free flow.
- A right turn lane on SR 34 for entering traffic.

- Final configuration shall be subject to GDOT review and approval.

Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach with Interstate Way remaining free flow.
- A right turn lane on Interstate Way for entering traffic.
- Provide/confirm adequate sight distance per AASHTO standards.

Site Driveway 3: Full Access Driveway on Interstate Way (Truck Access)

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach.

Interstate Way/Lakeside Way at SR 34

- The Applicant agrees to coordinate with GDOT to implement intersection improvements.
- Install dedicated right and left turn lane going southbound on Interstate Way if ROW permits.
- Install a dedicated left turn lane at the Lakeside way approach.

Public Safety

Public Works:
Public Works has reviewed the proposed site plan for a 784,700 square-foot warehouse at the corner of SR 34 and Interstate Way and the traffic study that was performed for the proposed development.

Based upon the traffic study for the proposed project, the traffic generated by the development would cause the degradation of the level of service on SR 34. The study recommends the addition of dedicated left-turn lanes on the approaches of Interstate Way and Lakeside Way to SR 34 with reconfiguration of the traffic signal to implement Yellow Flashing Arrow operation for the side street left turn movements.

Based upon the development site plan and the results of the traffic study, it is the recommendation of the Public Works staff that the following conditions be made as a requirement of the variance, if approved by the Board:

1. The developer shall permit the proposed right-in-right-out access point through the Georgia Department of Transportation, with the placement of the access point at the point recommended and approved by GDOT.
2. The developer shall construct dedicated left turn lanes on the approaches of Interstate Way and Lakeside Way to SR 34, modify the traffic signal to accommodate the addition of the left turn lanes and add Flashing Yellow Arrow operations for the left turn movements. All transportation improvements within the rights of way of the Georgia Department of Transportation and Coweta County must be permitted and approved by the respective agency. The addition of the left turn lane on the Interstate Way approach to SR 34 will require the dedication of additional ROW from the development tract and may require relocation of utilities along the side streets. The transportation improvements shall be completed prior to issuance of the certificate of occupancy for the project.

Public Utilities

Environmental Health:
The warehouse facility must be connected to municipal water and sewage.

Community Development

Development Review:
A warehouse/distribution facility directly adjacent to Hwy 34, within the QDCD overlay, would be precedent-setting and warrants careful consideration. For the purposes of this variance report, multiple applications and related correspondence for this site, along with the Accela plan submittal (CD-25-073), have been preliminarily examined, revealing the following:

- The applicant proposes to mitigate the materials variance by planting evergreens along the property line to supplement the existing trees (mostly deciduous) within the right-of-way. Additionally, some berms are proposed; however, many of the proposed evergreen plantings are at the bottom of the slopes/berms.

- A Finished Floor Elevation (FFE) of 918 is shown, along with an Administrative Height Variance from 34'11" to 60' which has been filed. If granted, this would place the highest building appurtenance at 53-68 feet above the grade of Interstate Way and 68-93 feet above the grade along Hwy 34, as well as 118 feet above the grade at the existing Yamaha entrance. The Southern Magnolia (tallest evergreen buffer tree being proposed) could reach a height of 60-80 feet – at maturity.

  Below is a chart of the elevations at various points along the two rights-of-way.

Interstate Way Proposed Cul-de-sac	910
Interstate Way Home Depot driveway intersection	925
Hwy 34 @ Interstate Way	910
Hwy 34 proposed Site Entrance	885
Existing Yamaha Entrance along Hwy 34	860
Finished Floor Elevation	918
Building Height of 60', as requested	978

Even with the proposed berms and evergreen landscaping, the building will be at least partially visible from the road frontage(s).

- The curvilinear drive entrance from Hwy 34, which could help to mitigate views into the site/loading area, is proposed to be planted with deciduous trees.

- Additionally, the applicant will need to address the following deficiencies with the site layout:

    - Loading doors are prohibited from facing public right-of-way (Interstate Way) pursuant to Sec. 246.2.2.
    - Future/Reserve Parking area to accommodate 308 spaces must be set aside in a flat, grassed area of the site. It is our understanding that the applicant will be filing an administrative variance to allow the truck court to also serve as Future/Reserve Parking.

The consideration for a Variance Request must be reviewed through the following seven factors as provided under *Article 28. Section 284.1 of the Coweta County Zoning and Development Ordinance*.

1. Whether the variance will permit a use that is suitable in view of the use and development of adjacent and nearby property.

   Response: *The subject property is vacant and consists of approximately 51.352± acres located at the northeast corner of Interstate Way and Highway 34 East and is zoned **M (Industrial)**. Properties located to the west, across Interstate Way, include the Newnan Pavilion Shopping Center, zoned **NC (New Community)** and **M (Industrial)**. The City of Newnan jurisdiction lies to the southwest along Highway 34. The Yamaha manufacturing campus, zoned **M (Industrial)**, surrounds the property to the north and east.*

2. Whether the variance will adversely affect the existing use or usability of adjacent or nearby property.

   *Response: The subject property is zoned **M (Industrial)**, which permits the proposed warehouse facility; however, the proposed distribution facility will exceed the height of surrounding buildings visible from Highway 34.*

3. Whether or not the unusual circumstances contribute to the request are peculiar to the particular property involved.

   Response: The subject property is proposed as an extension of the Yamaha Manufacturing campus. However, due to its location at the intersection of Interstate Way and SR 34 within Highway 34 East Quality Development Corridor District (QDCD), combined with the proposed building size of 784,700 square feet and requested building height of 60 feet, achieving effective visual screening will present a significant challenge.

4. Whether the variance will result in a use, which will or could cause an excessive, or burdensome use of existing streets, transportation facilities, utilities, or schools.

   Response: According to the transportation study, the traffic generated by the development would cause the degradation of the level of service on SR 34. The study recommends the addition of dedicated left-turn lanes on the approaches of Interstate Way and Lakeside Way to SR 34 with reconfiguration of the traffic signal to implement Yellow Flashing Arrow operation for the side

street left turn movements. The Public Works Division has recommended two (2) conditions to address these concerns.

5. Whether there is existing or changing conditions affecting the use and development of the property, which gives supportive grounds for either approval, or disapproval of the variance.

   Response: A warehouse/distribution facility located directly adjacent to Highway 34 within the Quality Development Corridor Overlay (QDCD) would be precedent-setting and therefore warrants careful consideration. To reduce visual impacts, the applicant has proposed the following measures: (1) planting approximately 800 trees along Interstate Way and Highway 34 to provide visual screening; (2) incorporating enhanced architectural elements along the building façade facing Highway 34; and (3) installing a curvilinear driveway entrance from Highway 34 to reduce the visual presence of the site and associated loading areas.

6. Whether or not the situation for which the request is being made poses an unnecessary hardship for the applicant.

   Response: The Board should consider whether the request to reduce the required exterior architectural standards and/or allow alternative exterior materials is justified by a hardship as the ordinance requires.

7. Whether or not the request is due to an intentional action of the applicant to violate the requirements of this ordinance.

   Response: This request does not result from any intentional action of the applicant to violate the requirement of this ordinance.

According to Article 28, Section 284, a variance can only be recommended for approval if the Board of Zoning Appeals finds and states the basis for said findings, all of the following exist:

A. That one of the following is true, through no action or fault of the property owner or predecessor:
   I. Is the property exceptionally narrow, shallow or unusually shaped?
   According to the applicant, the property is not exceptionally narrow, or usually shaped.
   II. Does the property contain exceptional topographic conditions?
   According to the applicant, there is a significant change in gradient on the site.
   III. Does the property contain other extraordinary or exceptional conditions?
   According to the applicant, the property is part of Yamaha's manufacturing campus.
   IV. Are there other existing extraordinary or exceptional circumstances?
   According to the applicant, construction of the warehouse facility will allow operations to remain within the Yamaha campus, thereby reducing traffic congestion and operational costs.

B. The strict application of the requirements of the ordinance would result in practical difficulties to, or undue hardship upon, the owner of this property.

Response: *According to the applicant, the required building materials are cost, inefficient, and not typical for warehouse construction.*

C. This request does not substantially impair the intent and purpose of this ordinance.

Response: *According to the applicant, the proposed request does not conflict with the intent of the ordinance, as the property is intended to function as an extension of the existing Yamaha industrial campus.*

The Community Development Department submits the following Factors for Consideration in reviewing the Variance Request:

1. The building's large size (784,700 sq. ft.) and requested 60-foot height may limit effective visual screening at the Interstate Way/SR 34 intersection within the Hwy 34 East Quality Development Corridor District (QDCD) and could set a precedent for future development.
2. The Board should consider whether the request to reduce the required exterior architectural standards and/or allow alternative exterior materials is justified by hardship as the ordinance requires.

Should the Board of Zoning Appeals recommend approval of the request, the Community Development Department submits the following conditions for consideration:

1. The developer shall permit the proposed right-in-right-out access point through the Georgia Department of Transportation, with the placement of the access point at the point recommended and approved by GDOT.
2. The developer shall construct dedicated left turn lanes on the approaches of Interstate Way and Lakeside Way to SR 34, modify the traffic signal to accommodate the addition of the left turn lanes and add Flashing Yellow Arrow operations for the left turn movements. All transportation improvements within the rights of way of the Georgia Department of Transportation and Coweta County must be permitted and approved by the respective agency. The addition of the left turn lane on the Interstate Way approach to SR 34 will require the dedication of additional ROW from the development tract and may require relocation of utilities along the side streets. The transportation improvements shall be completed prior to issuance of the certificate of occupancy for the project.
3. The applicant shall comply with all conditions set forth in Attachments A, B, and C from DRI 4423, Notice of Decision.
4. The building shall be consistent with and not materially deviate from the architectural plans and renderings submitted with the application in materials, percentages and colors.
5. The applicant shall install a curvilinear drive entrance from Hwy 34, as depicted on the site plan submitted with the variance application.
6. As depicted on the landscape plan submitted with the variance application, the applicant shall install a minimum of 800 trees to screen the building from view. All trees along Hwy 34 and Interstate Way shall meet the required buffer plantings under Article 25.

The following meetings, regarding this request, will be held at 6:00 PM in the Commission Chambers located at 37 Perry Street, Newnan, GA 30263:

- Public Hearing with the Board of Zoning Appeals – **Thursday, January 29, 2026**
- Final Decision with the Board of Commissioners – **Tuesday, February 17, 2026**

The applicant or his/her designated representative's presence is recommended to attend the Public Hearing.

c: Steve Hess – steve.hess@dhl.com
Tom Neidecker – tneidecker@dhl.com

LEGEND

- EXISTING FEATURES
- EXISTING BUILDING
- PROPOSED FEATURES
- PROPOSED BUILDING
- PROPERTY LINES
- CHAIN LINK FENCE
- DECORATIVE FENCE
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVING
- REINFORCED CONC. PAVING/SIDEWALK
- MEDIUM DUTY ASPHALT PAVING
- STANDARD DUTY ASPHALT PAVING
- GDOT ASPHALT PAVING
- COWETA COUNTY ASPHALT PAVING
- DEPRESSED CURB IN FRONT OF H.C. SPACES
- 12" HIGH CURB BEHIND TRAILER PARKING SPACES

NOTE: THE 8' HIGH FREE TRADE ZONE CHAIN LINK W/3 ROWS OF BARBED WIRE SHALL MATCH THE EXISTING FTZ CHAIN LINK FENCE ON THE YAMAHA SITE. THE 8' HIGH BLACK DECORATIVE FREE TRADE ZONE FENCE W/CURVED PICKETS SHALL MATCH THE EXISTING DECORATIVE FTZ FENCE NEAR THE YAMAHA OFFICE MAIN ENTRANCE

SITE PLAN NOTES:

1. ALL DIMENSIONS AND RADII ARE TO/FROM THE FACE OF CURB, EDGE OF ASPHALT, AND/OR THE OUTSIDE FACE OF THE BUILDING WALL UNLESS OTHERWISE STATED. ALL RADII DIMENSION ADJACENT TO PARKING SPACES ARE 3' UNLESS OTHERWISE NOTED.
2. ALL NEW CONSTRUCTION SHALL CONFORM TO THE LATEST REQUIREMENTS OF THE AMERICAN DISABILITIES ACT (A.D.A.). SEE ARCHITECTURAL DWGS. FOR STRUCTURE COMPLIANCE.
3. UNLESS OTHERWISE NOTED, ALL PAVEMENT IS TO BE STANDARD DUTY ASPHALT.
4. TYPICAL PAVEMENT SECTION FOR THE NEW PAVEMENTS ARE INCLUDED IN THE CONSTRUCTION DETAIL SHEETS.
5. ALL CONSTRUCTION TO CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE LOCAL PERMITTING JURISDICTION WHETHER OR NOT REVIEW COMMENTS WERE MADE.
6. ALL PAVEMENT MARKINGS, STRIPING, AND SIGNAGE SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE LOCAL JURISDICTION, THE STATE D.O.T., AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

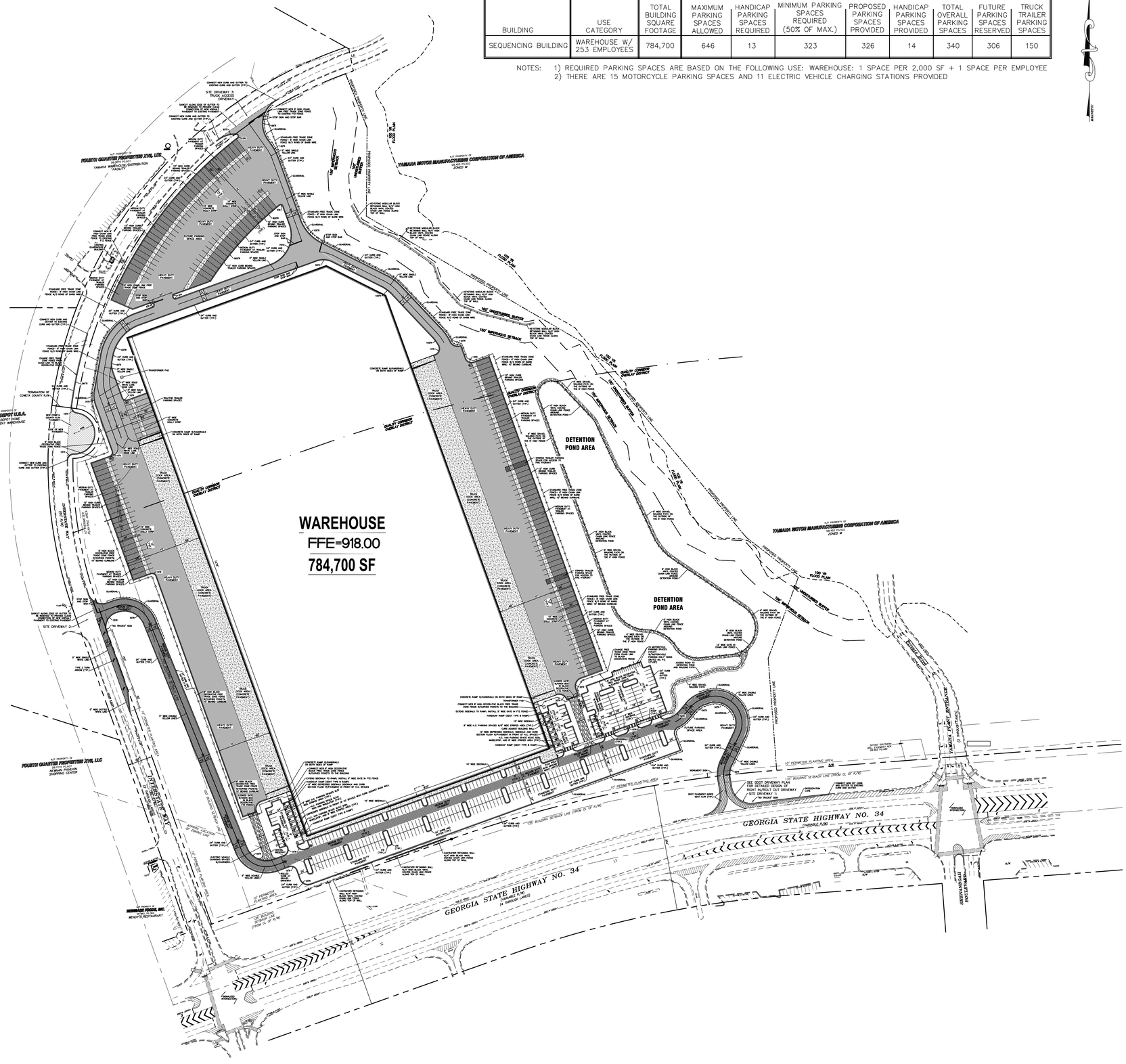
D.R.I. NOTES:

1. D.R.I. NUMBER: 4423
2. OVERALL YAMAHA CAMPUS AREA: 215.23 ACRES
3. PROJECT AREA: 51.35 ACRES, DISTURBED AREA: 45.3 ACRES, IMPERVIOUS AREA= 31.77 ACRES
4. PROPOSED BUILDING AREA: 784,700, FLOOR AREA RATIO: 34.1%
5. OWNER: YAMAHA MOTOR MANUFACTURING CORPORATION OF AMERICA
   1000 HIGHWAY 34 EAST
   NEWNAN, GA 30214
   CONTACT: WES McKAY wmckay@ymmc.yamaha-motor.com
   (770) 254-4383
6. DEVELOPER: DHL SUPPLY CHAIN
   3560 WESTAR BOULEVARD
   WESTERVILLE, OH 43082
   CONTACT: STEVE HESS Steve.Hess@DHL.com
   (614) 865-8646
   LARRY WRIGHT Lawrence.Wright@DHL.com
   (614) 565-0117
7. CIVIL ENGINEER:
   HAINES, GIPSON & ASSOC. INC.
   1550 NORTH BROWN ROAD, SUITE 145
   LAWRENCEVILLE, GA 30043
   CONTACT: BOB McCANN, P.E.
   bmccann@hainesgipson.com
   (770) 491-7550
8. TRAFFIC ENGINEER: A&R ENGINEERING
   2160 KINGSTON COURT, SUITE O
   MARIETTA, GA 30067
   CONTACT: ABDUL AMER aamer@areng.com
   (770) 690-9255
   VICTOR GARCIA vgarcia@areng.com
   (770) 690-9255

SITE PARKING DATA

BUILDING	USE CATEGORY	TOTAL BUILDING SQUARE FOOTAGE	MAXIMUM PARKING SPACES ALLOWED	HANDICAP PARKING SPACES REQUIRED	MINIMUM PARKING SPACES REQUIRED (50% OF MAX.)	PROPOSED PARKING SPACES PROVIDED	HANDICAP PARKING SPACES PROVIDED	TOTAL OVERALL PARKING SPACES	FUTURE PARKING SPACES RESERVED	TRUCK TRAILER PARKING SPACES
SEQUENCING BUILDING	WAREHOUSE W/ 253 EMPLOYEES	784,700	646	13	323	326	14	340	306	150

NOTES: 1) REQUIRED PARKING SPACES ARE BASED ON THE FOLLOWING USE: WAREHOUSE: 1 SPACE PER 2,000 SF + 1 SPACE PER EMPLOYEE
2) THERE ARE 15 MOTORCYCLE PARKING SPACES AND 11 ELECTRIC VEHICLE CHARGING STATIONS PROVIDED



OVERALL SITE PLAN

GRAPHIC SCALE

100' 0 100' 200' 400'

(IN FEET)

1 inch = 100 ft.

GEORGIA811 Utilities Protection Center, Inc.

Know what's below. Call before you dig.

Dial 811
Or Call 800-282-7411

THE LOCATION OF ALL UTILITIES (ABOVE OR BELOW GROUND) SHOWN ON THESE DRAWINGS ARE APPROXIMATE & WERE OBTAINED FROM OBSERVATIONS AT THE SITE AND/OR FROM THE UTILITY OWNERS. HAINES, GIPSON & ASSOC., INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY OR HIS AGENT AND/OR THE CONTRACTOR TO DETERMINE EXACT LOCATIONS OF EXISTING UTILITIES (ABOVE OR BELOW GROUND) & TO NOTIFY UTILITY OWNERS BEFORE BEGINNING ANY CONSTRUCTION.

CAUTION–NOTE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. GA. LAW REQUIRES THE CONTRACTOR TO CALL THE UTILITY PROTECTION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE RELOCATION OF ALL THE UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

HGA
HAINES GIPSON & ASSOCIATES
Civil • Structural • Bridge

SEAL
GEORGIA
REGISTERED
No. 25098
PROFESSIONAL
ENGINEER
ROBERT A. McCANN

12/1/25

DHL

PROJECT
1000 HIGHWAY 34 EAST
NEWNAN, COWETA COUNTY, GA
PARCEL No. 097-5078-001

NO.	BY	DATE	DESCRIPTION

DRAWN BY: RAM
CHECKED BY: RCL

DATE: 12/1/25

SHEET TITLE: OVERALL SITE PLAN

SHEET NUMBER: C1.0

Docusign Envelope ID: B229D1E7-431A-48F4-8035-E0806B545D27

NOTICE OF DECISION

To: (via electronic mail)
Anna Roach, ARC
Bob Voyles, GRTA
Dick Anderson, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA
Christian Schoen, GRTA
Kirk Fjelstul, GRTA

To: (via electronic mail and certified mail)
Coweta County
Tom Neidecker
DHL
360 Estar Boulevard
Westerville, OH 43082

From: Jannine Miller, GRTA Executive Director

Copy: (via electronic mail)
Zane Grennell, DCA
Stephanie Wagner, TRRC
Paul Jarrell, TRRC
Graham Foster, GRTA/SRTA
Rachel Bowdler, GRTA/SRTA
Daniel Trevorrow, GDOT D3
Standford Taylor, GDOT D3
Bob Palmer, Coweta County
Tom Handley, Coweta County
Ben Sewell, Coweta County
Steve Ledbetter, Spalding County
Abdul Amer, A&R Engineering
Victor Garcia, A&R Engineering
Jason Stevens, DHL
Steve Hess, DHL
Tom Neidecker, DHL
Robert A. McCann, Haines, Gipson & Associates, INC

Date: November 19, 2025

RE: Notice of Decision for DRI #4423 Project 34

Docusign Envelope ID: B229D1E7-431A-48F4-8035-E0806B545D27

Notice of Decision for
Request for Expedited Review of
DRI 4423 Project 34

The purpose of this notice is to inform Tom Neidecker (the Applicant) and Coweta County (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) #4423 Project 34 (the DRI Plan of Development). GRTA has completed an Expedited Review for the DRI Plan of Development pursuant to Section 4.2.2 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on May 23, 2023. The review package includes: the site development plan (Site Plan) dated March 14, 2025 titled "Project 35" prepared by Haines Gipson and Associates, the Transportation Study dated June 5, 2025 prepared by A&R Engineering and received by GRTA on October 7, 2025, the DCA Initial and Additional forms filed on March 18, 2025 and March 18, 2025, and clearance by GDOT District 3 on November 14, 2025.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures.*

DocuSigned by:
Jannine Miller
C2ABEB312926471...

Jannine Miller
Executive Director
Georgia Regional Transportation Authority

Docusign Envelope ID: B229D1E7-431A-48F4-8035-E0806B545D27

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.

General Conditions for State Route Improvements

- GDOT reserves the right to set driveway/access points based on compliance with GDOT standards, safety analysis, neighboring conflicts, and any other circumstance needing consideration on all state routes.
- Any access to GDOT right of way will be determined at the time of permitting when submitted with a design.
- GDOT will determine what access is allowable based on the design in accordance with the most current copy of the GDOT Driveway/Encroachment Manual. This includes construction of right turn deceleration lane(s), left turn lane(s), all sight distance requirements, etc.

Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach with SR 34 remaining free flow.
- A right turn lane on SR 34 for entering traffic.
- Final configuration shall be subject to GDOT review and approval.

Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach with Interstate Way remaining free flow.
- A right turn lane on Interstate Way for entering traffic.
- Provide/confirm adequate sight distance per AASHTO standards.

Site Driveway 3: Full Access Driveway on Interstate Way (Truck Access)

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach.

Interstate Way/Lakeside Way at SR 34

- The Applicant agrees to coordinate with GDOT to implement intersection improvements.
- Install dedicated right and left turn lane going southbound on Interstate Way if ROW permits.
- Install a dedicated left turn lane at the Lakeside way approach.

.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

- None

Docusign Envelope ID: B229D1E7-431A-48F4-8035-E0806B545D27

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

Docusign Envelope ID: B229D1E7-431A-48F4-8035-E0806B545D27

Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures,* a "Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.

General Conditions for State Route Improvements

- GDOT reserves the right to set driveway/access points based on compliance with GDOT standards, safety analysis, neighboring conflicts, and any other circumstance needing consideration on all state routes.
- Any access to GDOT right of way will be determined at the time of permitting when submitted with a design.
- GDOT will determine what access is allowable based on the design in accordance with the most current copy of the GDOT Driveway/Encroachment Manual. This includes construction of right turn deceleration lane(s), left turn lane(s), all sight distance requirements, etc.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach with SR 34 remaining free flow.
- A right turn lane on SR 34 for entering traffic.
- Final configuration shall be subject to GDOT review and approval.

Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach with Interstate Way remaining free flow.
- A right turn lane on Interstate Way for entering traffic.
- Provide/confirm adequate sight distance per AASHTO standards.

Site Driveway 3: Full Access Driveway on Interstate Way (Truck Access)

Docusign Envelope ID: B229D1E7-431A-48F4-8035-E0806B545D27

- One entering lane and one exiting lane.
- Stop-sign controlled on the driveway approach.

Interstate Way/Lakeside Way at SR 34

- The Applicant agrees to coordinate with GDOT to implement intersection improvements.
- Install dedicated right and left turn lane going southbound on Interstate Way if ROW permits.
- Install a dedicated left turn lane at the Lakeside way approach.

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

- None

TRANSPORTATION IMPACT STUDY
DEVELOPMENT OF REGIONAL IMPACT

PROJECT 34
DRI #4423

COWETA COUNTY, GEORGIA



Prepared for:

DHL
360 Westar Boulevard
Westerville, OH 43082

Prepared By:

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

June 05, 2025
A & R Project # 25-016

EXECUTIVE SUMMARY

Traffic impacts were evaluated for the proposed Project 34 development that will be located to the north of SR 34 between Interstate Way and Shenandoah Boulevard in Coweta County, Georgia. The development will consist of a 784,700-SF warehouse building.

The development proposes access at the following locations:

- Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)
- Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)
- Site Driveway 3: Full Access Driveway on Interstate Way (Trucks Access)

Existing and future operations during the AM peak hour (7:00 AM – 9:00 AM) and PM peak hour (4:00 PM – 6:00 PM) before and after completion of the project were analyzed at the following intersections:

1. SR 34 at Shenandoah Boulevard
2. SR 34 at Interstate Way / Lakeside Way
3. Interstate Way at Newnan Pavilion Driveway / Site Driveway 2
4. SR 34 at Site Driveway 1 (Right-In/Right-Out)
5. Interstate Way at Site Driveway 3 (Truck Entrance)

Traffic Operations Summary

Table E1 below provides a summary of traffic operations for the "No-Build" and "Build" conditions for the year 2031 with and without improvements. As per GRTA requirements, all approaches that do not meet the level of service (LOS) standard (considered failing) are highlighted in Table E1. Table E1 also includes the project's total added trips and the respective percentages of overall total "Build" condition approach traffic volume for all failing LOS approaches after all recommended improvements are completed.

TABLE E1 – FUTURE INTERSECTION OPERATIONS AT FAILING APPROACHES

	Intersection	*No-Build Condition: LOS (Delay)*				*Build Condition: LOS (Delay)*							
		NO IMPROVEMENTS		SYSTEM IMPROVEMENTS		NO IMPROVEMENTS		SYSTEM / SITE MITIGATION IMPROVEMENTS		SITE VOLUMES AT FAILING APPROACH BUILD WITH IMPROVEMENTS		PERCENT SITE TRIPS OF TOTAL APPROACH TRIPS AT FAILING APPROACHES	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	**SR 34 @ Shenandoah Boulevard**	**B (17.6)**	**B (17.8)**			**B (19.8)**	**B (19.0)**						
	-Eastbound Approach	A (3.1)	A (1.5)			A (5.6)	A (2.9)			-	-	-	-
	-Westbound Approach	C (21.5)	C (21.6)	N/A	N/A	C (24.1)	C (23.5)	N/A	N/A	-	-	-	-
	-Northbound Approach	D (54.4)	D (53.0)			D (53.9)	D (52.8)			-	-	-	-
	-Southbound Approach	E (69.7)	E (70.2)			E (69.7)	E (70.2)			0	0	0%	0%
2	**SR 34 @ Interstate Way / Lakeside Way**	**B (10.1)**	**B (15.4)**			**B (18.0)**	**C (33.5)**	**C (24.4)**	**D (37.5)**				
	-Eastbound Approach	B (11.7)	B (16.0)	N/A	N/A	B (18.3)	C (22.2)	C (23.3)	C (24.0)	-	-	-	-
	-Westbound Approach	A (2.4)	A (6.3)			B (11.4)	D (36.6)	C (20.7)	D (42.0)	-	-	-	-
	-Northbound Approach	E (70.5)	E (68.4)			E (70.7)	E (59.1)	E (64.9)	E (64.2)	5	2	3%	1%
	-Southbound Approach	E (65.1)	E (64.0)			E (67.4)	E (71.0)	E (65.6)	E (79.7)	43	144	38%	46%
4	**SR 34 @ Site Driveway 1 (Right-In/Right-Out)**							N/A	N/A	No failing approaches		No failing approaches	
	-Southbound Approach	-	-	-	-	C (18.7)	E (40.1)				132		100%

The results of the future "No-Build" and "Build" conditions analysis indicate that the signalized study intersections will operate at an overall level of service "C" or better. The stop-controlled approaches at the unsignalized study intersections will operate at a level of service "D" or better with peak hour traffic, except for the southbound (site driveway 1) approach at intersection 4 on SR 34, which will operate at a level of service "E" in the PM peak hour. It is not unusual for minor side streets that are stop-controlled to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy multilane highways.

Recommended System/Site Mitigation Improvements

As a substantial percentage of site traffic is projected to pass through the intersection of SR 34 at Interstate Way / Lakeside Way, a left turn phase analysis was conducted based on "Build" condition volumes to determine if any site mitigation improvements will be needed at intersection 2. The analysis results indicate that leading protected-permissive phasing will be warranted for both the northbound (Lakeside Way) and southbound (Interstate Way) approaches. Therefore, a left turn phase is recommended for the southbound (Interstate Way) approach as a site mitigation improvement since it was warranted due to the addition of traffic from the proposed development. As for the northbound (Lakeside Way) approach, the addition of a left turn phase is recommended here as system improvement, with the warrant already being satisfied due to existing traffic. To accommodate the phasing changes for intersection 2, the lane geometry at both the northbound and southbound approaches will need to be modified. The Interstate Way approach should be widened to accommodate separate right/through/left lane that will optimize traffic flow, while the Lakeside Way approach should consist of separate dedicated left turn and shared through/channelized right turn lanes.

Recommendations for Site Access Configuration

The following access configurations are recommended for the proposed site driveway intersections:

- Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with SR 34 remaining free flow
    - A right turn lane on SR 34 for entering traffic

- Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Interstate Way remaining free flow
    - A right turn lane on Interstate Way for entering traffic
    - Provide/confirm adequate sight distance per AASHTO standards

- Site Driveway 3: Full Access Driveway on Interstate Way (Truck Access)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach

TABLE OF CONTENTS

Item	Page
Executive Summary	**1**
Introduction	**1**
Study Network Determination	**2**
Existing Roadway Facilities	**4**
Existing Bicycle and Pedestrian Facilities	5
Alternative Modes of Access	5
Study Methodology	**6**
Unsignalized Intersections	6
Signalized Intersections	7
Existing 2025 Traffic Analysis	**8**
Existing Traffic Volumes	8
Existing Traffic Operations	11
Project Description	**12**
Site Plan	12
Planned Bicycle and Pedestrian Facilities	14
Potential Pedestrian and Bicycle Destinations	14
Planned Transit Facilities	14
Consistency with Adopted Comprehensive Plan	15
Land Use and Zoning	15
Project Phasing	17
Trip Generation	17
Trip Distribution	17
Future 2026 Traffic Analysis	**20**
Future "No-Build" Conditions	20
Annual Traffic Growth	20
Planned and Programmed Improvements in Study Area	20
Future "Build" Conditions	20
Auxiliary Lane Analysis	23
Future Traffic Operations	24
System/Site Mitigation Improvements	25
Conclusions and Recommendations	**27**
Recommended System/Site Mitigation Improvements	28
Recommendations for Site Access Configuration	28
Appendix	

LIST OF TABLES

Item **Page**

Table E1 – Future Intersection Operations at Failing Approaches 2
Table 1 – Level of Service Criteria for Unsignalized Intersections 6
Table 2 – Level of Service Criteria for Signalized Intersections 7
Table 3 – Existing 2025 Intersection Operations 11
Table 4 – Trip Generation 17
Table 5 – GDOT Requirements for Deceleration Lanes 23
Table 6 – Future 2026 Intersection Operations 24
Table 7 – Future Intersection Operations with Added LT Phases 25

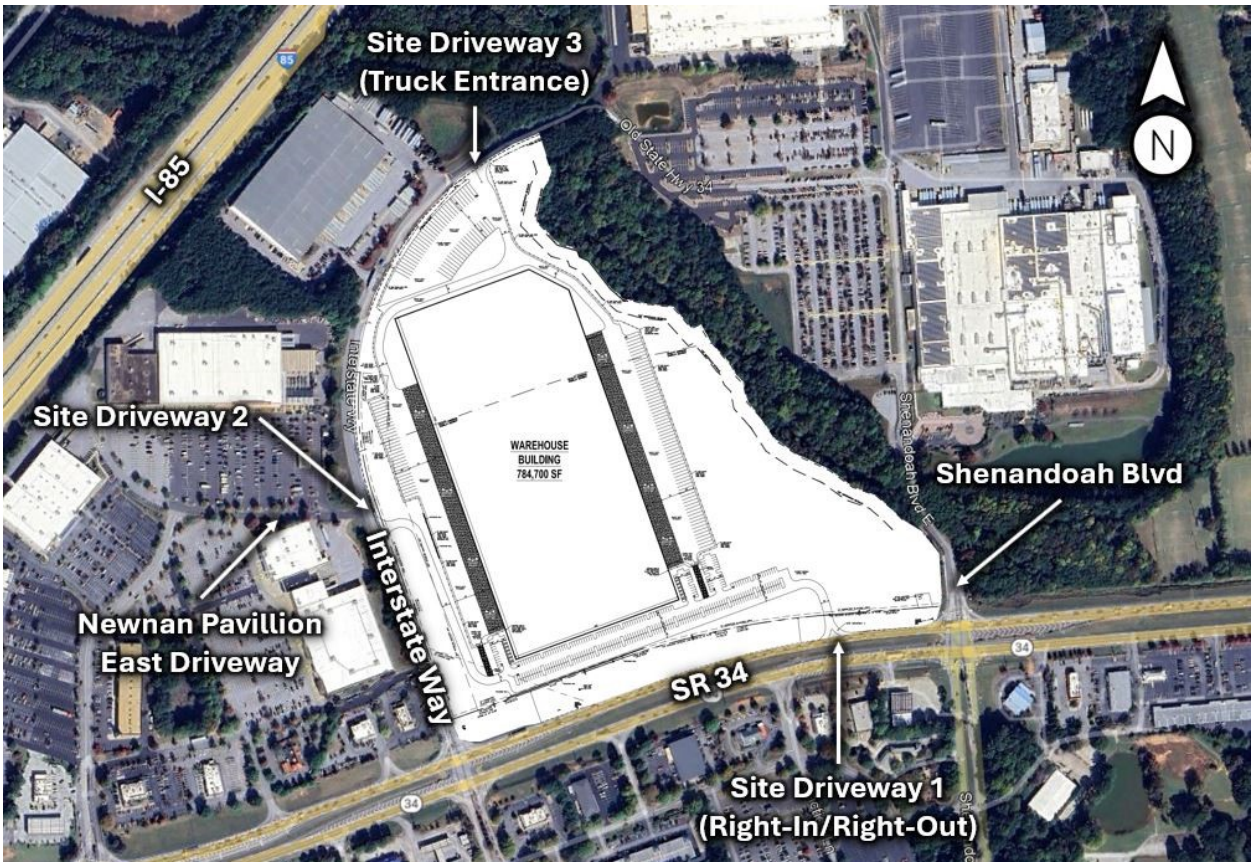
LIST OF FIGURES

Item **Page**

Figure 1 – Location Map and Study Intersections 3
Figure 2 – Existing Weekday Peak Hour Volumes 9
Figure 3 – Existing Traffic Control and Lane Geometry 10
Figure 4 – Site Plan 13
Figure 5A – Trip Distribution and Site-Generated Peak Hour Volumes (Cars) 18
Figure 5B – Trip Distribution and Site-Generated Peak Hour Volumes (Trucks) 19
Figure 6 – Future (No-Build) Peak Hour Volumes 21
Figure 7 – Future (Build) Peak Hour Volumes 22
Figure 8 – Future Traffic Control and Lane Geometry 26

INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed Project 34 development that will be located to the north of SR 34 between Interstate Way and Shenandoah Boulevard in Coweta County, Georgia. The traffic analysis evaluates the current operations and the future conditions with the traffic generated by the development. The proposed Project 34 development will consist of a 784,700-SF warehouse building.



The development proposes access at the following locations:

- Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)
- Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)
- Site Driveway 3: Full Access Driveway on Interstate Way (Trucks Access)

This study includes the evaluation of traffic operations during the AM and PM peak hours at the intersections of:

1. SR 34 at Shenandoah Boulevard
2. SR 34 at Interstate Way / Lakeside Way
3. Interstate Way at Newnan Pavilion Driveway / Site Driveway 2
4. SR 34 at Site Driveway 1 (Right-In/Right-Out)
5. Interstate Way at Site Driveway 3 (Truck Entrance)

STUDY NETWORK DETERMINATION

The study network was determined by evaluating the amount of traffic that the proposed development will add to each roadway segment in the area. According to GRTA requirements, a roadway segment carries a "significant" amount of traffic if the project contributes 7% or more trips to the two-way daily service volumes of the roadway at the appropriate level of service standard. Upon agreement with GRTA, a level of service standard of "D" was used for determining the study area network.

The traffic generated by the proposed project was then assigned to the area roadways using the trip distribution to determine the site-generated traffic on each roadway segment. The boundaries of the study network extend to the most distant intersections where at least 7% of the service volumes on the segment are attributed to project traffic. The following study intersections fell within the 7% rule and/or have been selected as being suitable for evaluation in discussions with GRTA, Three Rivers Regional Commission, Coweta County, and City of Newnan:

1. SR 34 at Shenandoah Boulevard
2. SR 34 at Interstate Way / Lakeside Way
3. Interstate Way at Newnan Pavilion Driveway / Site Driveway 2
4. SR 34 at Site Driveway 1 (Right-In/Right-Out)
5. Interstate Way at Site Driveway 3 (Truck Entrance)

The location of the development and the surrounding study network are shown in Figure 1. Other intersections within this corridor, such as unsignalized side streets, right-in/right-out driveways, or private driveways have not been included in the study network.



LOCATION MAP AND STUDY INTERSECTIONS FIGURE 1

A&R Engineering Inc.

EXISTING ROADWAY FACILITIES

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

SR 34

SR 34 is an east-west, four-lane, median-divided roadway with a posted speed limit of 55 mph in the vicinity of the site. GDOT traffic counts (Station ID 077-0249) indicate that the daily traffic volume on SR 34 in 2023 was 55,400 vehicles east of I-85. GDOT classifies SR 34 as a principal arterial roadway.

Shenandoah Boulevard

Shenandoah Boulevard is a north-south, four-lane, median-divided roadway with a posted speed limit of 45 mph in the vicinity of the site.

Interstate Way

Interstate Way is a north-south, two-lane roadway in the vicinity of the site.

Lakeside Way

Lakeside Way is a north-south, two-lane roadway in the vicinity of the site.

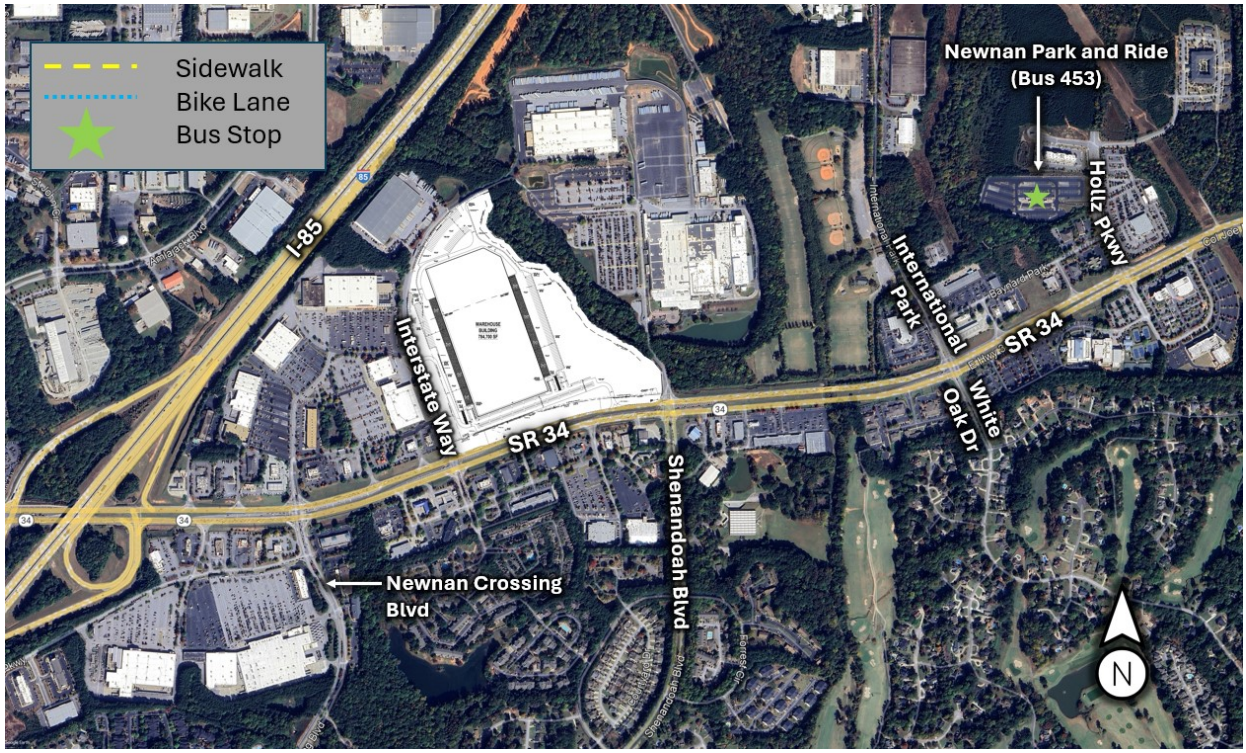
Existing Bicycle and Pedestrian Facilities

- There are no sidewalks on any roadway within 0.25-mile of the proposed development
- Pedestrian crosswalks are present at the signalized intersections of:
    - SR 34 and Shenandoah Boulevard across all four approaches
    - SR 34 and Interstate Way / Lakeside Way across the eastbound, northbound, and southbound approaches
- There are no bike paths in the vicinity of the site *(no part of the LINC trail, neither existing nor planned, comes within 0.25 miles of the proposed development)*

Alternative Modes of Access

- There is no public transit service within 0.25 miles of the site
    - Newnan Park and Ride is located at 70 Hollz Parkway near SR 34. GRTA Express Bus Route 453 operates from Newnan Park and Ride to Downtown Atlanta. The Park and Ride is located approximately 0.7 miles from the proposed development.

Existing Alternative Transportation Map



STUDY METHODOLOGY

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

Unsignalized Intersections

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

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

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

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

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

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

Signalized Intersections

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

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

TABLE 2 – LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

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

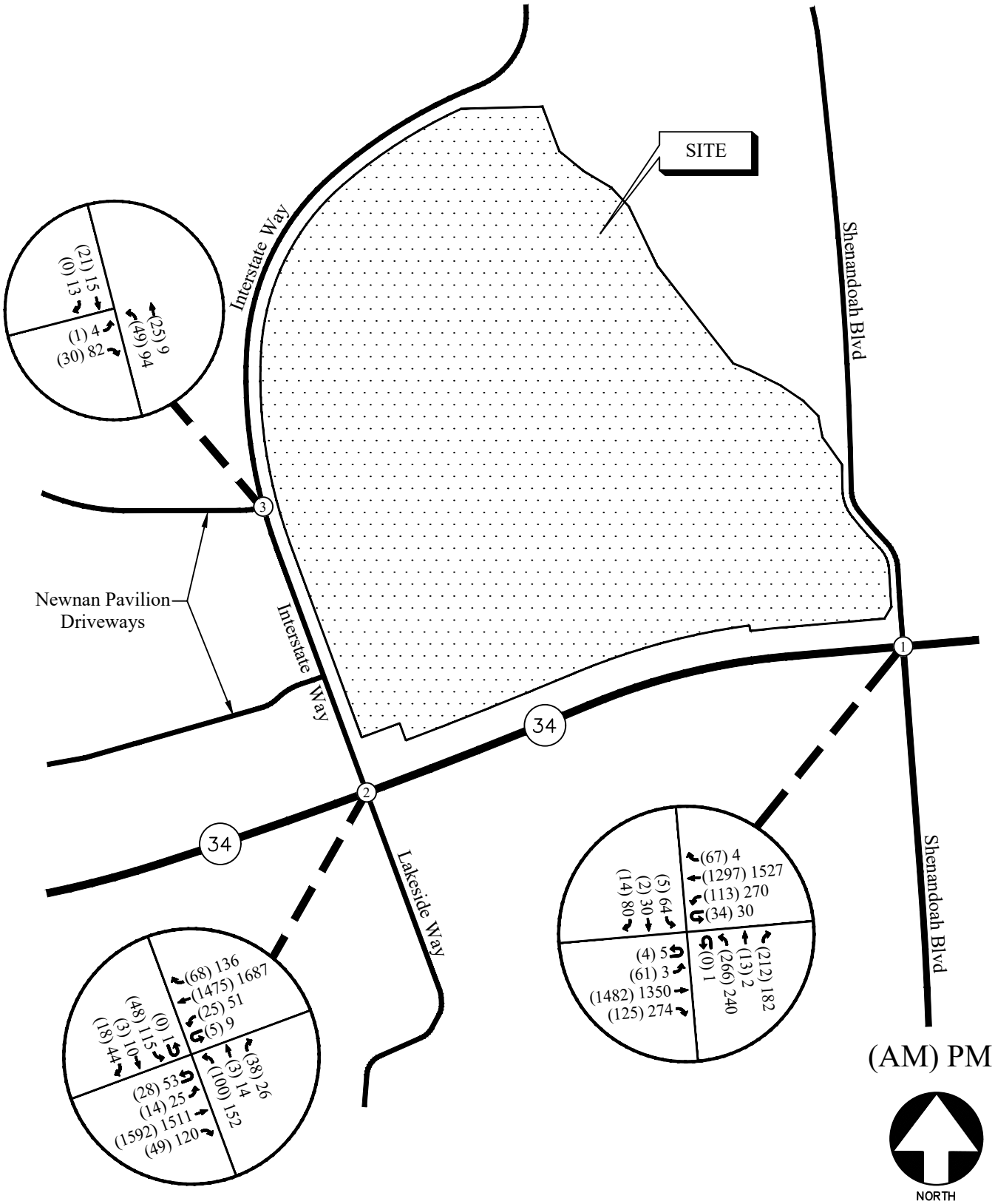
EXISTING 2025 TRAFFIC ANALYSIS

Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

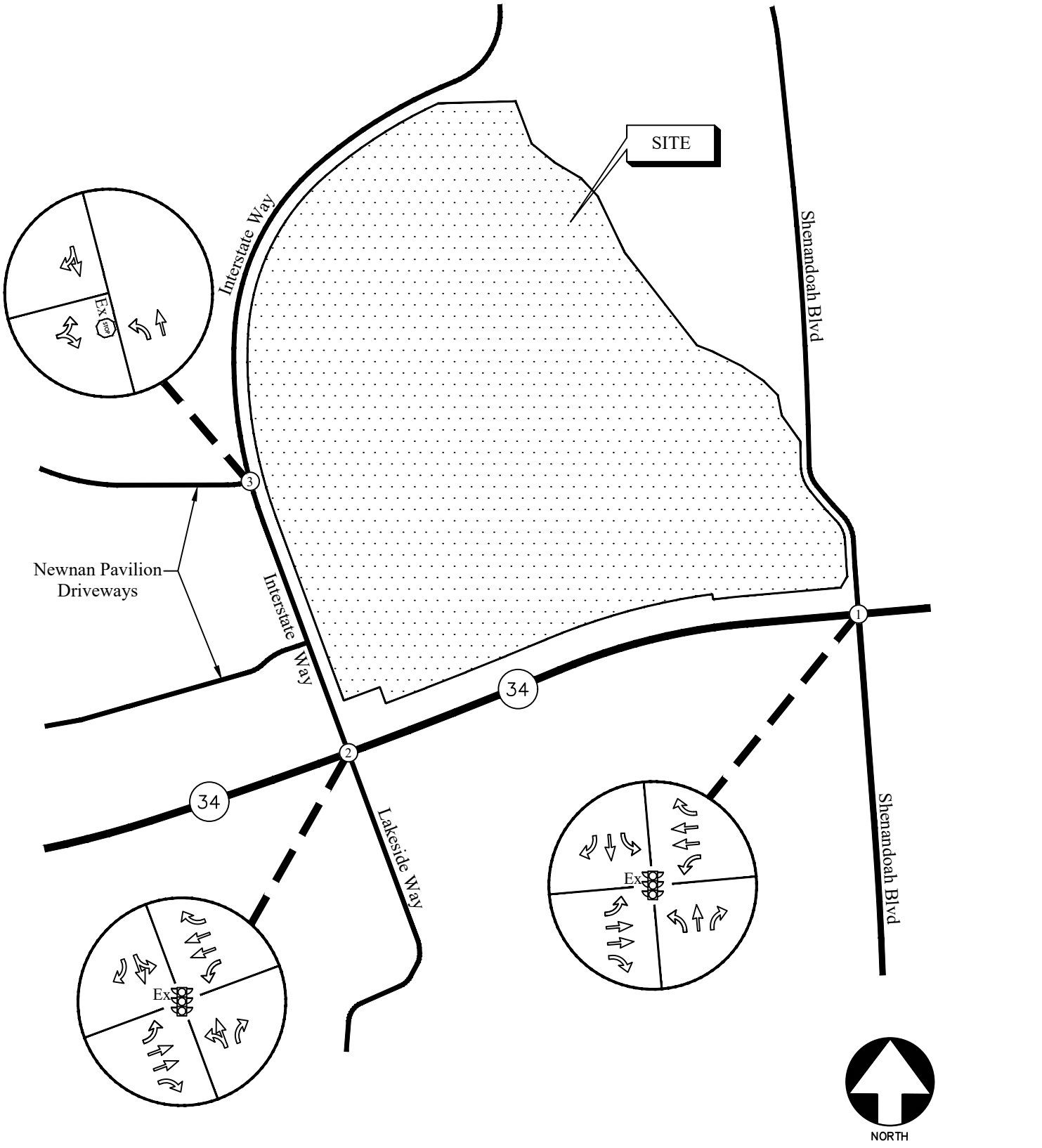
1. SR 34 at Shenandoah Boulevard
2. SR 34 at Interstate Way / Lakeside Way
3. Interstate Way at Newnan Pavilion Driveway

Turning movement counts were collected on Tuesday, April 15, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. Truck data was included separately in the counts. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 – EXISTING 2025 INTERSECTION OPERATIONS

	Intersection	Traffic Control	AM Peak	PM Peak	LOS Standard
1	**SR 34 @ Shenandoah Boulevard**	Signalized	**B (17.3)**	**B (17.5)**	**D/D**
	-Eastbound Approach		A (3.0)	A (1.4)	D/D
	-Westbound Approach		C (21.1)	C (20.8)	D/D
	-Northbound Approach		D (54.5)	D (53.1)	D/D
	-Southbound Approach		E (69.7)	E (70.3)	D/D
2	**SR 34 @ Interstate Way / Lakeside Way**	Signalized	**B (10.1)**	**B (15.1)**	**D/D**
	-Eastbound Approach		B (11.6)	B (15.7)	D/D
	-Westbound Approach		A (2.4)	A (6.0)	D/D
	-Northbound Approach		E (70.5)	E (68.3)	D/D
	-Southbound Approach		E (65.2)	E (64.3)	D/D
3	**Interstate Way @ Newnan Pavilion Driveway**	Stop Controlled on EB Approach			
	-Eastbound Approach		A (8.6)	A (8.9)	D/D
	-Northbound Left		A (7.4)	A (7.5)	D/D

The results of the existing traffic operations analysis indicate that the signalized study intersections of SR 34 at Shenandoah Boulevard and SR 34 at Interstate Way / Lakeside Way are operating at an overall level of service "C" or better in both the AM and PM peak hours. The eastbound stop-controlled approach at the unsignalized study intersection (intersection 3) is operating at a level of service "A" with peak hour traffic.

PROJECT DESCRIPTION

The proposed Project 34 development will be located to the north of SR 34 between Interstate Way and Shenandoah Boulevard in Coweta County, Georgia. In general, the site is located to the east of I-85. The development will consist of a 784,700-SF warehouse building.

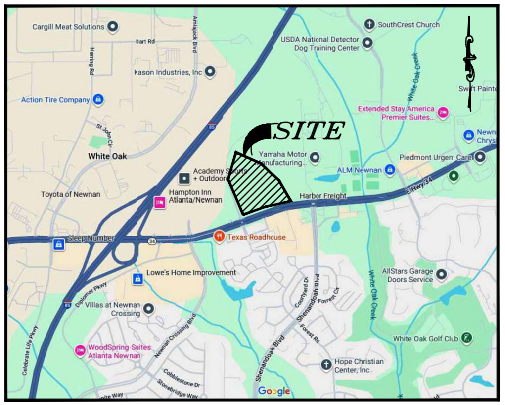


The development proposes access at the following locations:

- Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)
- Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)
- Site Driveway 3: Full Access Driveway on Interstate Way (Trucks Access)

Site Plan

A site plan is shown in Figure 4. A digital copy of the site plan is also provided with this report.



LOCATION MAP
N.T.S.

SITE PARKING DATA										
BUILDING	USE CATEGORY	TOTAL BUILDING SQUARE FOOTAGE	MAXIMUM PARKING SPACES ALLOWED	HANDICAP PARKING SPACES REQUIRED	MINIMUM PARKING SPACES REQUIRED (50% OF MAX.)	PROPOSED PARKING SPACES PROVIDED	HANDICAP PARKING SPACES PROVIDED	TOTAL OVERALL PARKING SPACES	FUTURE PARKING SPACES RESERVED	TRUCK TRAILER PARKING SPACES
SEQUENCING BUILDING	WAREHOUSE W/ 253 EMPLOYEES	784,700	646	13	323	325	14	339	307	150

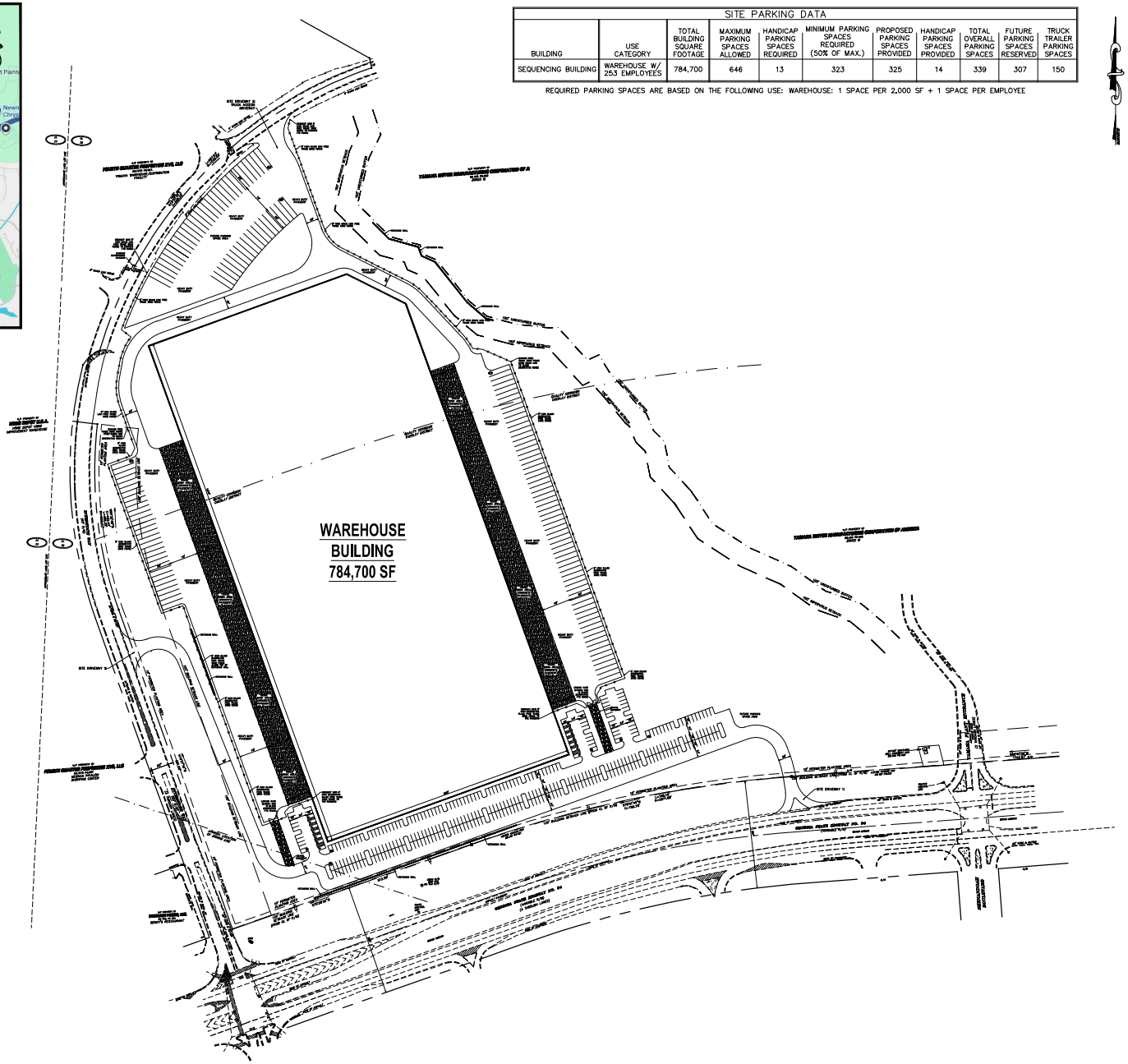
REQUIRED PARKING SPACES ARE BASED ON THE FOLLOWING USE: WAREHOUSE: 1 SPACE PER 2,000 SF + 1 SPACE PER EMPLOYEE

LEGEND

- EXISTING FEATURES
- EXISTING BUILDING
- PROPOSED FEATURES
- PROPOSED BUILDING
- PROPERTY LINES
- CHAIN LINK FENCE
- DECORATIVE FENCE
- GUARDRAIL
- HEAVY DUTY ASPHALT PAVING
- REINFORCED CONC. PAVING/SIDEWALK
- BUILDING PAD AREA ASPHALT PAVING
- EXISTING PAVEMENT TO BE MILLED AND OVERLAID

SITE PLAN NOTES:
1. ALL DIMENSIONS AND RADII ARE TO/FROM THE FACE OF CURB, EDGE OF ASPHALT, AND/OR THE OUTSIDE FACE OF THE BUILDING WALL UNLESS OTHERWISE STATED. ALL RADII DIMENSION ADJACENT TO PARKING SPACES ARE 3' UNLESS OTHERWISE NOTED.
2. ALL NEW CONSTRUCTION SHALL CONFORM TO THE LATEST REQUIREMENTS OF THE AMERICAN DISABILITIES ACT (A.D.A.). SEE ARCHITECTURAL DWGS. FOR STRUCTURE COMPLIANCE.
3. UNLESS OTHERWISE NOTED, ALL PAVEMENT IS TO BE STANDARD DUTY ASPHALT.
4. TYPICAL PAVEMENT SECTION FOR THE NEW PAVEMENTS ARE INCLUDED IN THE CONSTRUCTION DETAIL SHEETS.
5. ALL CONSTRUCTION TO CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE LOCAL PERMITTING JURISDICTION WHETHER OR NOT REVIEW COMMENTS WERE MADE.
6. ALL PAVEMENT MARKINGS, STRIPING, AND SIGNAGE SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE LOCAL JURISDICTION, THE STATE D.O.T., AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

D.R.I. NOTES:
1. D.R.I. NUMBER:
2. OVERALL YAMAHA CAMPUS AREA: 215.23 ACRES
3. PROJECT AREA: 52.8 ACRES, DISTURBED AREA: 45.3 ACRES
4. PROPOSED BUILDING AREA: 784,700, FLOOR AREA RATIO: 34.1%
5. OWNER: YAMAHA MOTOR MANUFACTURING CORPORATION OF AMERICA
   1000 HIGHWAY 34 EAST
   NEWNAN, GA 30214
   CONTACT: WES McKAY wmckay@ymmc.yamaha-motor.com
   (770) 254-4383
6. DEVELOPER: DHL SUPPLY CHAIN
   3560 WESTAR BOULEVARD
   WESTERVILLE, OH 43082
   CONTACT: STEVE HESS Steve.Hess@DHL.com
   (614) 865-8646
   TOM NEIDECKER Tom.Neidecker@DHL.com
   (614) 865-8646
7. CIVIL ENGINEER: HAINES, GIPSON & ASSOC. INC.
   1550 NORTH BROWN ROAD, SUITE 145
   LAWRENCEVILLE, GA 30043
   CONTACT: BOB McCANN, P.E.
   bmccann@hainesgipson.com
   (770) 491-7550
8. TRAFFIC ENGINEER: A&R ENGINEERING
   2160 KINGSTON COURT, SUITE O
   MARIETTA, GA 30067
   CONTACT: ABDUL AMER aamer@areng.com
   (770) 690-9255
   VICTOR GARCIA vgarcia@areng.com
   (770) 690-9255



OVERALL SITE PLAN

GRAPHIC SCALE
100 0 100 200 400
(IN FEET)
1 inch = 100 ft.

GEORGIA811
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.
Dial 811
Or Call 800-282-7411

THE LOCATION OF ALL UTILITIES GIVING OR BELOW GROUND SHOWN ON THESE DRAWINGS ARE APPROXIMATE & WERE DERIVED FROM OBSERVATIONS AT THE SITE AND/OR FROM THE UTILITY OWNERS. HAINES, GIPSON & ASSOC. INC., DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE CORRECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY OR HIS AGENT AND/OR THE CONTRACTOR TO DETERMINE EXACT LOCATIONS OF EXISTING UTILITIES LOCATED OR BELOW GROUND & TO NOTIFY UTILITY OWNERS BEFORE EXCAVATION AND CONSTRUCTION.

CAUTION--NOTE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN ON THE SITE. THE CONTRACTOR IS REQUIRED BY LAW TO NOTIFY ALL UTILITIES PRIOR TO COMMENCING WORK. GA. LAW REQUIRES THE CONTRACTOR TO CALL THE UTILITY PROTECTION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE RELOCATION OF ANY UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

HAINES GIPSON & ASSOCIATES
Civil • Structural • Bridge

PROJECT 34
1000 HIGHWAY 34 EAST
NEWNAN, COWETA COUNTY, GA
PARCEL No. 087-5078-001

NO.	BY	DATE	DESCRIPTION

DRAWN BY: RAM
CHECKED BY: RCL
DATE: 3/14/25
SHEET TITLE: *OVERALL SITE PLAN*
SHEET NUMBER: C1.0
HGA JOB No. 2025-018

Figure 4 – Site Plan

Planned Bicycle and Pedestrian Facilities

There are no sidewalks on any roadway within 0.25-miles of the proposed development. There are no bike paths in the vicinity of the site. No new pedestrian infrastructure outside the development will be proposed.

Potential Pedestrian and Bicycle Destinations



Potential pedestrian and bicycle destinations within 0.25-mile proximity are as follows:

- Newnan Pavilion (Part of Newnan Pavilion Falls within a 0.25-miles radius)
    - Services – Home Depot, Kohl's, Academy Sports + Outdoors, T-Mobile Store
    - Restaurants – Wendy's, Chipotle, Fried Tomato Buffet, The Juicy Crab-Newnan, Longhorn Steakhouse, Waffle House, Dunkin, Red Lobster
- Food (Outside Newnan Pavilion): Texas Roadhouse, Steak 'n Shake, Mama Lucia's Restaurant, Del Porto Italina Creole, Captain D's, Popeye Louisiana Kitchen
- Services (Outside Newnan Pavilion): Navy Federal Credit Union, Shell Gas Station/Convenience Store, Little Peach Convenience Store

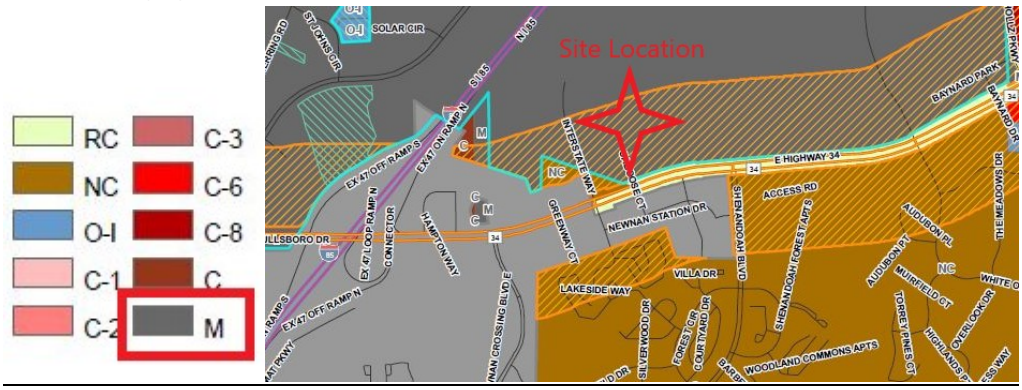
Planned Transit Facilities

There is no public transit service within 0.25 miles of the site. No new public transit facilities to serve the development are proposed.

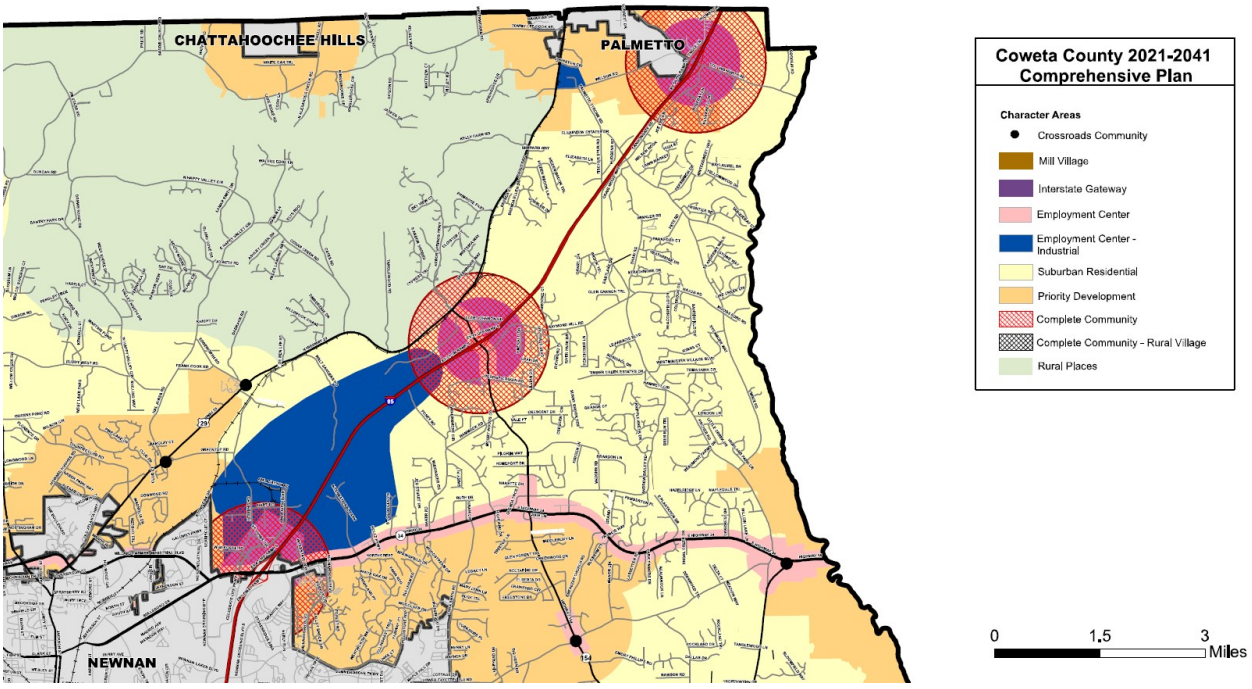
Consistency with Adopted Comprehensive Plan

The proposed development will consist of a 784,700-SF warehouse building and will be located next to the Yamaha Motor Manufacturing Corporation plant in Coweta County. The project area includes 52.8 acres of land, and the site is currently zoned as Industrial District (M).

Land Use and Zoning

Existing Zoning:	**Industrial District (M)** 
Character Area Map:	**Employment Center – Industrial** 
Land Use Vision & Goals:	The proposed development will be located within an area designated as *Employment Center – Industrial* in the Character Area Map from the Coweta County 2021-2041 Comprehensive Plan.
Relation to Existing Land Use Plans:	Based on the existing zoning, the proposed development will be aligned with current land use patterns in the vicinity.
Chattahoochee River/ Metropolitan River Protection Act:	N/A

Future Land Use/Character Area Map





Project Phasing

This project has been evaluated for the complete build-out of the development in 2026.

Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the ITE land use category *150 – Warehousing*. Since the proposed warehouse will be located next to the Yamaha Motor Manufacturing Corporation plant in Coweta County, ITE land use category 140 (Manufacturing) was included as a shared use in the trip generation calculations. The estimated trip generation volumes for the proposed development are shown in Table 4.

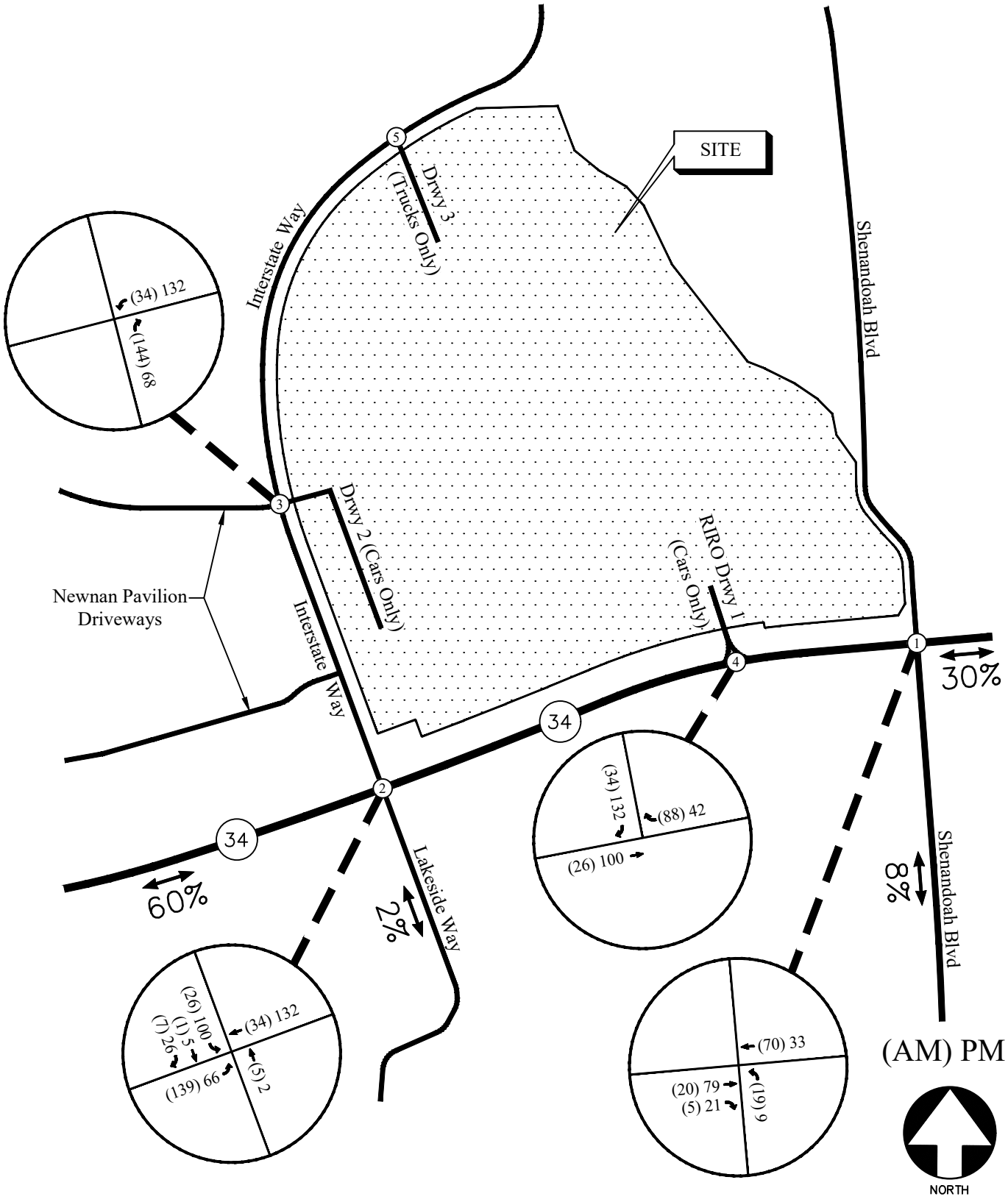
TABLE 4 – TRIP GENERATION

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 140 – Manufacturing* (Cars)	392,350 SF	182	55	237	95	217	312	1,504
ITE 140 – Manufacturing* (Trucks)		7	5	12	5	7	12	177
Total Manufacturing Trips		*189*	*60*	*249*	*100*	*224*	*324*	*1,681*
ITE 150 – Warehousing (Cars)	392,350 SF	50	13	63	15	47	62	439
ITE 150 – Warehousing (Trucks)		4	4	8	6	6	12	219
Total Warehousing Trips		*54*	*17*	*71*	*21*	*53*	*74*	*658*
Total Site Trips		**243**	**77**	**320**	**121**	**277**	**398**	**2,339**

**Manufacturing included as shared land use*

Trip Distribution

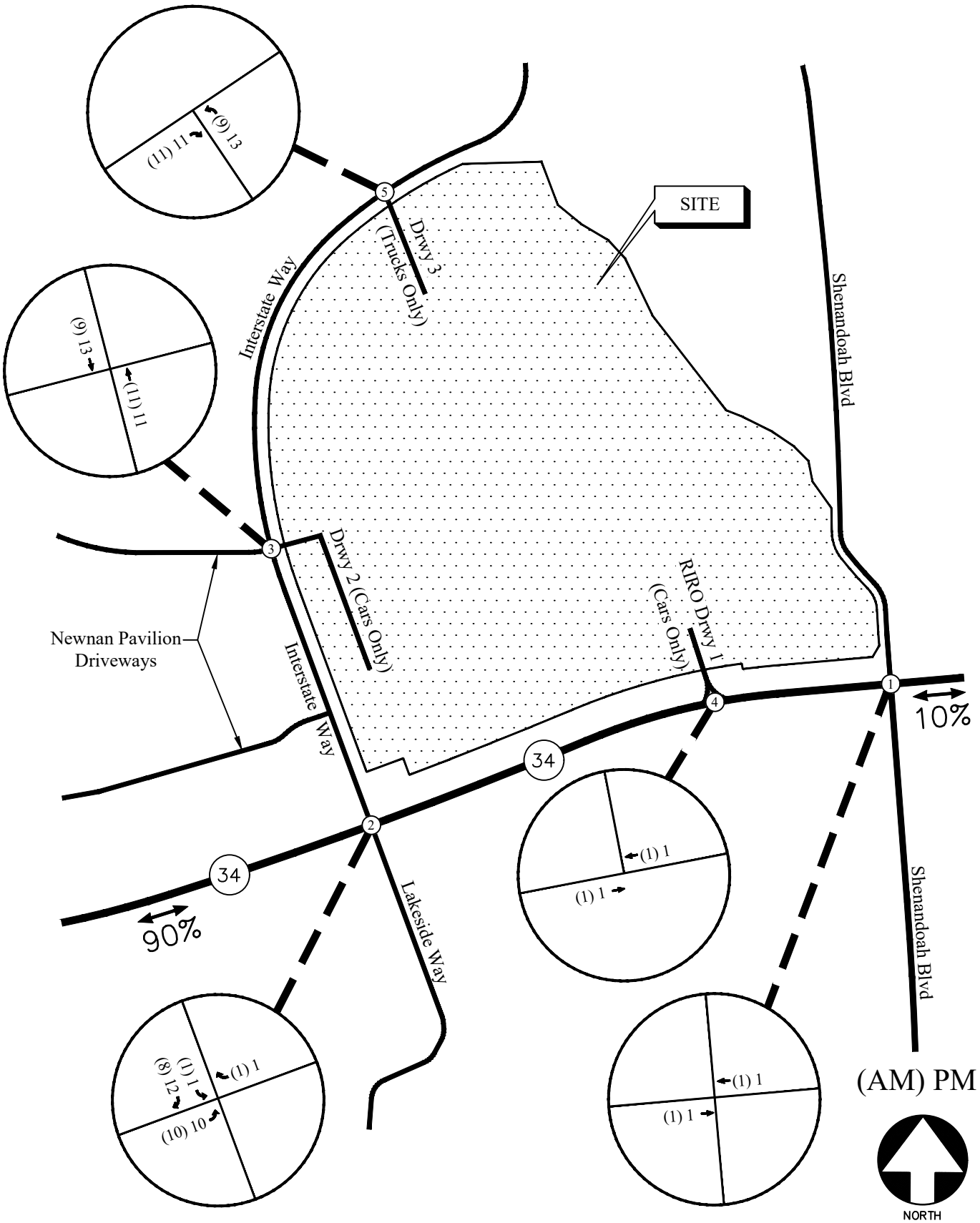
The trip distribution describes how traffic arrives and departs from the site. Separate car and truck trip distributions were developed for the site based on the nature of the development and the locations of major roadways and highways that will serve the development and a review of the existing travel patterns in the area. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on these distributions. The outer-leg distribution and AM and PM peak hour traffic generated by the site are shown in Figure 5A for car trips and Figure 5B for truck trips.



CARS - TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5A

A&R Engineering Inc.



TRUCKS - TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5B

A&R Engineering Inc.

FUTURE 2026 TRAFFIC ANALYSIS

The future 2026 traffic operations are analyzed for the "Build" and "No-Build" conditions. This provides a basis of reference for determining both the contribution of the site to overall traffic conditions and the additional improvements needed to provide sufficient site access and capacity for passing traffic.

Improvements that are identified as "System Improvements" address deficiencies that are found within the existing road network prior to any impacts from the proposed development's added traffic. Improvements that are identified as "Site Mitigation Improvements" address further impacts that are a result of the proposed development's added traffic. Note that survey and construction drawings would be needed to verify the feasibility and extent of additional right-of-way required for any recommended improvements.

Future "No-Build" Conditions

The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, and factors in projected increases in through traffic volumes due to normal annual growth. The future 2026 "No-Build" volumes consist of the existing traffic volumes (Figure 2) plus increases due to the annual growth of traffic.

Annual Traffic Growth

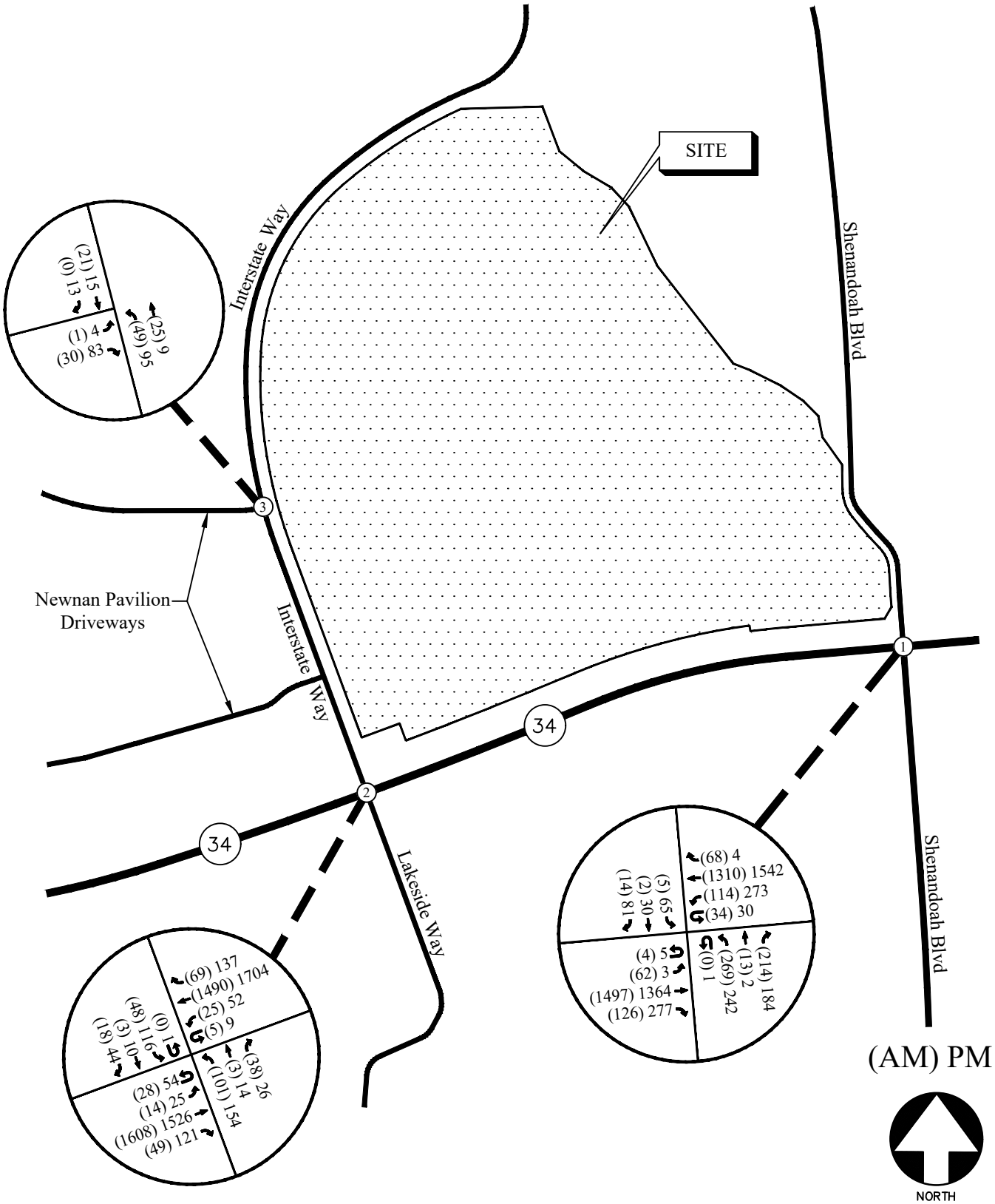
To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a traffic volume increase of approximately 1% in the area. This growth factor was applied to the existing traffic volumes to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting future "No-Build" volumes on the roadway network are shown in Figure 6.

Planned and Programmed Improvements in Study Area

No roadway improvements approved and scheduled for completion by 2026 within the study network have been identified in the Regional Transportation Plan (Plan 2040), GDOT, GeoPi, and/or the local comprehensive transportation plan.

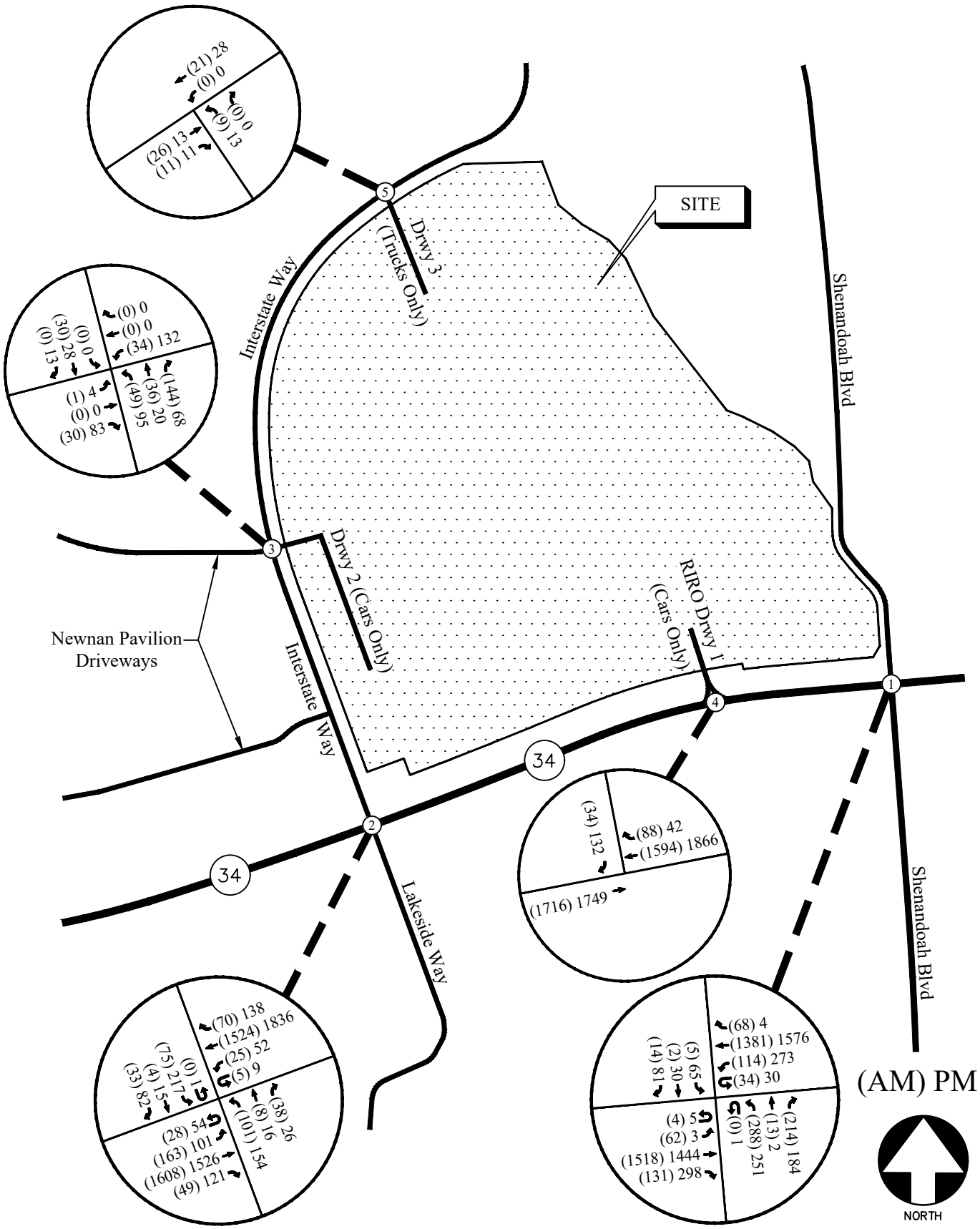
Future "Build" Conditions

The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the traffic from the proposed development. To evaluate future traffic operations in this area, the additional car and truck traffic volumes from the site (Figures 5A and 5B respectively) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 7.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 6

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 7

A&R Engineering Inc.

Auxiliary Lane Analysis

Included below are analyses for deceleration lanes at site driveways 1 and 2 as per GDOT standards. No deceleration lane will be needed for site driveway 3 (truck entrance) as it will be located beyond the end of Interstate Way past a guarded gate on the Yamaha Manufacturing plant campus as opposed to a public roadway. The analyses below are based off the trip distribution explained on Page 17. According to the estimated trip generation, the 24-hour two-way volume for cars entering and exiting the site will be 1,943. The AADT on Interstate Way was assumed to be under 6,000 vehicles and its speed limit was assumed to be less than 35 mph.

No left turn lane analysis was conducted since site driveway 1 will be limited to right-in/right-out access, and all traffic entering site driveway 2 is expected to approach from the south to turn right into the parking lot.

Deceleration Turn Lane Analysis

For a four-lane roadway with an AADT greater than 10,000 vehicles and a posted speed limit of 55 mph, the daily site-generated right turn movements threshold to warrant a deceleration lane is 50 right-turning vehicles per day. If the roadway has two lanes, an AADT under 6,000 vehicles, and a speed limit of 35 mph or less, then the threshold is 200 daily right-turners. The projected daily right turn volumes at site driveways 1 and 2 are shown below in Table 5.

TABLE 5 – GDOT REQUIREMENTS FOR DECELERATION LANES

Intersection	Right Turn Traffic (% total entering)	Right Turn Volume (vehicles/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicles/ day)	Warrants Met?
SR 34 @ Site Driveway 1 (Right-In/Right-Out)	38% of Cars (Westbound)	**369** (Total Cars) ÷ 2 × 0.38 = (1,943) ÷ 2 x 0.38 = 369	55 mph/ 4-Lane/ > 10,000	50	Yes
Interstate Way @ Newnan Pavilion Driveway / Site Driveway 2	62% of Cars (Northbound)	**602** (Total Cars) ÷ 2 × 0.62 = (1,943) ÷ 2 x 0.62 = 602	< 35 mph/ 2-Lane/ < 6,000	200	Yes

Based on GDOT standards, right turn lanes will be warranted at both site driveways 1 and 2.

Future Traffic Operations

The future "No-Build" and "Build" traffic operations were analyzed using the volumes in Figures 6 and 7, respectively. The results of the future traffic operations analyses are shown below in Table 6. Recommendations for future traffic control and lane geometry are shown in Figure 8.

TABLE 6 – FUTURE 2026 INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**SR 34 @ Shenandoah Boulevard**	**B (17.6)**	**B (17.8)**	**B (19.8)**	**B (19.0)**
	-Eastbound Approach	A (3.1)	A (1.5)	A (5.6)	A (2.9)
	-Westbound Approach	C (21.5)	C (21.6)	C (24.1)	C (23.5)
	-Northbound Approach	D (54.4)	D (53.0)	D (53.9)	D (52.8)
	-Southbound Approach	E (69.7)	E (70.2)	E (69.7)	E (70.2)
2	**SR 34 @ Interstate Way / Lakeside Way**	**B (10.1)**	**B (15.4)**	**B (18.0)**	**C (33.5)**
	-Eastbound Approach	B (11.7)	B (16.0)	B (18.3)	C (22.2)
	-Westbound Approach	A (2.4)	A (6.3)	B (11.4)	D (36.6)
	-Northbound Approach	E (70.5)	E (68.4)	E (70.7)	E (59.1)
	-Southbound Approach	E (65.1)	E (64.0)	E (67.4)	E (71.0)
3	**Interstate Way @ Newnan Pavilion Driveway / Site Driveway 2**				
	-Eastbound Approach	A (8.6)	A (8.9)	A (8.7)	A (9.1)
	-*Westbound Approach*	-	-	B (10.5)	B (14.9)
	-Northbound Left	A (7.4)	A (7.5)	A (7.4)	A (7.5)
4	**SR 34 @ Site Driveway 1 (Right-In/Right-Out)**	-	-		
	-Southbound Approach			C (18.7)	E (40.1)
5	**Interstate Way @ Site Driveway 3 (Truck Entrance)**	-	-		
	-Northbound Approach			A (9.8)	A (9.8)

The results of the future "No-Build" and "Build" conditions analysis indicate that the signalized study intersections will operate at an overall level of service "C" or better. The stop-controlled approaches at the unsignalized study intersections will operate at a level of service "D" or better with peak hour traffic, except for the southbound (site driveway 1) approach at intersection 4 on SR 34, which will operate at a level of service "E" in the PM peak hour. It is not unusual for minor side streets that are stop-controlled to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy multilane highways.

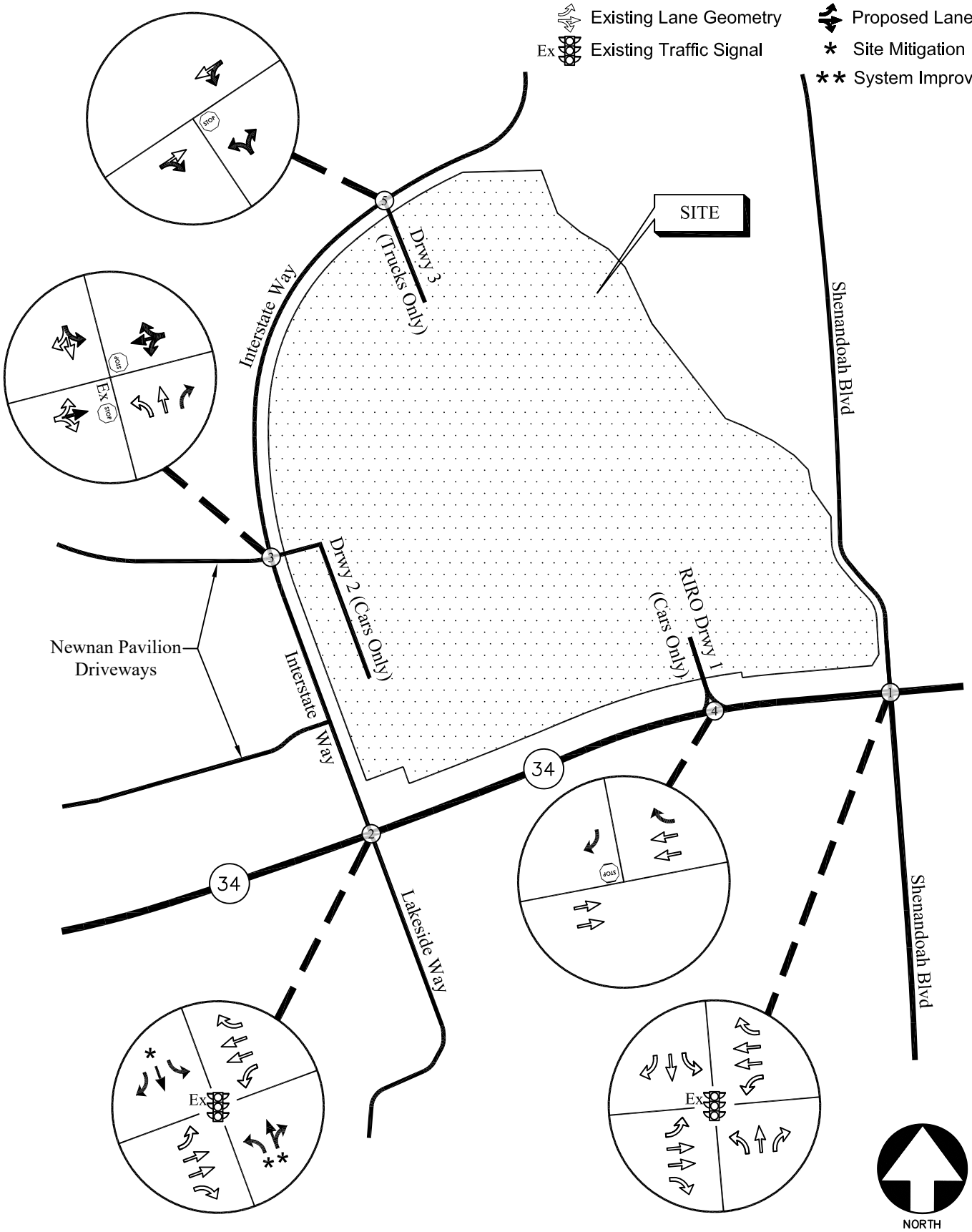
System/Site Mitigation Improvements

As a substantial percentage of site traffic is projected to pass through the intersection of SR 34 at Interstate Way / Lakeside Way, a left turn phase analysis was conducted based on "Build" condition volumes to determine if any improvements will be needed at intersection 2. The analysis results indicate that leading protected-permissive phasing will be warranted for both the northbound (Lakeside Way) and southbound (Interstate Way) approaches. Therefore, a left turn phase is recommended for the southbound (Interstate Way) approach as a site mitigation improvement since it was warranted due to the addition of traffic from the proposed development. As for the northbound (Lakeside Way) approach, the addition of a left turn phase is recommended here as system improvement, with the warrant already being satisfied due to existing traffic. To accommodate the phasing changes for intersection 2, the lane geometry at both the northbound and southbound approaches will need to be modified. The Interstate Way approach should be widened to accommodate separate right/through/left lane that will optimize traffic flow, while the Lakeside Way approach should consist of separate dedicated left turn and shared through/channelized right turn lanes.

Table 7 shows the traffic operations at intersection 7 with the recommended lane geometry and phasing improvements. The left turn phase analysis results are available in the appendix.

TABLE 7 – FUTURE INTERSECTION OPERATIONS WITH ADDED LT PHASES

Intersection		LOS (Delay)	
		AM Peak	PM Peak
2	**SR 34 @ Interstate Way / Lakeside Way**	**C (24.4)**	**D (37.5)**
	-Eastbound Approach	C (23.3)	C (24.0)
	-Westbound Approach	C (20.7)	D (42.0)
	-Northbound Approach	E (64.9)	E (64.2)
	-Southbound Approach	E (65.6)	E (79.7)



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 8

A&R Engineering Inc.

CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed Project 34 development that will be located to the north of SR 34 between Interstate Way and Shenandoah Boulevard in Coweta County, Georgia. The development will consist of a 784,700-SF warehouse building.

The development proposes access at the following locations:

- Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)
- Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)
- Site Driveway 3: Full Access Driveway on Interstate Way (Trucks Access)

This study included the evaluation of traffic operations during the AM and PM peak hours at the intersections of:

6. SR 34 at Shenandoah Boulevard
7. SR 34 at Interstate Way / Lakeside Way
8. Interstate Way at Newnan Pavilion Driveway / Site Driveway 2
9. SR 34 at Site Driveway 1 (Right-In/Right-Out)
10. Interstate Way at Site Driveway 3 (Truck Entrance)

The analysis included the evaluation of future operations under “No-Build” and “Build” conditions, both of which account for increases due to the annual growth of through traffic. The results of the future “No-Build” and “Build” conditions analysis indicate that the signalized study intersections will operate at an overall level of service “C” or better. The stop-controlled approaches at the unsignalized study intersections will operate at a level of service “D” or better with peak hour traffic, except for the southbound (site driveway 1) approach at intersection 4 on SR 34, which will operate at a level of service “E” in the PM peak hour. It is not unusual for minor side streets that are stop-controlled to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy multilane highways.

Recommended System/Site Mitigation Improvements

As a substantial percentage of site traffic is projected to pass through the intersection of SR 34 at Interstate Way / Lakeside Way, a left turn phase analysis was conducted based on "Build" condition volumes to determine if any site mitigation improvements will be needed at intersection 2. The analysis results indicate that leading protected-permissive phasing will be warranted for both the northbound (Lakeside Way) and southbound (Interstate Way) approaches. Therefore, a left turn phase is recommended for the southbound (Interstate Way) approach as a site mitigation improvement since it was warranted due to the addition of traffic from the proposed development. As for the northbound (Lakeside Way) approach, the addition of a left turn phase is recommended here as system improvement, with the warrant already being satisfied due to existing traffic. To accommodate the phasing changes for intersection 2, the lane geometry at both the northbound and southbound approaches will need to be modified. The Interstate Way approach should be widened to accommodate separate right/through/left lane that will optimize traffic flow, while the Lakeside Way approach should consist of separate dedicated left turn and shared through/channelized right turn lanes.

Recommendations for Site Access Configuration

The following access configurations are recommended for the proposed site driveway intersections:

- Site Driveway 1: Right-In/Right-Out Driveway on SR 34 (Employee Car Access)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with SR 34 remaining free flow
    - A right turn lane on SR 34 for entering traffic

- Site Driveway 2: Full Access Driveway on Interstate Way (Employee Car Access)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Interstate Way remaining free flow
    - A right turn lane on Interstate Way for entering traffic
    - Provide/confirm adequate sight distance per AASHTO standards

- Site Driveway 3: Full Access Driveway on Interstate Way (Truck Access)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach

Appendix

Existing Intersection Traffic Counts .....
Character Areas.....
GRTA Letter of Understanding.....
Linear Regression of Daily Traffic.....
Left Turn Phases Analysis .....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis.....
Future “Build” Intersections Analysis .....
Traffic Volume Worksheets .....

Existing Intersection Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shenandoah Blvd/Shenandoah Blvd E & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy
City: Newnan
Control: Signalized

Project ID: 25-180082-001
Date: 4/15/2025

Data - Total

NS/EW Streets:	Shenandoah Blvd/Shenandoah Blvd E				Shenandoah Blvd/Shenandoah Blvd E				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	44	1	35	1	6	0	9	0	10	249	20	3	20	181	7	4	590
7:15 AM	55	8	54	0	2	1	4	0	10	379	21	2	16	223	9	2	786
7:30 AM	73	2	54	0	2	0	7	0	11	397	29	0	20	320	15	10	940
7:45 AM	84	5	55	0	0	1	1	0	28	421	36	0	32	350	33	9	1055
8:00 AM	58	5	55	0	3	1	3	0	10	382	30	3	29	309	8	9	905
8:15 AM	51	1	48	0	0	0	3	0	12	282	30	1	32	318	11	6	795
8:30 AM	41	0	59	0	2	0	3	0	7	327	42	3	34	291	6	8	823
8:45 AM	50	1	63	0	1	0	1	0	6	318	44	1	34	286	2	7	814
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	456	23	423	1	16	3	31	0	94	2755	252	13	217	2278	91	55	6708
APPROACH %'s :	50.50%	2.55%	46.84%	0.11%	32.00%	6.00%	62.00%	0.00%	3.02%	88.47%	8.09%	0.42%	8.22%	86.26%	3.45%	2.08%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	266	13	212	0	5	2	14	0	61	1482	125	4	113	1297	67	34	3695
PEAK HR FACTOR :	0.792	0.650	0.964	0.000	0.417	0.500	0.500	0.000	0.545	0.880	0.868	0.333	0.883	0.926	0.508	0.850	0.876
	0.852				0.583				0.862				0.891				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	48	1	33	0	23	18	75	0	2	327	52	3	67	319	1	13	982
4:15 PM	61	2	37	0	5	11	21	0	2	348	74	2	69	344	3	7	986
4:30 PM	62	0	42	0	14	9	24	0	0	340	52	2	53	378	1	8	985
4:45 PM	56	1	55	1	9	3	14	0	1	336	69	1	68	376	0	8	998
5:00 PM	59	1	38	0	27	10	26	0	1	327	56	1	80	383	3	8	1020
5:15 PM	63	0	47	0	14	8	16	0	1	347	97	1	69	390	0	6	1059
5:30 PM	61	1	46	0	10	2	6	0	0	326	71	4	55	320	0	4	906
5:45 PM	49	0	40	0	3	2	6	0	1	324	70	4	57	354	1	6	917
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	459	6	338	1	105	63	188	0	8	2675	541	18	518	2864	9	60	7853
APPROACH %'s :	57.09%	0.75%	42.04%	0.12%	29.49%	17.70%	52.81%	0.00%	0.25%	82.51%	16.69%	0.56%	15.01%	82.99%	0.26%	1.74%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	240	2	182	1	64	30	80	0	3	1350	274	5	270	1527	4	30	4062
PEAK HR FACTOR :	0.952	0.500	0.827	0.250	0.593	0.750	0.769	0.000	0.750	0.973	0.706	0.625	0.844	0.979	0.333	0.938	0.959
	0.940				0.690				0.915				0.966				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shenandoah Blvd/Shenandoah Blvd E & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy
City: Newnan
Control: Signalized

Project ID: 25-180082-001
Date: 4/15/2025

Data - Cars

NS/EW Streets:	Shenandoah Blvd/Shenandoah Blvd E				Shenandoah Blvd/Shenandoah Blvd E				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	44	1	32	1	6	0	9	0	10	236	20	3	18	171	7	4	562
7:15 AM	55	8	52	0	2	1	4	0	10	371	21	2	15	212	9	2	764
7:30 AM	72	2	52	0	2	0	7	0	11	376	27	0	19	306	15	10	899
7:45 AM	84	5	55	0	0	1	1	0	28	406	35	0	32	337	33	9	1026
8:00 AM	58	5	55	0	3	1	3	0	10	358	29	3	29	298	8	9	869
8:15 AM	50	1	48	0	0	0	3	0	12	265	27	1	31	298	11	6	753
8:30 AM	39	0	58	0	2	0	3	0	7	315	42	3	33	264	6	8	780
8:45 AM	49	1	63	0	1	0	1	0	6	302	44	1	33	262	2	7	772
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	451	23	415	1	16	3	31	0	94	2629	245	13	210	2148	91	55	6425
APPROACH %'s :	50.67%	2.58%	46.63%	0.11%	32.00%	6.00%	62.00%	0.00%	3.15%	88.19%	8.22%	0.44%	8.39%	85.78%	3.63%	2.20%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	264	13	210	0	5	2	14	0	61	1405	118	4	111	1239	67	34	3547
PEAK HR FACTOR :	0.786	0.650	0.955	0.000	0.417	0.500	0.500	0.000	0.545	0.865	0.843	0.333	0.867	0.919	0.508	0.850	0.864
	0.845				0.583				0.846				0.883				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	45	1	33	0	23	18	75	0	2	318	50	3	65	298	1	13	945
4:15 PM	59	2	36	0	5	11	21	0	2	337	73	2	68	332	3	7	958
4:30 PM	61	0	42	0	14	9	24	0	0	331	50	2	53	371	1	8	966
4:45 PM	56	1	55	1	9	3	14	0	1	324	66	1	68	363	0	8	970
5:00 PM	59	1	37	0	27	10	26	0	1	319	56	1	80	377	3	8	1005
5:15 PM	61	0	47	0	14	8	16	0	1	339	97	1	68	383	0	6	1041
5:30 PM	57	1	46	0	10	2	6	0	0	317	69	4	55	314	0	4	885
5:45 PM	48	0	40	0	3	2	6	0	1	315	70	4	57	348	1	6	901
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	446	6	336	1	105	63	188	0	8	2600	531	18	514	2786	9	60	7671
APPROACH %'s :	56.53%	0.76%	42.59%	0.13%	29.49%	17.70%	52.81%	0.00%	0.25%	82.36%	16.82%	0.57%	15.26%	82.70%	0.27%	1.78%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	237	2	181	1	64	30	80	0	3	1313	269	5	269	1494	4	30	3982
PEAK HR FACTOR :	0.971	0.500	0.823	0.250	0.593	0.750	0.769	0.000	0.750	0.968	0.693	0.625	0.841	0.975	0.333	0.938	0.956
	0.931				0.690				0.908				0.960				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shenandoah Blvd/Shenandoah Blvd E & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy
City: Newnan
Control: Signalized

Project ID: 25-180082-001
Date: 4/15/2025

Data - HT

NS/EW Streets:	Shenandoah Blvd/Shenandoah Blvd E				Shenandoah Blvd/Shenandoah Blvd E				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	3	0	0	0	0	0	0	13	0	0	2	10	0	0	28
7:15 AM	0	0	2	0	0	0	0	0	0	8	0	0	1	11	0	0	22
7:30 AM	1	0	2	0	0	0	0	0	0	21	2	0	1	14	0	0	41
7:45 AM	0	0	0	0	0	0	0	0	0	15	1	0	0	13	0	0	29
8:00 AM	0	0	0	0	0	0	0	0	0	24	1	0	0	11	0	0	36
8:15 AM	1	0	0	0	0	0	0	0	0	17	3	0	1	20	0	0	42
8:30 AM	2	0	1	0	0	0	0	0	0	12	0	0	1	27	0	0	43
8:45 AM	1	0	0	0	0	0	0	0	0	16	0	0	1	24	0	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	8	0	0	0	0	0	0	126	7	0	7	130	0	0	283
APPROACH %'s :	38.46%	0.00%	61.54%	0.00%					0.00%	94.74%	5.26%	0.00%	5.11%	94.89%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	0	2	0	0	0	0	0	0	77	7	0	2	58	0	0	148
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.802	0.583	0.000	0.500	0.725	0.000	0.000	0.881
	0.333								0.840				0.714				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	0	0	0	0	0	0	0	0	9	2	0	2	21	0	0	37
4:15 PM	2	0	1	0	0	0	0	0	0	11	1	0	1	12	0	0	28
4:30 PM	1	0	0	0	0	0	0	0	0	9	2	0	0	7	0	0	19
4:45 PM	0	0	0	0	0	0	0	0	0	12	3	0	0	13	0	0	28
5:00 PM	0	0	1	0	0	0	0	0	0	8	0	0	0	6	0	0	15
5:15 PM	2	0	0	0	0	0	0	0	0	8	0	0	1	7	0	0	18
5:30 PM	4	0	0	0	0	0	0	0	0	9	2	0	0	6	0	0	21
5:45 PM	1	0	0	0	0	0	0	0	0	9	0	0	0	6	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	0	2	0	0	0	0	0	0	75	10	0	4	78	0	0	182
APPROACH %'s :	86.67%	0.00%	13.33%	0.00%					0.00%	88.24%	11.76%	0.00%	4.88%	95.12%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	3	0	1	0	0	0	0	0	0	37	5	0	1	33	0	0	80
PEAK HR FACTOR :	0.375	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.771	0.417	0.000	0.250	0.635	0.000	0.000	0.714
	0.500								0.700				0.654				

Prepared by National Data & Surveying Services

Shenandoah Blvd/Shenandoah Blvd E & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy

Peak Hour Turning Movement Count

ID: 25-180082-001
City: Newnan

Day: Tuesday
Date: 4/15/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 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	3695	0	4062
PHF	0.88		0.96

SOUTHBOUND — Shenandoah Blvd/Shenandoah Blvd E

	L	T	R	U	Total	
AM	14	2	5	0	141	AM
NOON	0	0	0	0	0	NOON
PM	80	30	64	0	9	PM

EASTBOUND — SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy

	AM	NOON	PM	
	1581	0	1852	
0	4	0	5	
1	61	0	3	
2	1482	0	1350	
1	125	0	274	
	AM	NOON	PM	

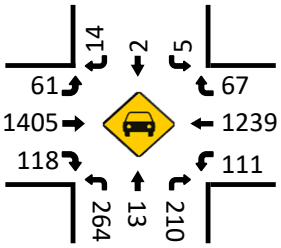
WESTBOUND — SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy

	PM	NOON	AM	
1	4	0	67	
2	1527	0	1297	
1	270	0	113	
0	30	0	34	
	1626	0	1733	
	PM	NOON	AM	

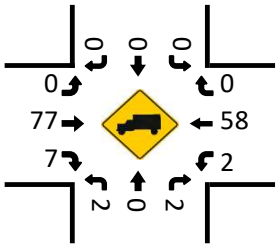
NORTHBOUND — Shenandoah Blvd/Shenandoah Blvd E

	L	T	R	U	Total	
PM	575	1	240	2	182	PM
NOON	0	0	0	0	0	NOON
AM	240	0	266	13	212	AM

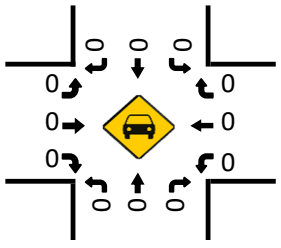
Cars (AM)



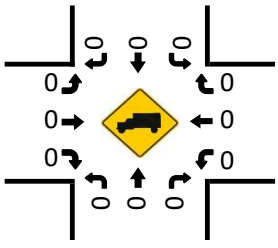
HT (AM)



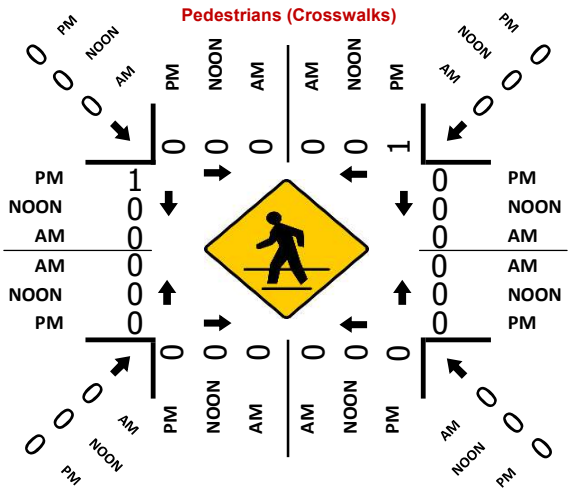
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
1
0
0
0
0
0
0
0
0
0
0
0

Project ID: 25-180082-001
Location: Shenandoah Blvd/Shenandoah Blvd E & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy
City: Newnan

Day: Tuesday
Date: 4/15/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Shenandoah Blvd/Shenandoah Blvd E Northbound						Shenandoah Blvd/Shenandoah Blvd E Southbound						/Bullsboro Dr/Col Joe M Jackson Medal Hono Eastbound						4/Bullsboro Dr/Col Joe M Jackson Medal Honor 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	44	1	35	1	0	81	6	0	9	0	0	15	10	249	20	3	0	282	20	181	7	4	0	212	590
7:15 AM	55	8	54	0	0	117	2	1	4	0	0	7	10	379	21	2	0	412	16	223	9	2	0	250	786
7:30 AM	73	2	54	0	0	129	2	0	7	0	0	9	11	397	29	0	0	437	20	320	15	10	0	365	940
7:45 AM	84	5	55	0	0	144	0	1	1	0	0	2	28	421	36	0	0	485	32	350	33	9	0	424	1055
Total	256	16	198	1	0	471	10	2	21	0	0	33	59	1446	106	5	0	1616	88	1074	64	25	0	1251	3371
8:00 AM	58	5	55	0	0	118	3	1	3	0	0	7	10	382	30	3	0	425	29	309	8	9	0	355	905
8:15 AM	51	1	48	0	0	100	0	0	3	0	0	3	12	282	30	1	0	325	32	318	11	6	0	367	795
8:30 AM	41	0	59	0	0	100	2	0	3	0	0	5	7	327	42	3	0	379	34	291	6	8	0	339	823
8:45 AM	50	1	63	0	0	114	1	0	1	0	0	2	6	318	44	1	0	369	34	286	2	7	0	329	814
Total	200	7	225	0	0	432	6	1	10	0	0	17	35	1309	146	8	0	1498	129	1204	27	30	0	1390	3337
BREAK																									
4:00 PM	48	1	33	0	0	82	23	18	75	0	0	116	2	327	52	3	0	384	67	319	1	13	0	400	982
4:15 PM	61	2	37	0	1	100	5	11	21	0	1	37	2	348	74	2	0	426	69	344	3	7	0	423	986
4:30 PM	62	0	42	0	0	104	14	9	24	0	0	47	0	340	52	2	1	394	53	378	1	8	0	440	985
4:45 PM	56	1	55	1	0	113	9	3	14	0	1	26	1	336	69	1	0	407	68	376	0	8	0	452	998
Total	227	4	167	1	1	399	51	41	134	0	2	226	5	1351	247	8	1	1611	257	1417	5	36	0	1715	3951
5:00 PM	59	1	38	0	0	98	27	10	26	0	0	63	1	327	56	1	0	385	80	383	3	8	0	474	1020
5:15 PM	63	0	47	0	0	110	14	8	16	0	0	38	1	347	97	1	0	446	69	390	0	6	0	465	1059
5:30 PM	61	1	46	0	0	108	10	2	6	0	0	18	0	326	71	4	0	401	55	320	0	4	0	379	906
5:45 PM	49	0	40	0	0	89	3	2	6	0	0	11	1	324	70	4	0	399	57	354	1	6	0	418	917
Total	232	2	171	0	0	405	54	22	54	0	0	130	3	1324	294	10	0	1631	261	1447	4	24	0	1736	3902
Grand Total	915	29	761	2	1	1707	121	66	219	0	2	406	102	5430	793	31	1	6356	735	5142	100	115	0	6092	14561
Apprch %	53.6	1.7	44.6	0.1	0.1		29.8	16.3	53.9	0.0	0.5		1.6	85.4	12.5	0.5	0.0		12.1	84.4	1.6	1.9	0.0		
Total %	6.3	0.2	5.2	0.0	0.0	11.7	0.8	0.5	1.5	0.0	0.0	2.8	0.7	37.3	5.4	0.2	0.0	43.7	5.0	35.3	0.7	0.8	0.0	41.8	
Cars, PU, Vans	897	29	751	2		1679	121	66	219	0		406	102	5229	776	31		6138	724	4934	100	115		5873	14096
% Cars, PU, Vans	98.0	100.0	98.7	100.0		98.4	100.0	100.0	100.0	0.0		100.0	100.0	96.3	97.9	100.0		96.6	98.5	96.0	100.0	100.0		96.4	96.8
Heavy trucks	18	0	10	0		28	0	0	0	0		0	0	201	17	0		218	11	208	0	0		219	465
%Heavy trucks	2.0	0.0	1.3	0.0		1.6	0.0	0.0	0.0	0.0		0.0	0.0	3.7	2.1	0.0		3.4	1.5	4.0	0.0	0.0		3.6	3.2

Project ID: 25-180082-001
Location: Shenandoah Blvd/Shenandoah Blvd E & SR 34/Bulls
City: Newnan

PEAK HOURS

Day: Tuesday
Date: 4/15/2025

AM

	Shenandoah Blvd/Shenandoah Blvd E Northbound					Shenandoah Blvd/Shenandoah Blvd E Southbound					lsboro Dr/Col Joe M Jackson Medal H Eastbound					lsboro Dr/Col Joe M Jackson Medal H Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	73	2	54	0	129	2	0	7	0	9	11	397	29	0	437	20	320	15	10	365	940
7:45 AM	84	5	55	0	144	0	1	1	0	2	28	421	36	0	485	32	350	33	9	424	1055
8:00 AM	58	5	55	0	118	3	1	3	0	7	10	382	30	3	425	29	309	8	9	355	905
8:15 AM	51	1	48	0	100	0	0	3	0	3	12	282	30	1	325	32	318	11	6	367	795
Total Volume	266	13	212	0	491	5	2	14	0	21	61	1482	125	4	1672	113	1297	67	34	1511	3695
% App. Total	54.2	2.6	43.2	0.0	100	23.8	9.5	66.7	0.0	100	3.6	88.6	7.5	0.2	100	7.5	85.8	4.4	2.3	100	
PHF					0.852					0.583					0.862					0.891	0.876
Cars, PU, Vans	264	13	210	0	487	5	2	14	0	21	61	1405	118	4	1588	111	1239	67	34	1451	3547
% Cars, PU, Vans	99.2	100.0	99.1	0.0	99.2	100.0	100.0	100.0	0.0	100.0	100.0	94.8	94.4	100.0	95.0	98.2	95.5	100.0	100.0	96.0	96.0
Heavy trucks	2	0	2	0	4	0	0	0	0	0	0	77	7	0	84	2	58	0	0	60	148
%Heavy trucks	0.8	0.0	0.9	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	5.2	5.6	0.0	5.0	1.8	4.5	0.0	0.0	4.0	4.0

PM

	Shenandoah Blvd/Shenandoah Blvd E Northbound					Shenandoah Blvd/Shenandoah Blvd E Southbound					lsboro Dr/Col Joe M Jackson Medal H Eastbound					lsboro Dr/Col Joe M Jackson Medal H Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	62	0	42	0	104	14	9	24	0	47	0	340	52	2	394	53	378	1	8	440	985
4:45 PM	56	1	55	1	113	9	3	14	0	26	1	336	69	1	407	68	376	0	8	452	998
5:00 PM	59	1	38	0	98	27	10	26	0	63	1	327	56	1	385	80	383	3	8	474	1020
5:15 PM	63	0	47	0	110	14	8	16	0	38	1	347	97	1	446	69	390	0	6	465	1059
Total Volume	240	2	182	1	425	64	30	80	0	174	3	1350	274	5	1632	270	1527	4	30	1831	4062
% App. Total	56.5	0.5	42.8	0.2	100	36.8	17.2	46.0	0.0	100	0.2	82.7	16.8	0.3	100	14.7	83.4	0.2	1.6	100	
PHF					0.940					0.690					0.915					0.966	0.959
Cars, PU, Vans	237	2	181	1	421	64	30	80	0	174	3	1313	269	5	1590	269	1494	4	30	1797	3982
% Cars, PU, Vans	98.8	100.0	99.5	100.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	97.3	98.2	100.0	97.4	99.6	97.8	100.0	100.0	98.1	98.0
Heavy trucks	3	0	1	0	4	0	0	0	0	0	0	37	5	0	42	1	33	0	0	34	80
%Heavy trucks	1.3	0.0	0.5	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	2.7	1.8	0.0	2.6	0.4	2.2	0.0	0.0	1.9	2.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Way/Interstate Wy & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy
City: Newnan
Control: Signalized

Project ID: 25-180082-002
Date: 4/15/2025

Data - Total

NS/EW Streets:	Lakeside Way/Interstate Wy				Lakeside Way/Interstate Wy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	0.5	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	1	5	0	7	0	3	0	1	273	11	8	1	220	13	0	561
7:15 AM	33	0	7	0	15	0	0	0	9	395	10	7	5	254	6	0	741
7:30 AM	31	1	11	0	5	1	4	0	4	437	11	2	5	370	18	2	902
7:45 AM	30	0	9	0	14	1	4	0	4	458	10	13	10	418	15	0	986
8:00 AM	18	1	14	0	12	0	4	0	1	390	13	4	3	340	18	3	821
8:15 AM	21	1	4	0	17	1	6	0	5	307	15	9	7	347	17	0	757
8:30 AM	21	0	4	0	15	0	3	0	7	349	13	2	5	294	23	2	738
8:45 AM	17	2	12	0	20	0	5	0	8	342	21	10	0	336	21	3	797
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	189	6	66	0	105	3	29	0	39	2951	104	55	36	2579	131	10	6303
APPROACH %'s :	72.41%	2.30%	25.29%	0.00%	76.64%	2.19%	21.17%	0.00%	1.24%	93.71%	3.30%	1.75%	1.31%	93.58%	4.75%	0.36%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	100	3	38	0	48	3	18	0	14	1592	49	28	25	1475	68	5	3466
PEAK HR FACTOR :	0.806	0.750	0.679	0.000	0.706	0.750	0.750	0.000	0.700	0.869	0.817	0.538	0.625	0.882	0.944	0.417	0.879
	0.820				0.719				0.868				0.888				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	0.5	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	44	5	4	0	30	2	11	0	4	340	21	11	13	400	47	1	933
4:15 PM	51	3	7	0	35	2	10	0	4	410	17	20	4	370	40	0	973
4:30 PM	22	4	0	0	31	2	10	0	10	366	27	25	16	407	36	0	956
4:45 PM	54	4	9	0	37	1	14	0	7	360	18	9	9	412	35	0	969
5:00 PM	39	3	7	0	24	5	5	0	3	379	27	6	7	424	33	6	968
5:15 PM	37	3	10	0	23	2	15	1	5	406	48	13	19	444	32	3	1061
5:30 PM	40	5	6	0	28	7	13	0	12	369	22	14	7	368	26	0	917
5:45 PM	43	2	8	0	26	3	3	0	10	367	21	9	10	373	23	1	899
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	330	29	51	0	234	24	81	1	55	2997	201	107	85	3198	272	11	7676
APPROACH %'s :	80.49%	7.07%	12.44%	0.00%	68.82%	7.06%	23.82%	0.29%	1.64%	89.20%	5.98%	3.18%	2.38%	89.68%	7.63%	0.31%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	152	14	26	0	115	10	44	1	25	1511	120	53	51	1687	136	9	3954
PEAK HR FACTOR :	0.704	0.875	0.650	0.000	0.777	0.500	0.733	0.250	0.625	0.930	0.625	0.530	0.671	0.950	0.944	0.375	0.932
	0.716				0.817				0.905				0.945				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Way/Interstate Wy & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy
City: Newnan
Control: Signalized

Project ID: 25-180082-002
Date: 4/15/2025

Data - Cars

NS/EW Streets:	Lakeside Way/Interstate Wy				Lakeside Way/Interstate Wy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	0.5	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	1	5	0	7	0	2	0	1	261	10	8	1	211	11	0	535
7:15 AM	32	0	7	0	13	0	0	0	4	389	9	7	5	244	5	0	715
7:30 AM	30	1	10	0	3	1	4	0	3	415	10	2	5	357	16	2	859
7:45 AM	29	0	9	0	13	1	2	0	2	440	10	12	9	409	12	0	948
8:00 AM	18	1	13	0	9	0	1	0	0	374	12	4	3	330	16	3	784
8:15 AM	21	1	3	0	14	1	3	0	5	292	14	8	7	328	15	0	712
8:30 AM	20	0	3	0	14	0	1	0	5	336	13	2	4	271	19	2	690
8:45 AM	17	1	12	0	17	0	3	0	5	331	21	10	0	315	15	3	750
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	184	5	62	0	90	3	16	0	25	2838	99	53	34	2465	109	10	5993
APPROACH %'s :	73.31%	1.99%	24.70%	0.00%	82.57%	2.75%	14.68%	0.00%	0.83%	94.13%	3.28%	1.76%	1.30%	94.16%	4.16%	0.38%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	98	3	35	0	39	3	10	0	10	1521	46	26	24	1424	59	5	3303
PEAK HR FACTOR :	0.817	0.750	0.673	0.000	0.696	0.750	0.625	0.000	0.500	0.864	0.821	0.542	0.667	0.870	0.922	0.417	0.871
	0.829				0.722				0.864				0.879				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	0.5	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	43	5	4	0	29	2	10	0	3	334	20	10	13	381	45	1	900
4:15 PM	51	3	7	0	34	2	8	0	3	397	17	18	4	357	39	0	940
4:30 PM	21	4	0	0	30	2	8	0	8	361	27	25	16	400	35	0	937
4:45 PM	54	4	9	0	34	1	13	0	6	349	18	9	9	401	35	0	942
5:00 PM	39	3	7	0	24	5	4	0	3	372	27	6	7	419	33	6	955
5:15 PM	37	3	10	0	22	2	14	1	4	400	47	13	19	435	31	3	1041
5:30 PM	40	5	6	0	28	7	11	0	12	356	22	12	7	360	24	0	890
5:45 PM	43	2	8	0	26	3	3	0	9	361	21	9	10	365	23	1	884
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	328	29	51	0	227	24	71	1	48	2930	199	102	85	3118	265	11	7489
APPROACH %'s :	80.39%	7.11%	12.50%	0.00%	70.28%	7.43%	21.98%	0.31%	1.46%	89.36%	6.07%	3.11%	2.44%	89.62%	7.62%	0.32%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	151	14	26	0	110	10	39	1	21	1482	119	53	51	1655	134	9	3875
PEAK HR FACTOR :	0.699	0.875	0.650	0.000	0.809	0.500	0.696	0.250	0.656	0.926	0.633	0.530	0.671	0.951	0.957	0.375	0.931
	0.713				0.833				0.902				0.947				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Way/Interstate Wy & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy
City: Newnan
Control: Signalized

Project ID: 25-180082-002
Date: 4/15/2025

Data - HT

NS/EW Streets:	Lakeside Way/Interstate Wy				Lakeside Way/Interstate Wy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	0.5	1	0	1	2	1	0	1	2	1	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	1	0	0	12	1	0	0	9	2	0	26
7:15 AM	1	0	0	0	2	0	0	0	5	6	1	0	0	10	1	0	26
7:30 AM	1	0	1	0	2	0	0	0	1	22	1	0	0	13	2	0	43
7:45 AM	1	0	0	0	1	0	2	0	2	18	0	1	1	9	3	0	38
8:00 AM	0	0	1	0	3	0	3	0	1	16	1	0	0	10	2	0	37
8:15 AM	0	0	1	0	3	0	3	0	0	15	1	1	0	19	2	0	45
8:30 AM	1	0	1	0	1	0	2	0	2	13	0	0	1	23	4	0	48
8:45 AM	0	1	0	0	3	0	2	0	3	11	0	0	0	21	6	0	47
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	1	4	0	15	0	13	0	14	113	5	2	2	114	22	0	310
APPROACH %'s :	50.00%	10.00%	40.00%	0.00%	53.57%	0.00%	46.43%	0.00%	10.45%	84.33%	3.73%	1.49%	1.45%	82.61%	15.94%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	0	3	0	9	0	8	0	4	71	3	2	1	51	9	0	163
PEAK HR FACTOR :	0.500	0.000	0.750	0.000	0.750	0.000	0.667	0.000	0.500	0.807	0.750	0.500	0.250	0.671	0.750	0.000	0.906
	0.625				0.708				0.833				0.726				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	0.5	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	0	0	1	0	1	0	1	6	1	1	0	19	2	0	33
4:15 PM	0	0	0	0	1	0	2	0	1	13	0	2	0	13	1	0	33
4:30 PM	1	0	0	0	1	0	2	0	2	5	0	0	0	7	1	0	19
4:45 PM	0	0	0	0	3	0	1	0	1	11	0	0	0	11	0	0	27
5:00 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	5	0	0	13
5:15 PM	0	0	0	0	1	0	1	0	1	6	1	0	0	9	1	0	20
5:30 PM	0	0	0	0	0	0	2	0	0	13	0	2	0	8	2	0	27
5:45 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	8	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	7	0	10	0	7	67	2	5	0	80	7	0	187
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	41.18%	0.00%	58.82%	0.00%	8.64%	82.72%	2.47%	6.17%	0.00%	91.95%	8.05%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	5	0	5	0	4	29	1	0	0	32	2	0	79
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.417	0.000	0.625	0.000	0.500	0.659	0.250	0.000	0.000	0.727	0.500	0.000	0.731
	0.250				0.625				0.708				0.773				

Prepared by National Data & Surveying Services

Lakeside Way/Interstate Wy & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy

Peak Hour Turning Movement Count

ID: 25-180082-002
City: Newnan

Day: Tuesday
Date: 4/15/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 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	3466	0	3954
PHF	0.88		0.93

SOUTHBOUND — Lakeside Way/Interstate Wy

	Left	Thru	Right	U-Turn	Total	
AM	18	3	48	0	85	AM
NOON	0	0	0	0	0	NOON
PM	44	10	115	1	176	PM

EASTBOUND — SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy

	AM	NOON	PM	
	1621	0	1936	
	28	0	53	0
	14	0	25	1
	1592	0	1511	2
	49	0	120	1

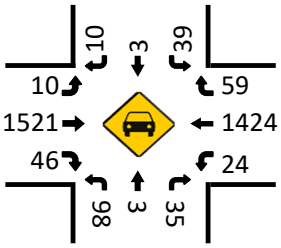
WESTBOUND — SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy

	PM	NOON	AM	
1	136	0	68	
2	1687	0	1475	
1	51	0	25	
0	9	0	5	
	1661	0	1683	

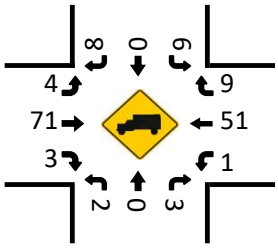
NORTHBOUND — Lakeside Way/Interstate Wy

	Left	Thru	Right	U-Turn	Total	
PM	181	0	152	14	26	PM
NOON	0	0	0	0	0	NOON
AM	77	0	100	3	38	AM

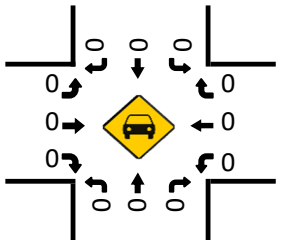
Cars (AM)



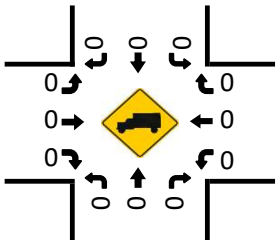
HT (AM)



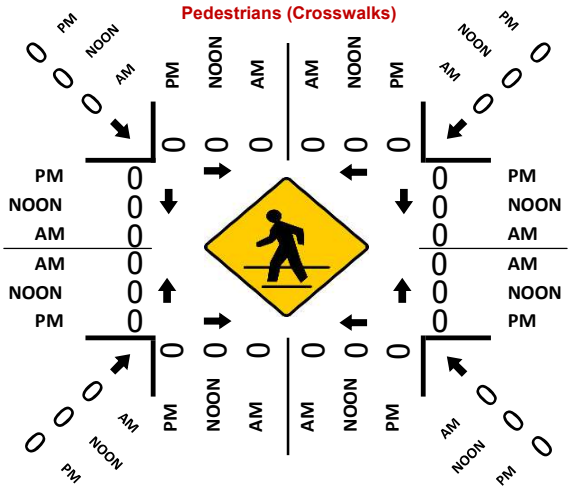
Cars (NOON)



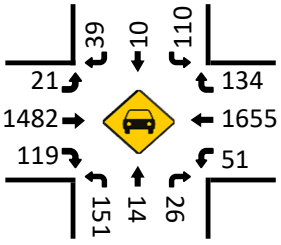
HT (NOON)



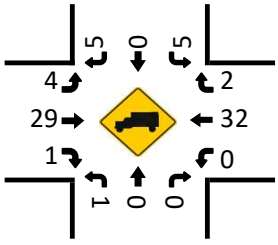
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-180082-002
Location: Lakeside Way/Interstate Wy & SR 34/Bullsboro Dr/Col Joe M Jackson Medal Honor Hwy
City: Newnan

Day: Tuesday
Date: 4/15/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Lakeside Way/Interstate Wy Northbound						Lakeside Way/Interstate Wy Southbound						/Bullsboro Dr/Col Joe M Jackson Medal Hono Eastbound						4/Bullsboro Dr/Col Joe M Jackson Medal Honor 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	18	1	5	0	0	24	7	0	3	0	0	10	1	273	11	8	0	293	1	220	13	0	0	234	561
7:15 AM	33	0	7	0	0	40	15	0	0	0	0	15	9	395	10	7	0	421	5	254	6	0	0	265	741
7:30 AM	31	1	11	0	0	43	5	1	4	0	0	10	4	437	11	2	0	454	5	370	18	2	0	395	902
7:45 AM	30	0	9	0	0	39	14	1	4	0	0	19	4	458	10	13	0	485	10	418	15	0	0	443	986
Total	112	2	32	0	0	146	41	2	11	0	0	54	18	1563	42	30	0	1653	21	1262	52	2	0	1337	3190
8:00 AM	18	1	14	0	0	33	12	0	4	0	0	16	1	390	13	4	0	408	3	340	18	3	0	364	821
8:15 AM	21	1	4	0	0	26	17	1	6	0	0	24	5	307	15	9	0	336	7	347	17	0	0	371	757
8:30 AM	21	0	4	0	0	25	15	0	3	0	0	18	7	349	13	2	0	371	5	294	23	2	0	324	738
8:45 AM	17	2	12	0	0	31	20	0	5	0	0	25	8	342	21	10	0	381	0	336	21	3	0	360	797
Total	77	4	34	0	0	115	64	1	18	0	0	83	21	1388	62	25	0	1496	15	1317	79	8	0	1419	3113
BREAK																									
4:00 PM	44	5	4	0	0	53	30	2	11	0	2	43	4	340	21	11	0	376	13	400	47	1	0	461	933
4:15 PM	51	3	7	0	1	61	35	2	10	0	1	47	4	410	17	20	0	451	4	370	40	0	0	414	973
4:30 PM	22	4	0	0	0	26	31	2	10	0	0	43	10	366	27	25	0	428	16	407	36	0	0	459	956
4:45 PM	54	4	9	0	0	67	37	1	14	0	0	52	7	360	18	9	0	394	9	412	35	0	0	456	969
Total	171	16	20	0	1	207	133	7	45	0	3	185	25	1476	83	65	0	1649	42	1589	158	1	0	1790	3831
5:00 PM	39	3	7	0	0	49	24	5	5	0	0	34	3	379	27	6	0	415	7	424	33	6	0	470	968
5:15 PM	37	3	10	0	0	50	23	2	15	1	0	41	5	406	48	13	0	472	19	444	32	3	0	498	1061
5:30 PM	40	5	6	0	0	51	28	7	13	0	0	48	12	369	22	14	0	417	7	368	26	0	0	401	917
5:45 PM	43	2	8	0	0	53	26	3	3	0	0	32	10	367	21	9	0	407	10	373	23	1	0	407	899
Total	159	13	31	0	0	203	101	17	36	1	0	155	30	1521	118	42	0	1711	43	1609	114	10	0	1776	3845
Grand Total	519	35	117	0	1	671	339	27	110	1	3	477	94	5948	305	162	0	6509	121	5777	403	21	0	6322	13979
Apprch %	77.3	5.2	17.4	0.0	0.1		71.1	5.7	23.1	0.2	0.6		1.4	91.4	4.7	2.5	0.0		1.9	91.4	6.4	0.3	0.0		
Total %	3.7	0.3	0.8	0.0	0.0	4.8	2.4	0.2	0.8	0.0	0.0	3.4	0.7	42.5	2.2	1.2	0.0	46.6	0.9	41.3	2.9	0.2	0.0	45.2	
Cars, PU, Vans	512	34	113	0		659	317	27	87	1		432	73	5768	298	155		6294	119	5583	374	21		6097	13482
% Cars, PU, Vans	98.7	97.1	96.6	0.0		98.2	93.5	100.0	79.1	100.0		90.6	77.7	97.0	97.7	95.7		96.7	98.3	96.6	92.8	100.0		96.4	96.4
Heavy trucks	7	1	4	0		12	22	0	23	0		45	21	180	7	7		215	2	194	29	0		225	497
%Heavy trucks	1.3	2.9	3.4	0.0		1.8	6.5	0.0	20.9	0.0		9.4	22.3	3.0	2.3	4.3		3.3	1.7	3.4	7.2	0.0		3.6	3.6

Project ID: 25-180082-002
Location: Lakeside Way/Interstate Wy & SR 34/Bullsboro Dr/C
City: Newnan

PEAK HOURS

Day: Tuesday
Date: 4/15/2025

AM

	Lakeside Way/Interstate Wy Northbound					Lakeside Way/Interstate Wy Southbound					Isboro Dr/Col Joe M Jackson Medal H Eastbound					Isboro Dr/Col Joe M Jackson Medal H Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	31	1	11	0	43	5	1	4	0	10	4	437	11	2	454	5	370	18	2	395	902
7:45 AM	30	0	9	0	39	14	1	4	0	19	4	458	10	13	485	10	418	15	0	443	986
8:00 AM	18	1	14	0	33	12	0	4	0	16	1	390	13	4	408	3	340	18	3	364	821
8:15 AM	21	1	4	0	26	17	1	6	0	24	5	307	15	9	336	7	347	17	0	371	757
Total Volume	100	3	38	0	141	48	3	18	0	69	14	1592	49	28	1683	25	1475	68	5	1573	3466
% App. Total	70.9	2.1	27.0	0.0	100	69.6	4.3	26.1	0.0	100	0.8	94.6	2.9	1.7	100	1.6	93.8	4.3	0.3	100	
PHF					0.820					0.719					0.868					0.888	0.879
Cars, PU, Vans	98	3	35	0	136	39	3	10	0	52	10	1521	46	26	1603	24	1424	59	5	1512	3303
% Cars, PU, Vans	98.0	100.0	92.1	0.0	96.5	81.3	100.0	55.6	0.0	75.4	71.4	95.5	93.9	92.9	95.2	96.0	96.5	86.8	100.0	96.1	95.3
Heavy trucks	2	0	3	0	5	9	0	8	0	17	4	71	3	2	80	1	51	9	0	61	163
%Heavy trucks	2.0	0.0	7.9	0.0	3.5	18.8	0.0	44.4	0.0	24.6	28.6	4.5	6.1	7.1	4.8	4.0	3.5	13.2	0.0	3.9	4.7

PM

	Lakeside Way/Interstate Wy Northbound					Lakeside Way/Interstate Wy Southbound					Isboro Dr/Col Joe M Jackson Medal H Eastbound					Isboro Dr/Col Joe M Jackson Medal H Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	22	4	0	0	26	31	2	10	0	43	10	366	27	25	428	16	407	36	0	459	956
4:45 PM	54	4	9	0	67	37	1	14	0	52	7	360	18	9	394	9	412	35	0	456	969
5:00 PM	39	3	7	0	49	24	5	5	0	34	3	379	27	6	415	7	424	33	6	470	968
5:15 PM	37	3	10	0	50	23	2	15	1	41	5	406	48	13	472	19	444	32	3	498	1061
Total Volume	152	14	26	0	192	115	10	44	1	170	25	1511	120	53	1709	51	1687	136	9	1883	3954
% App. Total	79.2	7.3	13.5	0.0	100	67.6	5.9	25.9	0.6	100	1.5	88.4	7.0	3.1	100	2.7	89.6	7.2	0.5	100	
PHF					0.716					0.817					0.905					0.945	0.932
Cars, PU, Vans	151	14	26	0	191	110	10	39	1	160	21	1482	119	53	1675	51	1655	134	9	1849	3875
% Cars, PU, Vans	99.3	100.0	100.0	0.0	99.5	95.7	100.0	88.6	100.0	94.1	84.0	98.1	99.2	100.0	98.0	100.0	98.1	98.5	100.0	98.2	98.0
Heavy trucks	1	0	0	0	1	5	0	5	0	10	4	29	1	0	34	0	32	2	0	34	79
%Heavy trucks	0.7	0.0	0.0	0.0	0.5	4.3	0.0	11.4	0.0	5.9	16.0	1.9	0.8	0.0	2.0	0.0	1.9	1.5	0.0	1.8	2.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Interstate Wy & Newnan Pavillion N Entrance
City: Newnan
Control: 1-Way Stop(EB)

Project ID: 25-180082-004
Date: 4/15/2025

Data - Total

NS/EW Streets:	Interstate Wy				Interstate Wy				Newnan Pavillion N Entrance				Newnan Pavillion N Entrance				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	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	9	5	0	0	0	3	0	0	2	0	4	0	0	0	0	0	23
7:15 AM	7	6	0	0	0	3	0	0	0	0	3	0	0	0	0	0	19
7:30 AM	10	4	0	0	0	0	0	0	0	0	5	0	0	0	0	0	19
7:45 AM	8	6	0	0	0	4	0	0	1	0	5	0	0	0	0	0	24
8:00 AM	9	3	0	0	0	6	0	0	1	0	4	0	0	0	0	0	23
8:15 AM	16	3	0	0	0	5	0	0	0	0	9	0	0	0	0	0	33
8:30 AM	15	10	0	0	0	5	0	0	0	0	9	0	0	0	0	0	39
8:45 AM	9	9	0	0	0	5	0	0	0	0	8	0	0	0	0	0	31
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	83	46	0	0	0	31	0	0	4	0	47	0	0	0	0	0	211
APPROACH %'s :	64.34%	35.66%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	7.84%	0.00%	92.16%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	49	25	0	0	0	21	0	0	1	0	30	0	0	0	0	0	126
PEAK HR FACTOR :	0.766	0.625	0.000	0.000	0.000	0.875	0.000	0.000	0.250	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.808
	0.740				0.875				0.861								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	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
4:00 PM	31	2	0	0	0	3	4	0	1	0	24	0	0	0	0	0	65
4:15 PM	18	2	0	0	0	4	3	0	0	0	23	0	0	0	0	0	50
4:30 PM	23	3	0	0	0	4	5	0	3	0	18	0	0	0	0	0	56
4:45 PM	22	2	0	0	0	4	1	0	0	0	17	0	0	0	0	0	46
5:00 PM	14	1	0	0	0	4	2	0	1	0	11	0	0	0	0	0	33
5:15 PM	16	0	0	0	0	4	3	0	1	0	17	0	0	0	0	0	41
5:30 PM	20	1	0	0	0	5	2	0	0	0	15	0	0	0	0	0	43
5:45 PM	16	1	0	0	0	0	1	0	0	0	11	0	0	0	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	160	12	0	0	0	28	21	0	6	0	136	0	0	0	0	0	363
APPROACH %'s :	93.02%	6.98%	0.00%	0.00%	0.00%	57.14%	42.86%	0.00%	4.23%	0.00%	95.77%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	94	9	0	0	0	15	13	0	4	0	82	0	0	0	0	0	217
PEAK HR FACTOR :	0.758	0.750	0.000	0.000	0.000	0.938	0.650	0.000	0.333	0.000	0.854	0.000	0.000	0.000	0.000	0.000	0.835
	0.780				0.778				0.860								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Interstate Wy & Newnan Pavillion N Entrance
City: Newnan
Control: 1-Way Stop(EB)

Project ID: 25-180082-004
Date: 4/15/2025

Data - Cars

NS/EW Streets:	Interstate Wy				Interstate Wy				Newnan Pavillion N Entrance				Newnan Pavillion N Entrance				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	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	9	3	0	0	0	2	0	0	1	0	4	0	0	0	0	0	19
7:15 AM	5	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	9
7:30 AM	10	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	16
7:45 AM	8	1	0	0	0	0	0	0	1	0	5	0	0	0	0	0	15
8:00 AM	9	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0	14
8:15 AM	16	1	0	0	0	2	0	0	0	0	8	0	0	0	0	0	27
8:30 AM	14	5	0	0	0	1	0	0	0	0	9	0	0	0	0	0	29
8:45 AM	9	0	0	0	0	1	0	0	0	0	8	0	0	0	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	80	13	0	0	0	7	0	0	3	0	44	0	0	0	0	0	147
APPROACH %'s :	86.02%	13.98%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	6.38%	0.00%	93.62%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	48	6	0	0	0	5	0	0	1	0	28	0	0	0	0	0	88
PEAK HR FACTOR :	0.750	0.300	0.000	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.759
	0.711				0.625				0.806								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	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
4:00 PM	30	0	0	0	0	2	4	0	1	0	23	0	0	0	0	0	60
4:15 PM	18	0	0	0	0	1	3	0	0	0	22	0	0	0	0	0	44
4:30 PM	21	2	0	0	0	2	5	0	2	0	18	0	0	0	0	0	50
4:45 PM	22	1	0	0	0	1	1	0	0	0	17	0	0	0	0	0	42
5:00 PM	14	1	0	0	0	4	2	0	1	0	11	0	0	0	0	0	33
5:15 PM	15	0	0	0	0	2	3	0	1	0	17	0	0	0	0	0	38
5:30 PM	19	0	0	0	0	3	2	0	0	0	15	0	0	0	0	0	39
5:45 PM	16	0	0	0	0	0	1	0	0	0	11	0	0	0	0	0	28
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	155	4	0	0	0	15	21	0	5	0	134	0	0	0	0	0	334
APPROACH %'s :	97.48%	2.52%	0.00%	0.00%	0.00%	41.67%	58.33%	0.00%	3.60%	0.00%	96.40%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	91	3	0	0	0	6	13	0	3	0	80	0	0	0	0	0	196
PEAK HR FACTOR :	0.758	0.375	0.000	0.000	0.000	0.750	0.650	0.000	0.375	0.000	0.870	0.000	0.000	0.000	0.000	0.000	0.817
	0.783				0.679				0.865								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Interstate Wy & Newnan Pavillion N Entrance
City: Newnan
Control: 1-Way Stop(EB)

Project ID: 25-180082-004
Date: 4/15/2025

Data - HT

NS/EW Streets:	Interstate Wy				Interstate Wy				Newnan Pavillion N Entrance				Newnan Pavillion N Entrance				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	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	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
7:15 AM	2	4	0	0	0	3	0	0	0	0	1	0	0	0	0	0	10
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
8:00 AM	0	3	0	0	0	5	0	0	0	0	1	0	0	0	0	0	9
8:15 AM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
8:30 AM	1	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	33	0	0	0	24	0	0	1	0	3	0	0	0	0	0	64
APPROACH %'s :	8.33%	91.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	0.00%	75.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	19	0	0	0	16	0	0	0	0	2	0	0	0	0	0	38
PEAK HR FACTOR :	0.250	0.528	0.000	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.731
	0.556				0.800				0.500								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	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
4:00 PM	1	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5
4:15 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
4:30 PM	2	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	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 :	5	8	0	0	0	13	0	0	1	0	2	0	0	0	0	0	29
APPROACH %'s :	38.46%	61.54%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	3	6	0	0	0	9	0	0	1	0	2	0	0	0	0	0	21
PEAK HR FACTOR :	0.375	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.875
	0.750				0.750				0.750								

Prepared by National Data & Surveying Services

Interstate Wy & Newnan Pavillion N Entrance

Peak Hour Turning Movement Count

ID: 25-180082-004
City: Newnan

Day: Tuesday
Date: 4/15/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(EB)

	AM	NOON	PM
TEV	126	0	217
PHF	0.81		0.83

Interstate Wy — SOUTHBOUND

	L	T	R	U		
AM	0	21	0	0	26	AM
NOON	0	0	0	0	0	NOON
PM	13	15	0	0	13	PM

Newnan Pavillion N Entrance — EASTBOUND

AM	NOON	PM		
49	0	107	⇦	
0	0	0	↶	0
1	0	4	↱	0
0	0	0	→	1
30	0	82	↴	0
AM	NOON	PM		

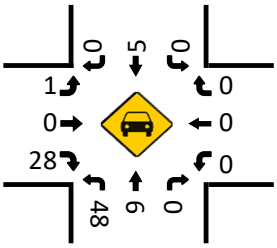
Newnan Pavillion N Entrance — WESTBOUND

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		

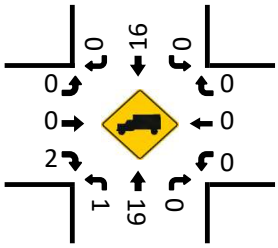
Interstate Wy — NORTHBOUND

	L	T	T	R		
PM	97	0	94	9	0	PM
NOON	0	0	0	0	0	NOON
AM	51	0	49	25	0	AM

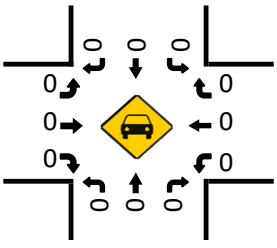
Cars (AM)



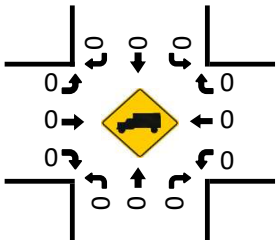
HT (AM)



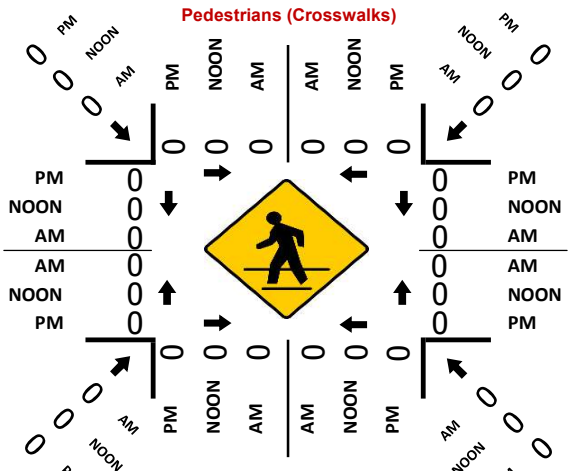
Cars (NOON)



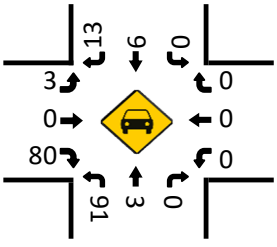
HT (NOON)



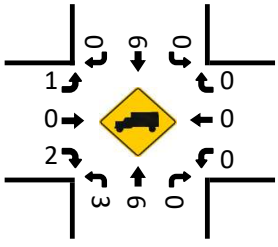
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-180082-004
Location: Interstate Wy & Newnan Pavillion N Entrance
City: Newnan

Day: Tuesday
Date: 4/15/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Interstate Wy Northbound						Interstate Wy Southbound						Newnan Pavillion N Entrance Eastbound						Newnan Pavillion N Entrance 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	9	5	0	0	0	14	0	3	0	0	0	3	2	0	4	0	0	6	0	0	0	0	0	0	23
7:15 AM	7	6	0	0	0	13	0	3	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	19
7:30 AM	10	4	0	0	0	14	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	19
7:45 AM	8	6	0	0	0	14	0	4	0	0	0	4	1	0	5	0	0	6	0	0	0	0	0	0	24
Total	34	21	0	0	0	55	0	10	0	0	0	10	3	0	17	0	0	20	0	0	0	0	0	0	85
8:00 AM	9	3	0	0	0	12	0	6	0	0	0	6	1	0	4	0	0	5	0	0	0	0	0	0	23
8:15 AM	16	3	0	0	0	19	0	5	0	0	0	5	0	0	9	0	0	9	0	0	0	0	0	0	33
8:30 AM	15	10	0	0	0	25	0	5	0	0	0	5	0	0	9	0	0	9	0	0	0	0	0	0	39
8:45 AM	9	9	0	0	0	18	0	5	0	0	0	5	0	0	8	0	0	8	0	0	0	0	0	0	31
Total	49	25	0	0	0	74	0	21	0	0	0	21	1	0	30	0	0	31	0	0	0	0	0	0	126
BREAK																									
4:00 PM	31	2	0	0	0	33	0	3	4	0	0	7	1	0	24	0	0	25	0	0	0	0	0	0	65
4:15 PM	18	2	0	0	0	20	0	4	3	0	0	7	0	0	23	0	0	23	0	0	0	0	0	0	50
4:30 PM	23	3	0	0	0	26	0	4	5	0	0	9	3	0	18	0	0	21	0	0	0	0	0	0	56
4:45 PM	22	2	0	0	0	24	0	4	1	0	0	5	0	0	17	0	0	17	0	0	0	0	0	0	46
Total	94	9	0	0	0	103	0	15	13	0	0	28	4	0	82	0	0	86	0	0	0	0	0	0	217
5:00 PM	14	1	0	0	0	15	0	4	2	0	0	6	1	0	11	0	0	12	0	0	0	0	0	0	33
5:15 PM	16	0	0	0	0	16	0	4	3	0	0	7	1	0	17	0	0	18	0	0	0	0	0	0	41
5:30 PM	20	1	0	0	0	21	0	5	2	0	0	7	0	0	15	0	0	15	0	0	0	0	0	0	43
5:45 PM	16	1	0	0	0	17	0	0	1	0	0	1	0	0	11	0	0	11	0	0	0	0	0	0	29
Total	66	3	0	0	0	69	0	13	8	0	0	21	2	0	54	0	0	56	0	0	0	0	0	0	146
Grand Total	243	58	0	0	0	301	0	59	21	0	0	80	10	0	183	0	0	193	0	0	0	0	0	0	574
Apprch %	80.7	19.3	0.0	0.0	0.0		0.0	73.8	26.3	0.0	0.0		5.2	0.0	94.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	42.3	10.1	0.0	0.0	0.0	52.4	0.0	10.3	3.7	0.0	0.0	13.9	1.7	0.0	31.9	0.0	0.0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	235	17	0	0		252	0	22	21	0		43	8	0	178	0		186	0	0	0	0		0	481
% Cars, PU, Vans	96.7	29.3	0.0	0.0		83.7	0.0	37.3	100.0	0.0		53.8	80.0	0.0	97.3	0.0		96.4	0.0	0.0	0.0	0.0		0.0	83.8
Heavy trucks	8	41	0	0		49	0	37	0	0		37	2	0	5	0		7	0	0	0	0		0	93
%Heavy trucks	3.3	70.7	0.0	0.0		16.3	0.0	62.7	0.0	0.0		46.3	20.0	0.0	2.7	0.0		3.6	0.0	0.0	0.0	0.0		0.0	16.2

Project ID: 25-180082-004
Location: Interstate Wy & Newnan Pavillion N Entrance
City: Newnan

PEAK HOURS

Day: Tuesday
Date: 4/15/2025

AM

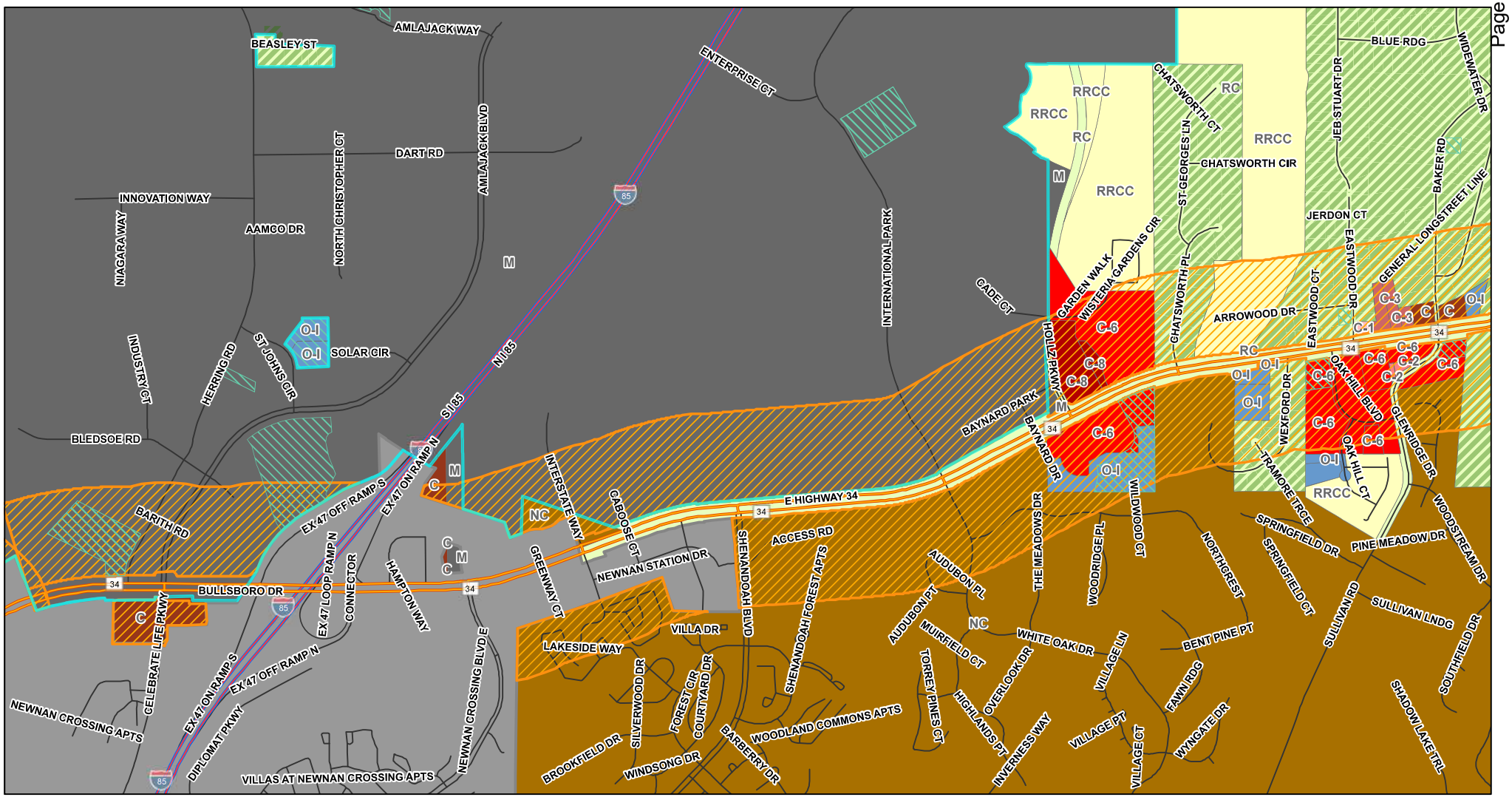
	Interstate Wy Northbound					Interstate Wy Southbound					Newnan Pavillion N Entrance Eastbound					Newnan Pavillion N Entrance Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	9	3	0	0	12	0	6	0	0	6	1	0	4	0	5	0	0	0	0	0	23
8:15 AM	16	3	0	0	19	0	5	0	0	5	0	0	9	0	9	0	0	0	0	0	33
8:30 AM	15	10	0	0	25	0	5	0	0	5	0	0	9	0	9	0	0	0	0	0	39
8:45 AM	9	9	0	0	18	0	5	0	0	5	0	0	8	0	8	0	0	0	0	0	31
Total Volume	49	25	0	0	74	0	21	0	0	21	1	0	30	0	31	0	0	0	0	0	126
% App. Total	66.2	33.8	0.0	0.0	100	0.0	100.0	0.0	0.0	100	3.2	0.0	96.8	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.740					0.875					0.861						0.808
Cars, PU, Vans	48	6	0	0	54	0	5	0	0	5	1	0	28	0	29	0	0	0	0	0	88
% Cars, PU, Vans	98.0	24.0	0.0	0.0	73.0	0.0	23.8	0.0	0.0	23.8	100.0	0.0	93.3	0.0	93.5	0.0	0.0	0.0	0.0	0.0	69.8
Heavy trucks	1	19	0	0	20	0	16	0	0	16	0	0	2	0	2	0	0	0	0	0	38
%Heavy trucks	2.0	76.0	0.0	0.0	27.0	0.0	76.2	0.0	0.0	76.2	0.0	0.0	6.7	0.0	6.5	0.0	0.0	0.0	0.0	0.0	30.2

PM

	Interstate Wy Northbound					Interstate Wy Southbound					Newnan Pavillion N Entrance Eastbound					Newnan Pavillion N Entrance Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
4:00 PM	31	2	0	0	33	0	3	4	0	7	1	0	24	0	25	0	0	0	0	0	65
4:15 PM	18	2	0	0	20	0	4	3	0	7	0	0	23	0	23	0	0	0	0	0	50
4:30 PM	23	3	0	0	26	0	4	5	0	9	3	0	18	0	21	0	0	0	0	0	56
4:45 PM	22	2	0	0	24	0	4	1	0	5	0	0	17	0	17	0	0	0	0	0	46
Total Volume	94	9	0	0	103	0	15	13	0	28	4	0	82	0	86	0	0	0	0	0	217
% App. Total	91.3	8.7	0.0	0.0	100	0.0	53.6	46.4	0.0	100	4.7	0.0	95.3	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.780					0.778					0.860						0.835
Cars, PU, Vans	91	3	0	0	94	0	6	13	0	19	3	0	80	0	83	0	0	0	0	0	196
% Cars, PU, Vans	96.8	33.3	0.0	0.0	91.3	0.0	40.0	100.0	0.0	67.9	75.0	0.0	97.6	0.0	96.5	0.0	0.0	0.0	0.0	0.0	90.3
Heavy trucks	3	6	0	0	9	0	9	0	0	9	1	0	2	0	3	0	0	0	0	0	21
%Heavy trucks	3.2	66.7	0.0	0.0	8.7	0.0	60.0	0.0	0.0	32.1	25.0	0.0	2.4	0.0	3.5	0.0	0.0	0.0	0.0	0.0	9.7

Character Areas

Zoning Information (Coweta County GIS)



2/25/2025, 4:47:13 AM

1:15,321

0 0.15 0.3 0.6 mi

0 0.25 0.5 1 km

CUP

QDCD

Major Roads

Interstate

State Route; US Route

Roads

Rural Conservation Density

High Density (6-15 LDGS points)

Municipalities

Zoning

RRCC

RC

NC

O-I

C-1

C-2

C-3

C-6

C-8

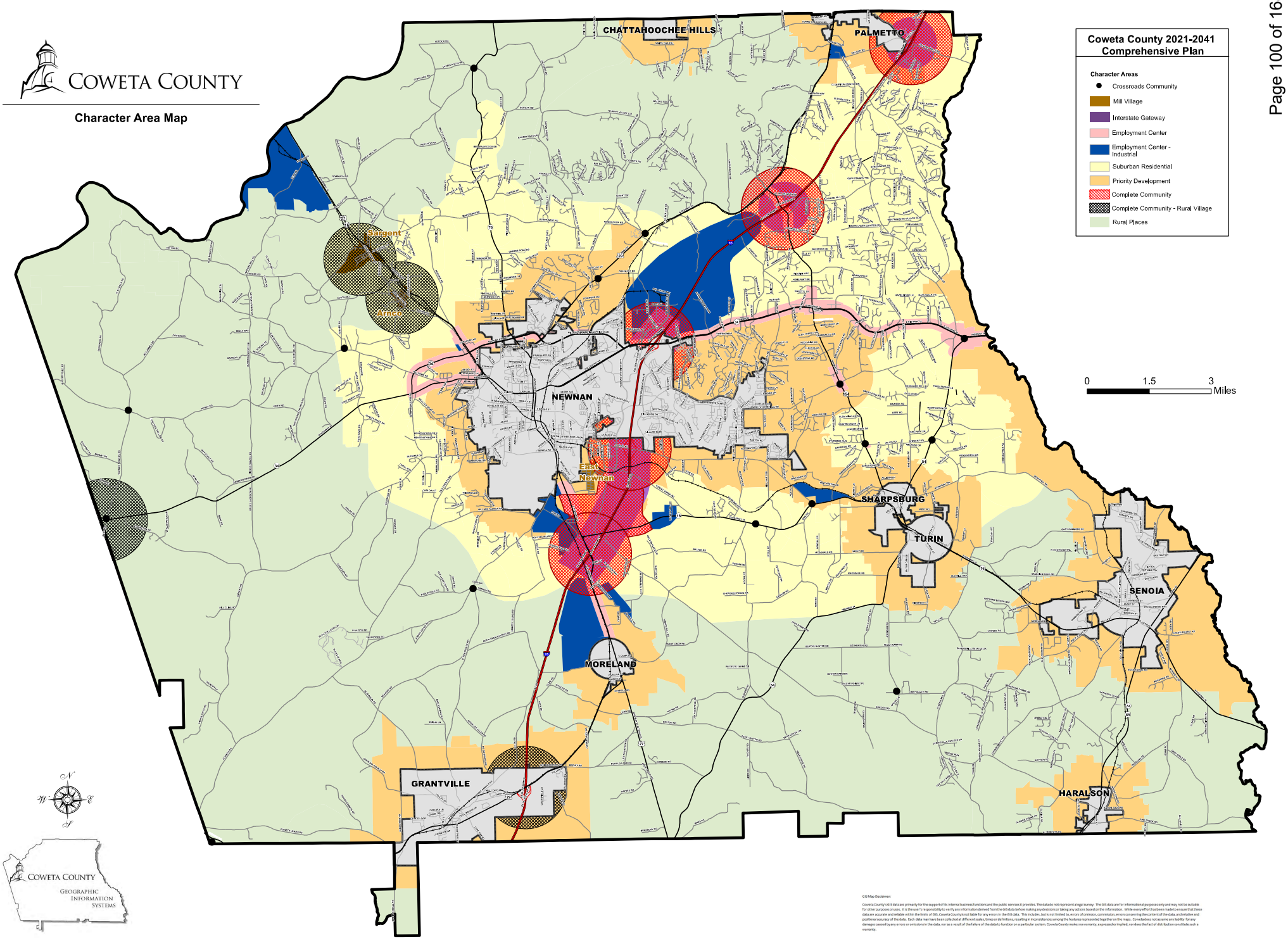
C

M

Esri Community Maps Contributors, County of Coweta, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, City of Newnan GIS, Maxar

COWETA COUNTY

Character Area Map



Coweta County 2021-2041 Comprehensive Plan

Character Areas

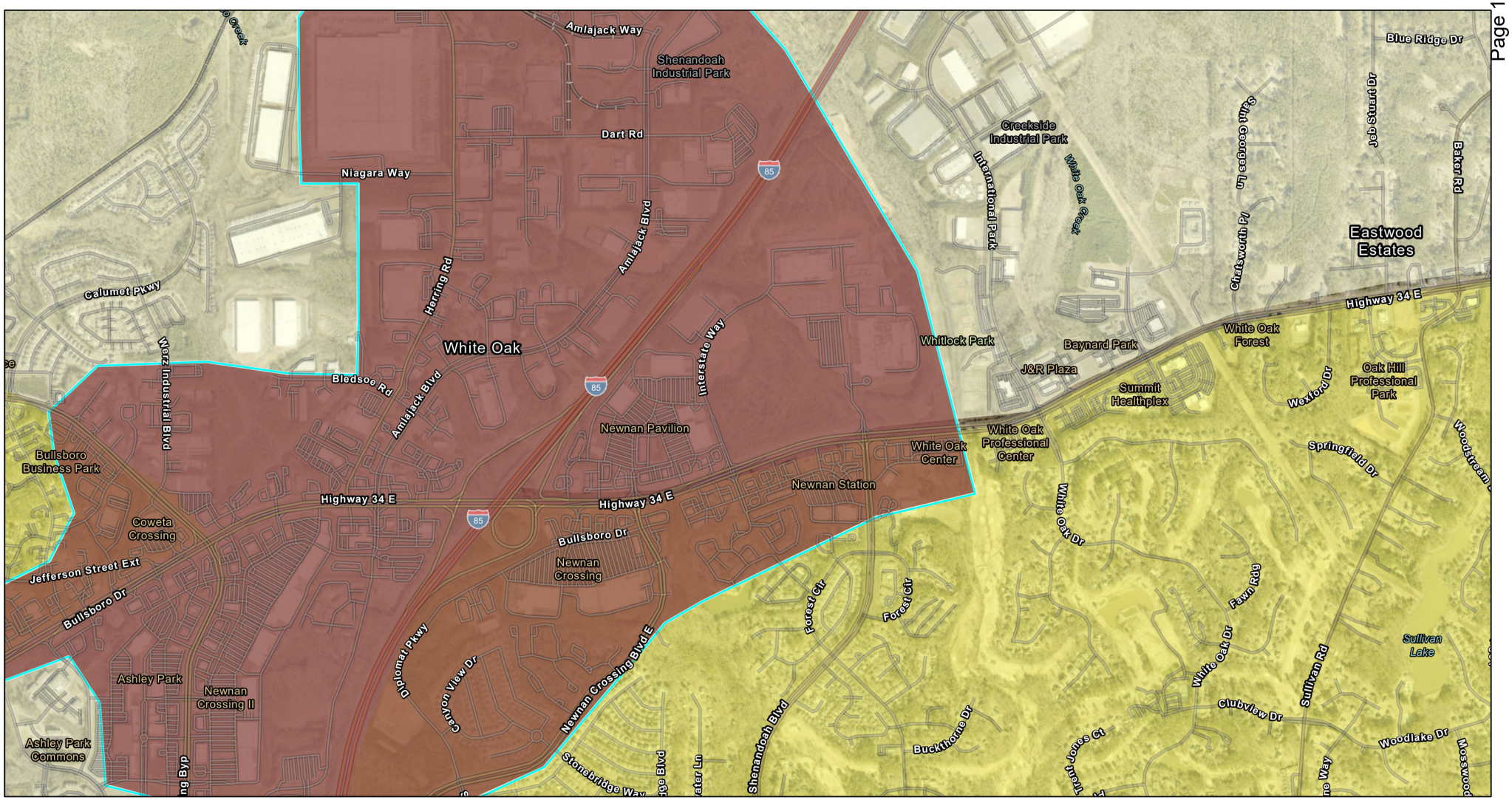
- Crossroads Community
- Mill Village
- Interstate Gateway
- Employment Center
- Employment Center - Industrial
- Suburban Residential
- Priority Development
- Complete Community
- Complete Community - Rural Village
- Rural Places

COWETA COUNTY GEOGRAPHIC INFORMATION SYSTEMS

GIS Map Disclaimer:

Coweta County's GIS data are primarily for the support of its internal business functions and the public services it provides. The data do not represent a legal survey. The GIS data are for informational purposes only and may not be suitable for other purposes or uses. It is the user's responsibility to verify any information derived from the GIS data before making any decisions or taking any actions based on the information. While every effort has been made to ensure that these data are accurate and reliable within the limits of GIS, Coweta County is not liable for any errors in the GIS data. This includes, but is not limited to, errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data. Each data may have been collected at different scales, times or definitions, resulting in inconsistencies among the features represented together on the maps. Coweta does not assume any liability for any damages caused by any errors or omissions in the data, nor as a result of the failure of the data to function on a particular system. Coweta County makes no warranty, expressed or implied, nor does the fact of distribution constitute such a warranty.

2021 ARC Unified Growth Policy Map



February 24, 2025

Regional Centers
Counties
Expressways
Regional Areas - copy
Developing Suburbs
Established Suburbs

1:18,056

0 0.17 0.35 0.7 mi
0 0.3 0.6 1.2 km

Esri Community Maps Contributors, County of Coweta, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, City of Newnan GIS, Maxar

GRTA Letter of Understanding

LETTER OF UNDERSTANDING

May 13th, 2025

Tom Neidecker
DHL
360 Estar Boulevard
Westerville, OH 43082

RE: **Project 34** (**DRI#: 4423)**

Dear Tom Neidecker:

The purpose of this Letter of Understanding is to document the discussions during the Methodology Meeting held virtually on Monday, April 28th, 2025 regarding **DRI 4423 Project 34** Development of Regional Impact (DRI). The *GRTA DRI Review Procedures*, as well as the inputs and parameters documented in this Letter of Understanding and the revised Methodology Meeting Packet, shall be adhered to in preparing the GRTA required Transportation Study.

PROJECT OVERVIEW

- The proposed site is located at to the north of SR 34 between Interstate Way and Shenandoah Boulevard in Coweta County. In general, the site is located to the east of I-85. GPS Coordinates are 33°24'3"N, 84°44'12"W.
- The proposed development includes 784,700 Square Feet of Warehouse space.
- The projected build-out is one phase to be completed by 2026.
- The proposed development includes (2) full site accesses along Interstate Way.
- The DRI trigger for this development is a Land Disturbance Permit (LDP).
- The vehicular trip generation is estimated to be 2,339 net daily trips based on the *ITE Trip Generation Manual 11th edition.*
- The applicant is applying for approval under GRTA's expedited review process.

STUDY NETWORK

1. SR 34 @ Shenandoah Boulevard
2. SR 34 @ Interstate Way / Lakeside Way
3. Interstate Way @ Site Driveway 1 (Right-In/Right-Out)
4. Interstate Way @ Site Driveway 2
5. SR 34 @ Site Driveway 3 (Truck Entrance)

METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

- The Site Plan shall meet all the applicable requirements in Section 7.1 of the *GRTA DRI Review Procedures*.
- All Study Network intersections shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future "no-build" conditions, and (3) future "build" conditions as specified in the *GRTA DRI Review Procedures*.
- This DRI shall be modeled and reviewed in one phase to be completed by 2,339.

- The Level of Service (LOS) standard for all analysis shall be LOS D unless specified otherwise in Section 3.2.2.1. For example, a LOS E standard is allowed if the existing LOS for the intersection or approach is a LOS F.

- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account as required in Section 3.2.2.

- The trip generation calculations in the revised Methodology Meeting Packet shall be used in the Transportation Study. Mixed-use and pass-by reductions are not allowed for this site. Pass-by reductions shall not exceed 15% of a roadway's traffic volume standard established in Appendix 7.2.

- The trip assignment approach in the revised Methodology Meeting Packet shall be utilized for all Study Network intersection movements.

- The applicant shall research TIP, STIP, RTP and GDOT's construction work program, as well as any local government and transit operator plans (SPLOST, CIP, etc.), to determine the open date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. Programmed transportation projects anticipated to open on or before the Build Out year of the DRI Project shall be modeled as completed in the No-Build and Build conditions unless approved otherwise.

- A 1.0% annual traffic Background Growth Rate shall be used for all roadways.

- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA, unless specified otherwise. As specified in Section 2.3, turning movement counts shall be collected while local schools are in session, on a Tuesday, Wednesday or Thursday (unless approved otherwise) and not during holiday periods (weeks of July 4th, Thanksgiving and +/- 5 days of Christmas).

- If the *GRTA DRI Review Procedures* requires an Enhanced Focus Area for Heavy Vehicles or an Enhanced Focus Area for Dense Urban Environments, the Transportation Study shall incorporate the inputs and parameters agreed to at the Methodology Meeting and documented in the revised Methodology Meeting Packet. These inputs may include a Heavy Vehicle modeling percentages, a Heavy Vehicle route map, a pedestrian crosswalk delay adjustment and a bus blockage adjustment factor.

ADDITIONAL REQUIREMENTS

All applicable requirements of the *GRTA DRI Review Procedures* must be met for the Transportation Study to be considered complete. The *GRTA DRI Review Procedures* are located on GRTA's DRI website: https://www.srta.ga.gov/programs-projects/dev-of-regional-impact/ Contact GRTA staff if you have any questions on these requirements.

The Transportation Study shall also include as attachments the native LOS modeling file (i.e., Synchro modeling files) as well as the modeling reports (PDFs) for all Study Network intersections for the Existing, No-Build and Build conditions for all phases. The PDF reports shall be numbered (in page headers) and organized in order according to the Study Network numbering sequence in this Letter of Understanding. The reports shall also be organized in the following sequence: *Existing condition AM, Existing condition PM, No-build condition AM, No-Build condition PM, Build condition AM, Build condition PM*. If improvements are modeled, those PDFs shall be labeled as such and follow the appropriate condition's applicable peak period.

The Transportation Study appendices shall also include all turning movement count data, regardless of if using historic data or newly collected turning movement counts.

When documenting any Queue Length impacts required in Section 3.2.3.6, the TIS Executive Summary shall also note any individual *movements* not meeting the LOS standard where the DRI Project adds trips in the Build condition and exceeds available storage capacity for that movement.

When identifying mitigations in the existing, no-build and build conditions, the mitigations identified in preceding conditions shall not be modeled as complete when conducting the LOS analysis. The same mitigation may still be proposed as mitigation in the subsequent condition but it shall not be included as completed in the default analysis.

For example, a turn lane may be identified as a needed improvement in the no-build condition. The turn lane should not be modeled as completed in the build condition. The turn lane should only be modeled as complete in the no-build with improvements condition and the build with improvements condition.

DRI REVIEW PACKAGE SUBMITTAL

GRTA will begin reviewing the DRI once the DRI Review Package is submitted and deemed complete. The DRI Review Package includes: the permitting Local Government inputting both Department of Community Affairs (DCA) forms into the DCA DRI website; and the **Traffic Engineer submittal of the GRTA Transportation Study (including LOS appendices, traffic count data and any other required attachments) and Site Plan to GRTA staff and ALL stakeholders included in the CC list of this Letter of Understanding**.

All DRI Review Packages shall be submitted electronically via email to all stakeholders in the CC list of the Letter of Understanding. If the DRI Review Package total file size is greater than 10 MB, the DRI Review Package shall be submitted via email with a FTP link provided for downloading the files.

Please contact me if you have any questions about the Letter of Understanding or the *GRTA DRI Review Procedures*.

Sincerely,

Brittany Williams
Program Manager

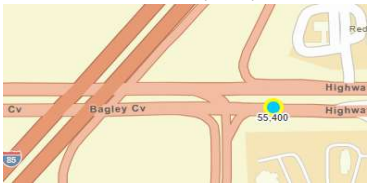
Cc:

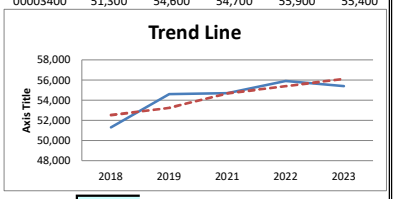
Zane Grennell, DCA
Stephanie Wagner, TRRC
Paul Jarrell, TRRC
Brittany Williams, GRTA/SRTA
Derrick Peevy, GRTA/SRTA
Daniel Trevorrow, GDOT D3
Standford Taylor, GDOT D3
Bob Palmer, Coweta County
Tom Handley, Coweta County
Ben Sewell, Coweta County
Steve Ledbetter, Spalding County
Abdul Amer, A&R Engineering
Victor Garcia, A&R Engineering
Jason Stevens, DHL
Steve Hess, DHL
Tom Neidecker, DHL
Robert A. McCann, Haines, Gipson & Associates, INC

Linear Regression of Daily Traffic

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
SR 34 - Bullsboro Dr (E of I-85)	1.7%	0.68	077-0249	00003400	51,300	54,600	54,700	55,900	55,400
Sharpsburg McCullum Rd (N of SR 34)	0.4%	0.13	077-0340	00015400	17,200	17,400	18,100	17,400	17,500
Shenandoah Blvd (South of Forest Rd)	-2.7%	0.61	077-0654	-	9,920	10,100	9,990	8,900	9,130
SR 34 - Bullsboro Dr (W of I-85)	3.1%	0.96	077-0247	00000034	53,900	54,300	58,300	59,500	60,000
SR 34 (W of Baker Rd / Sullivan Rd)	-0.6%	0.01	077-0252	00003400	34,000	34,200	39,300	32,700	32,900
Weighted Average	**1.3%**	0.50	Sum of Count Stations =		166,320	170,600	180,390	174,400	174,930

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 34 - Bullsboro Dr (E of I-85)	077-0249	00003400	51,300	54,600	54,700	55,900	55,400

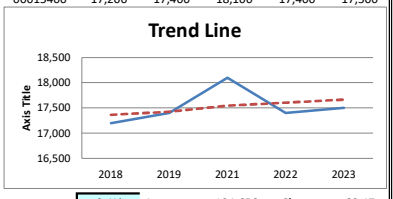




Growth Rate	1.7%	Intercept	########	Slope	718.60
Trend Line	52,512	53,230	54,667	55,386	56,105

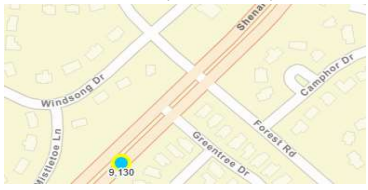
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Sharpsburg McCullum Rd (N of SR 34)	077-0340	00015400	17,200	17,400	18,100	17,400	17,500

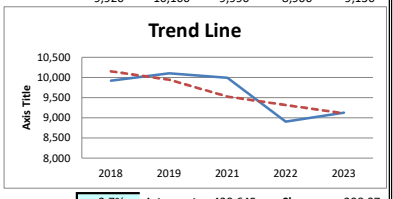




Growth Rate	0.4%	Intercept	-104,656	Slope	60.47
Trend Line	17,363	17,423	17,544	17,605	17,665

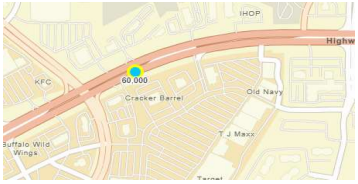
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Shenandoah Blvd (South of Forest Rd)	077-0654	-	9,920	10,100	9,990	8,900	9,130

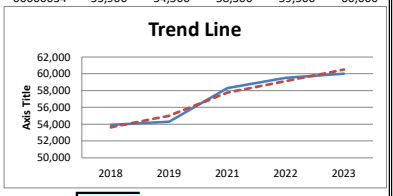




Growth Rate	-2.7%	Intercept	430,645	Slope	-208.37
Trend Line	10,150	9,941	9,525	9,316	9,108

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 34 - Bullsboro Dr (W of I-85)	077-0247	00000034	53,900	54,300	58,300	59,500	60,000

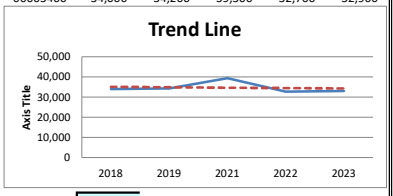




Growth Rate	3.1%	Intercept	########	Slope	1,372.09
Trend Line	53,633	55,005	57,749	59,121	60,493

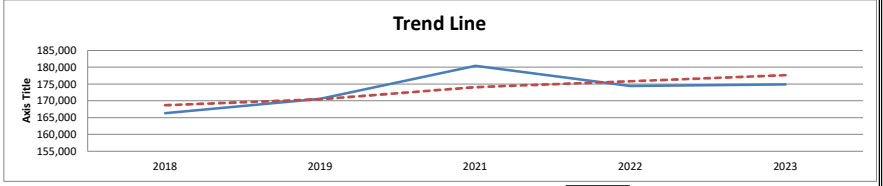
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 34 (W of Baker Rd / Sullivan Rd)	077-0252	00003400	34,000	34,200	39,300	32,700	32,900





Growth Rate	-0.6%	Intercept	347,108	Slope	-154.65
Trend Line	35,022	34,867	34,558	34,403	34,249

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	166,320	170,600	180,390	174,400	174,930

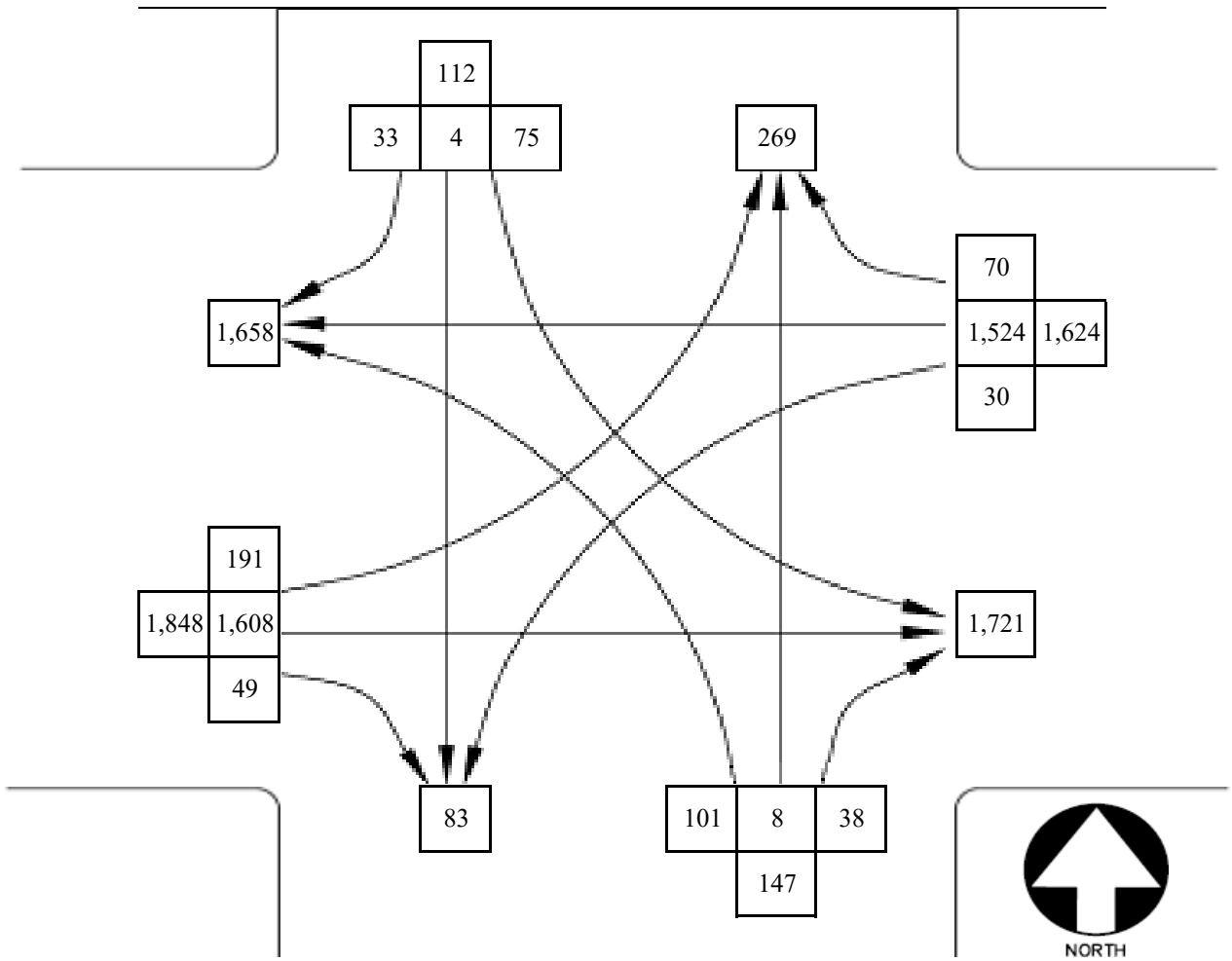


Growth Rate	1.3%	Intercept	########	Slope	1,788.14
Trend Line	168,679	170,467	174,043	175,831	177,620

Left Turn Phase Analysis

Future 2026 Traffic Count Summary Sheet

Peak Hour Count (AM)



SR 34 @ Interstate Way / Lakeside Way

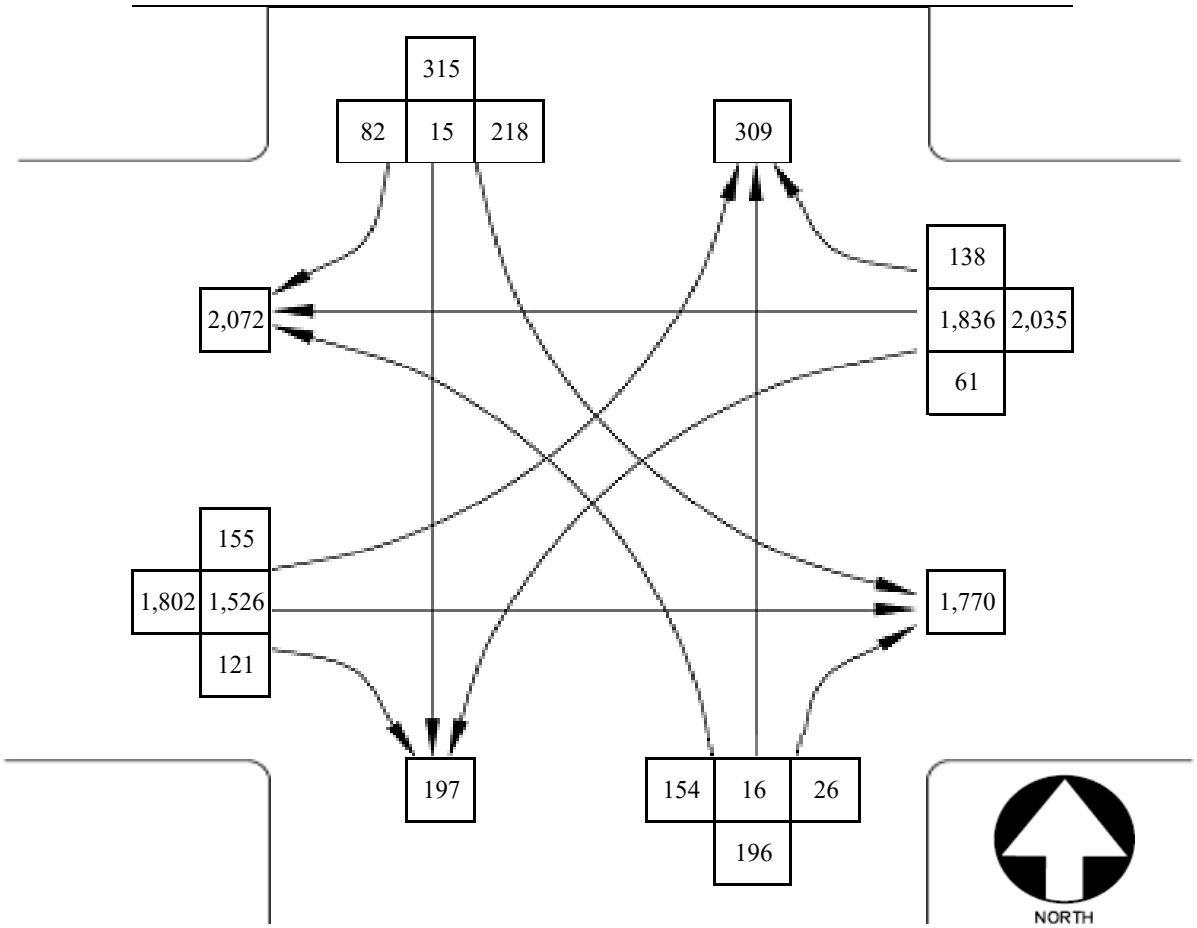
Conflicting Movements	Through Volume (V_o)	Left Turn Volume (V_{lt})	Opposing Lanes (N_o)	Cross-Product ($V_o \times V_{lt} \div N_o$)	Cross-Product Warrant?	Peak Volume Warrant?	Turn Phase Recommended?
NBL & SBT	4	101	1	404	NO	Lagging Phase	YES, Lagging
SBL & NBT	8	75	1	600	NO	Lagging Phase	YES, Lagging
EBL & WBT	1,524	191	2	145,542	YES	YES	YES, Leading
WBL & EBT	1,608	30	2	24,120	NO	NO	NO

LEFT TURN CRITERIA - AM PEAK HOUR

A&R Engineering Inc.

Future 2026 Traffic Count Summary Sheet

Peak Hour Count (PM)



SR 34 @ Interstate Way / Lakeside Way

Conflicting Movements	Through Volume (V_o)	Left Turn Volume (V_{lt})	Opposing Lanes (N_o)	Cross-Product ($V_o \times V_{lt} \div N_o$)	Cross-Product Warrant?	Peak Volume Warrant?	Turn Phase Recommended?
NBL & SBT	15	154	1	2,310	NO	YES	YES, Leading
SBL & NBT	16	218	1	3,488	NO	YES	YES, Leading
EBL & WBT	1,836	155	2	142,290	YES	YES	YES, Leading
WBL & EBT	1,526	61	2	46,543	Lagging Phase	NO	YES, Lagging

LEFT TURN CRITERIA - PM PEAK HOUR

A&R Engineering Inc.

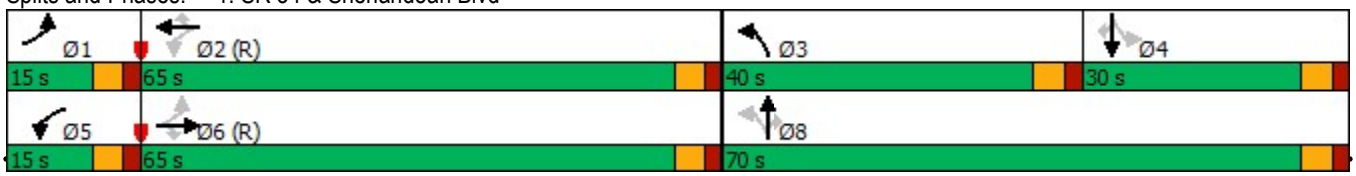
Existing Intersection Analysis

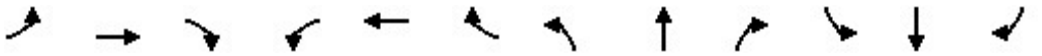
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1482	125	147	1297	67	266	13	212	5	2	14
Future Volume (vph)	65	1482	125	147	1297	67	266	13	212	5	2	14
Lane Group Flow (vph)	74	1684	142	167	1474	76	302	15	241	6	2	16
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	44.5	44.5	15.0	28.5	28.5	15.0	59.5	59.5	55.5	55.5	55.5
Total Split (s)	15.0	65.0	65.0	15.0	65.0	65.0	40.0	70.0	70.0	30.0	30.0	30.0
Total Split (%)	10.0%	43.3%	43.3%	10.0%	43.3%	43.3%	26.7%	46.7%	46.7%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.37	0.92	0.17	0.65	0.72	0.08	0.79	0.03	0.48	0.07	0.02	0.10
Control Delay	15.0	30.7	3.5	46.9	26.8	1.9	65.4	38.0	18.9	70.4	69.0	1.2
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	15.0	30.7	3.5	46.9	26.8	1.9	65.4	38.0	18.9	70.4	69.0	1.2
Queue Length 50th (ft)	18	827	7	107	554	0	261	11	67	6	2	0
Queue Length 95th (ft)	m29	#1085	m24	185	736	15	333	27	134	22	11	0
Internal Link Dist (ft)		1745			1307			796			334	
Turn Bay Length (ft)	620		135	410		260			60	135		130
Base Capacity (vph)	222	1825	855	256	2038	997	441	817	774	302	310	345
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	0.33	0.92	0.17	0.65	0.72	0.08	0.68	0.02	0.31	0.02	0.01	0.05

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 32 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 34 & Shenandoah Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1482	125	147	1297	67	266	13	212	5	2	14
Future Volume (veh/h)	65	1482	125	147	1297	67	266	13	212	5	2	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1811	1870	1826	1900	1885	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	74	1684	142	167	1474	0	302	15	241	6	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	5	6	2	5	0	1	0	1	0	0	0
Cap, veh/h	222	2042	904	289	2109		415	475	400	94	76	
Arrive On Green	0.06	1.00	1.00	0.05	0.61	0.00	0.17	0.25	0.25	0.04	0.04	0.00
Sat Flow, veh/h	1810	3469	1535	1781	3469	1610	1795	1900	1598	1141	1900	1610
Grp Volume(v), veh/h	74	1684	142	167	1474	0	302	15	241	6	2	0
Grp Sat Flow(s),veh/h/ln	1810	1735	1535	1781	1735	1610	1795	1900	1598	1141	1900	1610
Q Serve(g_s), s	2.5	0.0	0.0	5.6	43.4	0.0	23.5	0.9	20.0	0.8	0.2	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	5.6	43.4	0.0	23.5	0.9	20.0	0.8	0.2	0.0
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	222	2042	904	289	2109		415	475	400	94	76	
V/C Ratio(X)	0.33	0.82	0.16	0.58	0.70		0.73	0.03	0.60	0.06	0.03	
Avail Cap(c_a), veh/h	279	2042	904	311	2109		517	817	687	234	310	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.5	0.0	0.0	10.7	20.0	0.0	53.9	42.5	49.7	69.5	69.2	0.0
Incr Delay (d2), s/veh	0.6	2.6	0.2	2.3	2.0	0.0	3.9	0.0	1.5	0.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.1	2.2	16.4	0.0	10.8	0.4	8.0	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	2.6	0.2	13.0	22.0	0.0	57.8	42.5	51.1	69.8	69.3	0.0
LnGrp LOS	B	A	A	B	C		E	D	D	E	E	
Approach Vol, veh/h		1900			1641			558			8	
Approach Delay, s/veh		3.0			21.1			54.5			69.7	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	96.7	31.5	11.5	13.2	93.8		43.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	59.5	34.5	24.5	9.5	59.5		64.5				
Max Q Clear Time (g_c+I1), s	4.5	45.4	25.5	2.8	7.6	2.0		22.0				
Green Ext Time (p_c), s	0.0	11.3	0.6	0.0	0.1	39.6		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

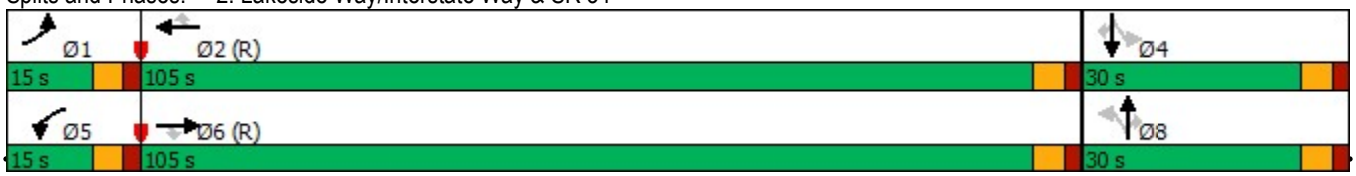
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

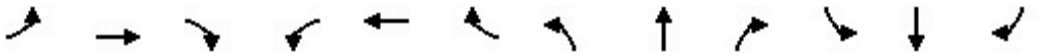
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1592	49	30	1475	68	100	3	38	48	3	18
Future Volume (vph)	42	1592	49	30	1475	68	100	3	38	48	3	18
Lane Group Flow (vph)	48	1809	56	34	1676	77	0	117	43	0	58	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	28.5	28.5	15.0	33.5	33.5	30.5	30.5	30.5	53.5	53.5	53.5
Total Split (s)	15.0	105.0	105.0	15.0	105.0	105.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	10.0%	70.0%	70.0%	10.0%	70.0%	70.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.56	0.72	0.05	0.37	0.67	0.07		0.74	0.18		0.56	0.11
Control Delay	91.5	15.6	2.0	69.3	9.1	2.6		89.4	8.7		81.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	91.5	15.6	2.0	69.3	9.1	2.6		89.4	8.7		81.0	1.1
Queue Length 50th (ft)	46	526	0	32	229	2		112	0		54	0
Queue Length 95th (ft)	#97	686	14	m47	323	m13		174	22		100	0
Internal Link Dist (ft)		850			1745			471			890	
Turn Bay Length (ft)	550		360	360		205						
Base Capacity (vph)	94	2503	1125	109	2499	1045		209	292		138	231
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	0.51	0.72	0.05	0.31	0.67	0.07		0.56	0.15		0.42	0.09

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lakeside Way/Interstate Way & SR 34





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1592	49	30	1475	68	100	3	38	48	3	18
Future Volume (veh/h)	42	1592	49	30	1475	68	100	3	38	48	3	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1470	1826	1811	1841	1841	1707	1870	1900	1781	1618	1900	1248
Adj Flow Rate, veh/h	48	1809	0	34	1676	0	114	3	0	55	3	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	29	5	6	4	4	13	2	0	8	19	0	44
Cap, veh/h	57	2695		44	2662		182	4		191	9	
Arrive On Green	0.04	0.78	0.00	0.05	1.00	0.00	0.09	0.09	0.00	0.09	0.09	0.00
Sat Flow, veh/h	1400	3469	1535	1753	3497	1447	1530	40	1510	1645	105	1058
Grp Volume(v), veh/h	48	1809	0	34	1676	0	117	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	1400	1735	1535	1753	1749	1447	1571	0	1510	1750	0	1058
Q Serve(g_s), s	5.1	36.5	0.0	2.9	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	36.5	0.0	2.9	0.0	0.0	10.8	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.97		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	57	2695		44	2662		185	0		200	0	
V/C Ratio(X)	0.84	0.67		0.77	0.63		0.63	0.00		0.29	0.00	
Avail Cap(c_a), veh/h	89	2695		111	2662		294	0		310	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.61	0.61	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.4	7.8	0.0	70.8	0.0	0.0	67.0	0.0	0.0	64.5	0.0	0.0
Incr Delay (d2), s/veh	31.4	1.4	0.0	15.5	0.7	0.0	3.5	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	10.5	0.0	1.4	0.3	0.0	4.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.8	9.2	0.0	86.2	0.7	0.0	70.5	0.0	0.0	65.2	0.0	0.0
LnGrp LOS	F	A		F	A		E	A		E	A	
Approach Vol, veh/h		1857			1710			117			58	
Approach Delay, s/veh		11.6			2.4			70.5			65.2	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	119.7		18.7	9.3	122.0		18.7				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	99.5		24.5	9.5	99.5		24.5				
Max Q Clear Time (g_c+I1), s	7.1	2.0		6.5	4.9	38.5		12.8				
Green Ext Time (p_c), s	0.0	49.8		0.2	0.0	42.8		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	30	49	25	21	0
Future Vol, veh/h	1	30	49	25	21	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	-	85	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	2	76	76	0
Mvmt Flow	1	37	60	31	26	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	177	26	26	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.4	6.27	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.218	-	-	-
Pot Cap-1 Maneuver	817	1036	1588	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	786	1036	1588	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	4.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	1025	-	-
HCM Lane V/C Ratio	0.038	-	0.037	-	-
HCM Control Delay (s)	7.4	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

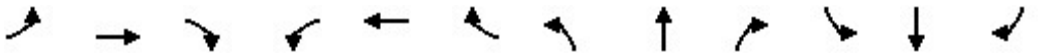
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1350	274	300	1527	4	241	2	182	64	30	80
Future Volume (vph)	8	1350	274	300	1527	4	241	2	182	64	30	80
Lane Group Flow (vph)	8	1406	285	313	1591	4	251	2	190	67	31	83
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	44.5	44.5	15.0	28.5	28.5	15.0	59.5	59.5	55.5	55.5	55.5
Total Split (s)	15.0	70.0	70.0	25.0	80.0	80.0	30.0	55.0	55.0	25.0	25.0	25.0
Total Split (%)	10.0%	46.7%	46.7%	16.7%	53.3%	53.3%	20.0%	36.7%	36.7%	16.7%	16.7%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.05	0.92	0.37	0.80	0.70	0.00	0.67	0.00	0.34	0.57	0.20	0.32
Control Delay	7.9	36.7	7.0	58.1	21.2	0.0	55.2	36.5	6.4	83.8	65.3	3.5
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	7.9	36.7	7.0	58.1	21.2	0.0	55.2	36.5	6.4	83.8	65.3	3.5
Queue Length 50th (ft)	2	692	92	242	489	0	208	1	0	64	29	0
Queue Length 95th (ft)	m2	#838	m121	#468	787	0	282	8	57	115	62	2
Internal Link Dist (ft)		1745			1307			796			334	
Turn Bay Length (ft)	620		135	410		260			60	135		130
Base Capacity (vph)	209	1525	766	392	2283	1076	390	627	654	186	247	330
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	0.04	0.92	0.37	0.80	0.70	0.00	0.64	0.00	0.29	0.36	0.13	0.25

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 34 & Shenandoah Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1350	274	300	1527	4	241	2	182	64	30	80
Future Volume (veh/h)	8	1350	274	300	1527	4	241	2	182	64	30	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1900	1870	1900	1885	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	8	1406	285	312	1591	0	251	2	190	67	31	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	0	2	0	1	0	1	0	0	0
Cap, veh/h	175	1956	879	372	2252		376	469	394	132	131	
Arrive On Green	0.02	1.00	1.00	0.09	0.63	0.00	0.14	0.25	0.25	0.07	0.07	0.00
Sat Flow, veh/h	1810	3526	1585	1810	3554	1610	1795	1900	1598	1210	1900	1610
Grp Volume(v), veh/h	8	1406	285	312	1591	0	251	2	190	67	31	0
Grp Sat Flow(s),veh/h/ln	1810	1763	1585	1810	1777	1610	1795	1900	1598	1210	1900	1610
Q Serve(g_s), s	0.3	0.0	0.0	10.7	44.5	0.0	18.9	0.1	15.2	8.2	2.3	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	10.7	44.5	0.0	18.9	0.1	15.2	8.2	2.3	0.0
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	175	1956	879	372	2252		376	469	394	132	131	
V/C Ratio(X)	0.05	0.72	0.32	0.84	0.71		0.67	0.00	0.48	0.51	0.24	
Avail Cap(c_a), veh/h	272	1956	879	447	2252		416	627	527	205	247	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.8	0.0	0.0	13.0	18.2	0.0	52.6	42.6	48.3	68.8	66.1	0.0
Incr Delay (d2), s/veh	0.1	1.6	0.7	11.5	1.9	0.0	3.6	0.0	0.9	3.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.2	5.1	16.8	0.0	8.8	0.1	6.1	2.7	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	1.6	0.7	24.5	20.1	0.0	56.2	42.6	49.2	71.8	67.0	0.0
LnGrp LOS	B	A	A	C	C		E	D	D	E	E	
Approach Vol, veh/h		1699			1903			443			98	
Approach Delay, s/veh		1.5			20.8			53.1			70.3	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	100.5	26.7	15.9	18.7	88.7		42.5				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	74.5	24.5	19.5	19.5	64.5		49.5				
Max Q Clear Time (g_c+I1), s	2.3	46.5	20.9	10.2	12.7	2.0		17.2				
Green Ext Time (p_c), s	0.0	21.0	0.2	0.2	0.5	35.4		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

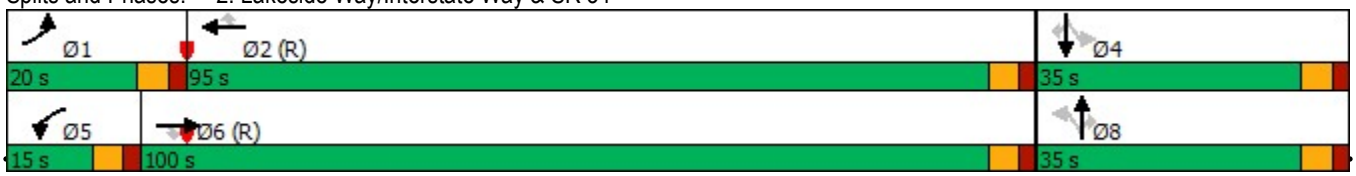
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

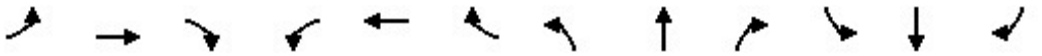
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1511	120	60	1687	136	152	14	26	116	10	44
Future Volume (vph)	78	1511	120	60	1687	136	152	14	26	116	10	44
Lane Group Flow (vph)	84	1625	129	65	1814	146	0	178	28	0	136	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	28.5	28.5	15.0	33.5	33.5	30.5	30.5	30.5	53.5	53.5	53.5
Total Split (s)	20.0	100.0	100.0	15.0	95.0	95.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	13.3%	66.7%	66.7%	10.0%	63.3%	63.3%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.66	0.69	0.12	0.61	0.82	0.14		0.94	0.08		0.90	0.15
Control Delay	90.5	19.1	1.9	82.2	21.1	6.7		110.4	1.5		110.0	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	90.5	19.1	1.9	82.2	21.1	6.7		110.4	1.5		110.0	9.2
Queue Length 50th (ft)	81	544	0	66	390	12		171	0		130	0
Queue Length 95th (ft)	141	630	25	m100	637	m76		#317	5		#257	28
Internal Link Dist (ft)		850			1745			471			890	
Turn Bay Length (ft)	550		360	360		205						
Base Capacity (vph)	150	2341	1101	114	2203	1017		201	364		160	332
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	0.56	0.69	0.12	0.57	0.82	0.14		0.89	0.08		0.85	0.14

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lakeside Way/Interstate Way & SR 34





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1511	120	60	1687	136	152	14	26	116	10	44
Future Volume (veh/h)	78	1511	120	60	1687	136	152	14	26	116	10	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1885	1900	1870	1870	1885	1900	1900	1841	1900	1737
Adj Flow Rate, veh/h	84	1625	0	65	1814	0	163	15	0	125	11	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	16	2	1	0	2	2	1	0	0	4	0	11
Cap, veh/h	102	2565		83	2499		230	17		238	17	
Arrive On Green	0.06	0.72	0.00	0.06	0.94	0.00	0.12	0.12	0.00	0.12	0.12	0.00
Sat Flow, veh/h	1584	3554	1598	1810	3554	1585	1501	138	1610	1570	138	1472
Grp Volume(v), veh/h	84	1625	0	65	1814	0	178	0	0	136	0	0
Grp Sat Flow(s),veh/h/ln	1584	1777	1598	1810	1777	1585	1639	0	1610	1708	0	1472
Q Serve(g_s), s	7.9	35.2	0.0	5.3	15.4	0.0	4.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.9	35.2	0.0	5.3	15.4	0.0	15.7	0.0	0.0	11.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.92		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	102	2565		83	2499		247	0		255	0	
V/C Ratio(X)	0.83	0.63		0.79	0.73		0.72	0.00		0.53	0.00	
Avail Cap(c_a), veh/h	153	2565		115	2499		355	0		363	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.68	0.68	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.4	10.7	0.0	69.7	1.9	0.0	64.3	0.0	0.0	62.6	0.0	0.0
Incr Delay (d2), s/veh	19.8	1.2	0.0	15.2	1.3	0.0	4.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	11.8	0.0	2.7	2.3	0.0	7.0	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	11.9	0.0	84.9	3.2	0.0	68.3	0.0	0.0	64.3	0.0	0.0
LnGrp LOS	F	B		F	A		E	A		E	A	
Approach Vol, veh/h		1709			1879			178			136	
Approach Delay, s/veh		15.7			6.0			68.3			64.3	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	111.0		23.9	12.3	113.8		23.9				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	14.5	89.5		29.5	9.5	94.5		29.5				
Max Q Clear Time (g_c+I1), s	9.9	17.4		13.1	7.3	37.2		17.7				
Green Ext Time (p_c), s	0.1	48.0		0.6	0.0	35.6		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		15.1
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	82	94	9	15	13
Future Vol, veh/h	4	82	94	9	15	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	25	2	3	67	60	0
Mvmt Flow	5	99	113	11	18	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	263	26	34	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.65	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	679	1050	1571	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	630	1050	1571	-	-	-
Mov Cap-2 Maneuver	630	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	6.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	1018	-	-
HCM Lane V/C Ratio	0.072	-	0.102	-	-
HCM Control Delay (s)	7.5	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

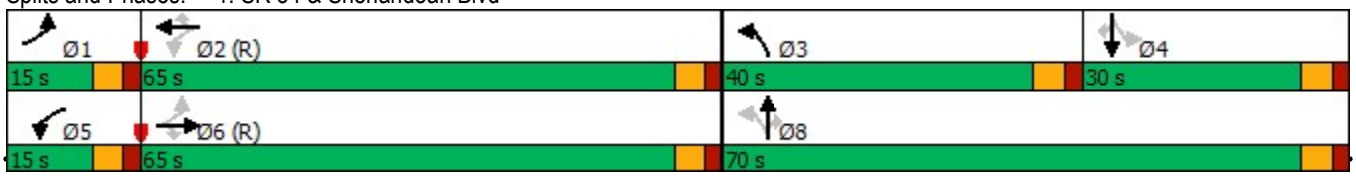
Future “No-Build” Intersection Analysis

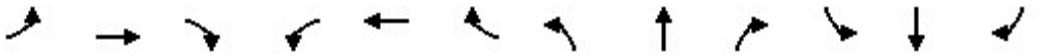
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1497	126	148	1310	68	269	13	214	5	2	14
Future Volume (vph)	66	1497	126	148	1310	68	269	13	214	5	2	14
Lane Group Flow (vph)	75	1701	143	168	1489	77	306	15	243	6	2	16
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	44.5	44.5	15.0	28.5	28.5	15.0	59.5	59.5	55.5	55.5	55.5
Total Split (s)	15.0	65.0	65.0	15.0	65.0	65.0	40.0	70.0	70.0	30.0	30.0	30.0
Total Split (%)	10.0%	43.3%	43.3%	10.0%	43.3%	43.3%	26.7%	46.7%	46.7%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.38	0.94	0.17	0.65	0.73	0.08	0.79	0.03	0.48	0.07	0.02	0.10
Control Delay	16.3	32.4	3.7	46.2	27.3	2.0	65.5	37.9	19.0	70.4	69.0	1.2
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	16.3	32.4	3.7	46.2	27.3	2.0	65.5	37.9	19.0	70.4	69.0	1.2
Queue Length 50th (ft)	18	849	7	107	567	0	265	11	68	6	2	0
Queue Length 95th (ft)	m30	#1103	m25	185	750	16	337	27	137	22	11	0
Internal Link Dist (ft)		1745			1307			796			334	
Turn Bay Length (ft)	620		135	410		260			60	135		130
Base Capacity (vph)	217	1814	850	260	2031	994	442	817	774	302	310	345
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	0.35	0.94	0.17	0.65	0.73	0.08	0.69	0.02	0.31	0.02	0.01	0.05

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 32 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 34 & Shenandoah Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1497	126	148	1310	68	269	13	214	5	2	14
Future Volume (veh/h)	66	1497	126	148	1310	68	269	13	214	5	2	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1811	1870	1826	1900	1885	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	75	1701	143	168	1489	0	306	15	243	6	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	5	6	2	5	0	1	0	1	0	0	0
Cap, veh/h	217	2034	900	287	2102		419	479	403	94	76	
Arrive On Green	0.06	1.00	1.00	0.05	0.61	0.00	0.18	0.25	0.25	0.04	0.04	0.00
Sat Flow, veh/h	1810	3469	1535	1781	3469	1610	1795	1900	1598	1139	1900	1610
Grp Volume(v), veh/h	75	1701	143	168	1489	0	306	15	243	6	2	0
Grp Sat Flow(s),veh/h/ln	1810	1735	1535	1781	1735	1610	1795	1900	1598	1139	1900	1610
Q Serve(g_s), s	2.5	0.0	0.0	5.7	44.5	0.0	23.8	0.9	20.1	0.8	0.2	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	5.7	44.5	0.0	23.8	0.9	20.1	0.8	0.2	0.0
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	217	2034	900	287	2102		419	479	403	94	76	
V/C Ratio(X)	0.35	0.84	0.16	0.59	0.71		0.73	0.03	0.60	0.06	0.03	
Avail Cap(c_a), veh/h	274	2034	900	308	2102		517	817	687	234	310	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.0	0.0	0.0	10.9	20.4	0.0	53.8	42.3	49.5	69.5	69.2	0.0
Incr Delay (d2), s/veh	0.6	2.7	0.2	2.5	2.0	0.0	4.1	0.0	1.5	0.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.1	2.2	16.8	0.0	11.0	0.4	8.1	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	2.7	0.2	13.4	22.5	0.0	57.8	42.3	50.9	69.8	69.3	0.0
LnGrp LOS	B	A	A	B	C		E	D	D	E	E	
Approach Vol, veh/h		1919			1657			564			8	
Approach Delay, s/veh		3.2			21.5			54.4			69.7	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	96.4	31.8	11.5	13.2	93.4		43.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	59.5	34.5	24.5	9.5	59.5		64.5				
Max Q Clear Time (g_c+I1), s	4.5	46.5	25.8	2.8	7.7	2.0		22.1				
Green Ext Time (p_c), s	0.0	10.6	0.6	0.0	0.1	40.1		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

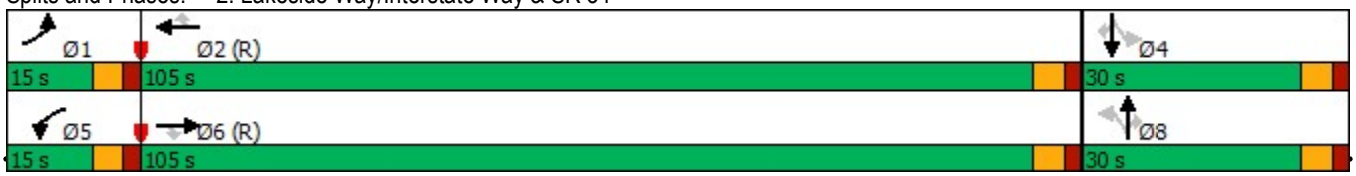
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

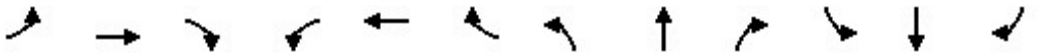
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1608	49	30	1490	69	101	3	38	48	3	18
Future Volume (vph)	42	1608	49	30	1490	69	101	3	38	48	3	18
Lane Group Flow (vph)	48	1827	56	34	1693	78	0	118	43	0	58	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	28.5	28.5	15.0	33.5	33.5	30.5	30.5	30.5	53.5	53.5	53.5
Total Split (s)	15.0	105.0	105.0	15.0	105.0	105.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	10.0%	70.0%	70.0%	10.0%	70.0%	70.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.56	0.73	0.05	0.37	0.68	0.07		0.75	0.18		0.56	0.11
Control Delay	91.5	15.9	2.0	68.8	9.1	2.6		89.7	8.7		81.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	91.5	15.9	2.0	68.8	9.1	2.6		89.7	8.7		81.0	1.1
Queue Length 50th (ft)	46	539	0	33	232	2		113	0		54	0
Queue Length 95th (ft)	#97	700	14	m46	327	m13		175	22		100	0
Internal Link Dist (ft)		850			1745			471			890	
Turn Bay Length (ft)	550		360	360		205						
Base Capacity (vph)	94	2501	1124	109	2497	1044		209	292		137	231
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	0.51	0.73	0.05	0.31	0.68	0.07		0.56	0.15		0.42	0.09

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lakeside Way/Interstate Way & SR 34





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1608	49	30	1490	69	101	3	38	48	3	18
Future Volume (veh/h)	42	1608	49	30	1490	69	101	3	38	48	3	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1470	1826	1811	1841	1841	1707	1870	1900	1781	1618	1900	1248
Adj Flow Rate, veh/h	48	1827	0	34	1693	0	115	3	0	55	3	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	29	5	6	4	4	13	2	0	8	19	0	44
Cap, veh/h	57	2693		44	2659		183	4		192	9	
Arrive On Green	0.04	0.78	0.00	0.05	1.00	0.00	0.09	0.09	0.00	0.09	0.09	0.00
Sat Flow, veh/h	1400	3469	1535	1753	3497	1447	1530	40	1510	1645	105	1058
Grp Volume(v), veh/h	48	1827	0	34	1693	0	118	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	1400	1735	1535	1753	1749	1447	1570	0	1510	1750	0	1058
Q Serve(g_s), s	5.1	37.3	0.0	2.9	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	37.3	0.0	2.9	0.0	0.0	10.9	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.97		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	57	2693		44	2659		186	0		202	0	
V/C Ratio(X)	0.84	0.68		0.77	0.64		0.63	0.00		0.29	0.00	
Avail Cap(c_a), veh/h	89	2693		111	2659		294	0		311	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.60	0.60	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.4	7.9	0.0	70.8	0.0	0.0	67.0	0.0	0.0	64.4	0.0	0.0
Incr Delay (d2), s/veh	31.4	1.4	0.0	15.2	0.7	0.0	3.5	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	10.8	0.0	1.4	0.3	0.0	4.7	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.8	9.3	0.0	86.0	0.7	0.0	70.5	0.0	0.0	65.1	0.0	0.0
LnGrp LOS	F	A		F	A		E	A		E	A	
Approach Vol, veh/h		1875			1727			118			58	
Approach Delay, s/veh		11.7			2.4			70.5			65.1	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	119.6		18.8	9.3	121.9		18.8				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	99.5		24.5	9.5	99.5		24.5				
Max Q Clear Time (g_c+I1), s	7.1	2.0		6.5	4.9	39.3		12.9				
Green Ext Time (p_c), s	0.0	50.8		0.2	0.0	42.9		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	30	49	25	21	0
Future Vol, veh/h	1	30	49	25	21	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	-	85	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	2	76	76	0
Mvmt Flow	1	37	60	31	26	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	177	26	26	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.4	6.27	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.218	-	-	-
Pot Cap-1 Maneuver	817	1036	1588	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	786	1036	1588	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	4.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	1025	-	-
HCM Lane V/C Ratio	0.038	-	0.037	-	-
HCM Control Delay (s)	7.4	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

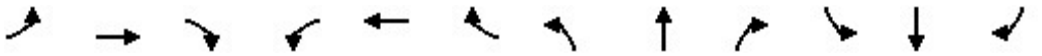
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1364	277	303	1542	4	243	2	184	65	30	81
Future Volume (vph)	8	1364	277	303	1542	4	243	2	184	65	30	81
Lane Group Flow (vph)	8	1421	289	316	1606	4	253	2	192	68	31	84
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	44.5	44.5	15.0	28.5	28.5	15.0	59.5	59.5	55.5	55.5	55.5
Total Split (s)	15.0	70.0	70.0	25.0	80.0	80.0	30.0	55.0	55.0	25.0	25.0	25.0
Total Split (%)	10.0%	46.7%	46.7%	16.7%	53.3%	53.3%	20.0%	36.7%	36.7%	16.7%	16.7%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.05	0.94	0.38	0.80	0.70	0.00	0.67	0.00	0.34	0.58	0.20	0.32
Control Delay	7.9	38.0	7.0	58.7	21.5	0.0	55.2	36.0	6.4	84.0	65.1	3.8
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	7.9	38.0	7.0	58.7	21.5	0.0	55.2	36.0	6.4	84.0	65.1	3.8
Queue Length 50th (ft)	2	705	93	246	501	0	210	1	0	65	29	0
Queue Length 95th (ft)	m2	#856	m120	#477	803	0	284	8	58	116	62	4
Internal Link Dist (ft)		1745			1307			796			334	
Turn Bay Length (ft)	620		135	410		260			60	135		130
Base Capacity (vph)	206	1518	764	393	2279	1075	391	627	656	186	247	330
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	0.04	0.94	0.38	0.80	0.70	0.00	0.65	0.00	0.29	0.37	0.13	0.25

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 34 & Shenandoah Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1364	277	303	1542	4	243	2	184	65	30	81
Future Volume (veh/h)	8	1364	277	303	1542	4	243	2	184	65	30	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1900	1870	1900	1885	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	8	1421	289	316	1606	0	253	2	192	68	31	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	0	2	0	1	0	1	0	0	0
Cap, veh/h	170	1945	874	370	2245		379	472	397	133	133	
Arrive On Green	0.02	1.00	1.00	0.09	0.63	0.00	0.14	0.25	0.25	0.07	0.07	0.00
Sat Flow, veh/h	1810	3526	1585	1810	3554	1610	1795	1900	1598	1208	1900	1610
Grp Volume(v), veh/h	8	1421	289	316	1606	0	253	2	192	68	31	0
Grp Sat Flow(s),veh/h/ln	1810	1763	1585	1810	1777	1610	1795	1900	1598	1208	1900	1610
Q Serve(g_s), s	0.3	0.0	0.0	11.0	45.5	0.0	19.1	0.1	15.4	8.3	2.3	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	11.0	45.5	0.0	19.1	0.1	15.4	8.3	2.3	0.0
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	170	1945	874	370	2245		379	472	397	133	133	
V/C Ratio(X)	0.05	0.73	0.33	0.85	0.72		0.67	0.00	0.48	0.51	0.23	
Avail Cap(c_a), veh/h	268	1945	874	443	2245		417	627	527	205	247	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	13.8	18.5	0.0	52.5	42.4	48.1	68.7	65.9	0.0
Incr Delay (d2), s/veh	0.1	1.6	0.7	13.0	2.0	0.0	3.6	0.0	0.9	3.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.2	5.3	17.3	0.0	8.8	0.1	6.2	2.7	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	1.6	0.7	26.8	20.5	0.0	56.0	42.4	49.0	71.8	66.8	0.0
LnGrp LOS	B	A	A	C	C		E	D	D	E	E	
Approach Vol, veh/h		1718			1922			447			99	
Approach Delay, s/veh		1.6			21.6			53.0			70.2	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	100.3	26.8	16.0	19.0	88.2		42.8				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	74.5	24.5	19.5	19.5	64.5		49.5				
Max Q Clear Time (g_c+I1), s	2.3	47.5	21.1	10.3	13.0	2.0		17.4				
Green Ext Time (p_c), s	0.0	20.6	0.2	0.2	0.5	36.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

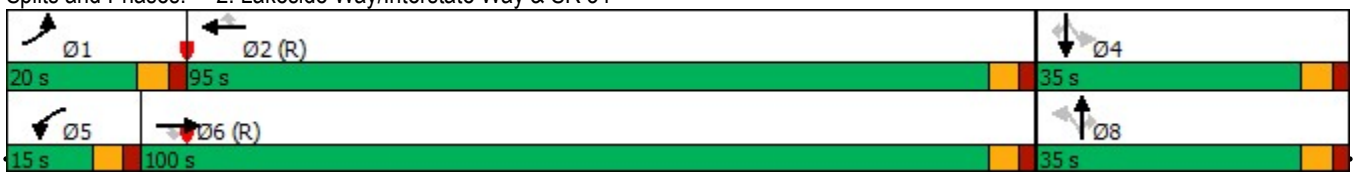
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

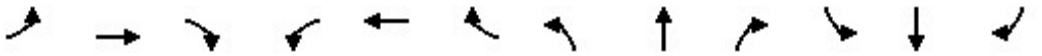
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1526	121	61	1704	137	154	14	26	117	10	44
Future Volume (vph)	79	1526	121	61	1704	137	154	14	26	117	10	44
Lane Group Flow (vph)	85	1641	130	66	1832	147	0	181	28	0	137	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	28.5	28.5	15.0	33.5	33.5	30.5	30.5	30.5	53.5	53.5	53.5
Total Split (s)	20.0	100.0	100.0	15.0	95.0	95.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	13.3%	66.7%	66.7%	10.0%	63.3%	63.3%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.66	0.70	0.12	0.62	0.84	0.15		0.94	0.08		0.90	0.15
Control Delay	90.9	19.5	1.9	82.5	21.7	6.8		110.4	1.5		109.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	90.9	19.5	1.9	82.5	21.7	6.8		110.4	1.5		109.5	9.2
Queue Length 50th (ft)	81	553	0	67	394	12		175	0		131	0
Queue Length 95th (ft)	142	641	25	m101	650	m78		#323	5		#260	28
Internal Link Dist (ft)		850			1745			471			890	
Turn Bay Length (ft)	550		360	360		205						
Base Capacity (vph)	150	2331	1098	114	2192	1012		201	364		159	332
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	0.57	0.70	0.12	0.58	0.84	0.15		0.90	0.08		0.86	0.14

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lakeside Way/Interstate Way & SR 34





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1526	121	61	1704	137	154	14	26	117	10	44
Future Volume (veh/h)	79	1526	121	61	1704	137	154	14	26	117	10	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1885	1900	1870	1870	1885	1900	1900	1841	1900	1737
Adj Flow Rate, veh/h	85	1641	0	66	1832	0	166	15	0	126	11	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	16	2	1	0	2	2	1	0	0	4	0	11
Cap, veh/h	103	2556		84	2490		233	17		242	17	
Arrive On Green	0.06	0.72	0.00	0.06	0.93	0.00	0.12	0.12	0.00	0.12	0.12	0.00
Sat Flow, veh/h	1584	3554	1598	1810	3554	1585	1501	136	1610	1573	137	1472
Grp Volume(v), veh/h	85	1641	0	66	1832	0	181	0	0	137	0	0
Grp Sat Flow(s),veh/h/ln	1584	1777	1598	1810	1777	1585	1637	0	1610	1711	0	1472
Q Serve(g_s), s	8.0	36.1	0.0	5.4	16.7	0.0	4.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.0	36.1	0.0	5.4	16.7	0.0	16.0	0.0	0.0	11.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.92		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	103	2556		84	2490		250	0		259	0	
V/C Ratio(X)	0.83	0.64		0.79	0.74		0.72	0.00		0.53	0.00	
Avail Cap(c_a), veh/h	153	2556		115	2490		355	0		364	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.67	0.67	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.3	11.0	0.0	69.7	2.1	0.0	64.2	0.0	0.0	62.4	0.0	0.0
Incr Delay (d2), s/veh	20.3	1.3	0.0	15.5	1.3	0.0	4.2	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	12.2	0.0	2.8	2.5	0.0	7.1	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.6	12.2	0.0	85.1	3.4	0.0	68.4	0.0	0.0	64.0	0.0	0.0
LnGrp LOS	F	B		F	A		E	A		E	A	
Approach Vol, veh/h		1726			1898			181			137	
Approach Delay, s/veh		16.0			6.3			68.4			64.0	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	110.6		24.2	12.4	113.4		24.2				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	14.5	89.5		29.5	9.5	94.5		29.5				
Max Q Clear Time (g_c+I1), s	10.0	18.7		13.1	7.4	38.1		18.0				
Green Ext Time (p_c), s	0.1	48.0		0.6	0.0	35.7		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	83	95	9	15	13
Future Vol, veh/h	4	83	95	9	15	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	25	2	3	67	60	0
Mvmt Flow	5	100	114	11	18	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	265	26	34	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.65	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	677	1050	1571	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	1050	1571	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	6.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	1019	-	-
HCM Lane V/C Ratio	0.073	-	0.103	-	-
HCM Control Delay (s)	7.5	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

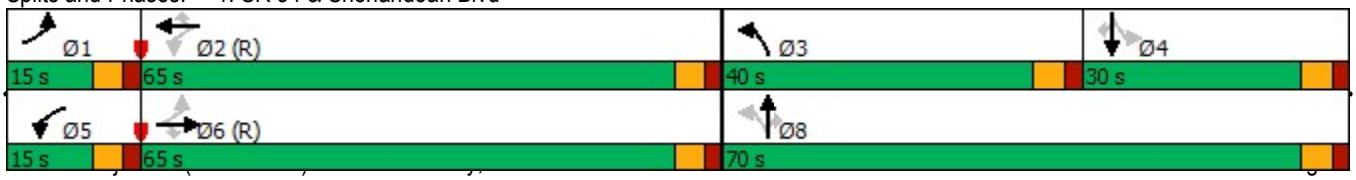
Future “Build” Intersections Analysis

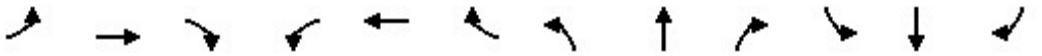
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1518	131	148	1381	68	288	13	214	5	2	14
Future Volume (vph)	66	1518	131	148	1381	68	288	13	214	5	2	14
Lane Group Flow (vph)	75	1725	149	168	1569	77	327	15	243	6	2	16
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	44.5	44.5	15.0	28.5	28.5	15.0	59.5	59.5	55.5	55.5	55.5
Total Split (s)	15.0	65.0	65.0	15.0	65.0	65.0	40.0	70.0	70.0	30.0	30.0	30.0
Total Split (%)	10.0%	43.3%	43.3%	10.0%	43.3%	43.3%	26.7%	46.7%	46.7%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.43	0.97	0.18	0.65	0.78	0.08	0.81	0.03	0.47	0.07	0.02	0.10
Control Delay	29.8	37.6	2.4	46.4	29.9	2.0	66.3	37.2	18.7	70.4	69.0	1.2
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	29.8	37.6	2.4	46.4	29.9	2.0	66.3	37.2	18.7	70.4	69.0	1.2
Queue Length 50th (ft)	10	~942	18	108	642	0	282	11	68	6	2	0
Queue Length 95th (ft)	m34	#1142	m30	185	821	16	363	27	138	22	11	0
Internal Link Dist (ft)		348			1307			796			334	
Turn Bay Length (ft)	620		135	410		260			60	135		130
Base Capacity (vph)	194	1783	837	260	2000	980	446	817	774	302	310	345
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	0.39	0.97	0.18	0.65	0.78	0.08	0.73	0.02	0.31	0.02	0.01	0.05

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 32 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 34 & Shenandoah Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1518	131	148	1381	68	288	13	214	5	2	14
Future Volume (veh/h)	66	1518	131	148	1381	68	288	13	214	5	2	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1811	1870	1826	1900	1885	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	75	1725	149	168	1569	0	327	15	243	6	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	5	6	2	5	0	1	0	1	0	0	0
Cap, veh/h	192	1993	882	282	2064		438	500	420	94	76	
Arrive On Green	0.06	1.00	1.00	0.05	0.60	0.00	0.19	0.26	0.26	0.04	0.04	0.00
Sat Flow, veh/h	1810	3469	1535	1781	3469	1610	1795	1900	1598	1139	1900	1610
Grp Volume(v), veh/h	75	1725	149	168	1569	0	327	15	243	6	2	0
Grp Sat Flow(s),veh/h/ln	1810	1735	1535	1781	1735	1610	1795	1900	1598	1139	1900	1610
Q Serve(g_s), s	2.6	0.0	0.0	5.8	50.2	0.0	25.4	0.9	19.8	0.8	0.2	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	5.8	50.2	0.0	25.4	0.9	19.8	0.8	0.2	0.0
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	192	1993	882	282	2064		438	500	420	94	76	
V/C Ratio(X)	0.39	0.87	0.17	0.60	0.76		0.75	0.03	0.58	0.06	0.03	
Avail Cap(c_a), veh/h	249	1993	882	301	2064		517	817	687	234	310	
HCM Platoon Ratio	2.00	2.00	2.00	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	11.5	22.5	0.0	53.0	41.1	48.0	69.5	69.2	0.0
Incr Delay (d2), s/veh	1.3	5.3	0.4	2.9	2.7	0.0	4.9	0.0	1.3	0.3	0.1	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	1.0	1.5	0.1	2.4	19.2	0.0	11.8	0.4	7.9	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	5.3	0.4	14.4	25.1	0.0	57.9	41.1	49.3	69.8	69.3	0.0
LnGrp LOS	C	A	A	B	C		E	D	D	E	E	
Approach Vol, veh/h		1949			1737			585			8	
Approach Delay, s/veh		5.6			24.1			53.9			69.7	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	94.8	33.5	11.5	13.4	91.7		45.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	59.5	34.5	24.5	9.5	59.5		64.5				
Max Q Clear Time (g_c+I1), s	4.6	52.2	27.4	2.8	7.8	2.0		21.8				
Green Ext Time (p_c), s	0.0	6.5	0.6	0.0	0.1	40.8		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

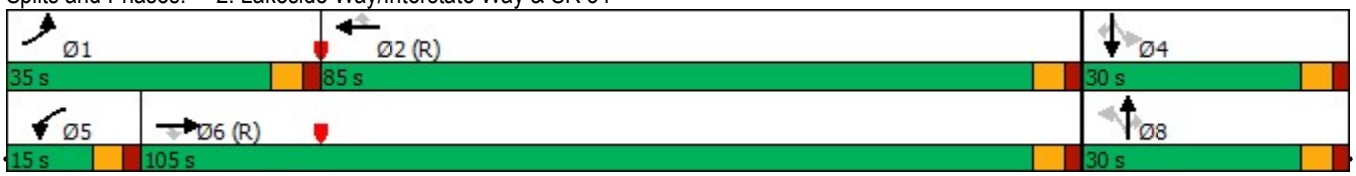
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

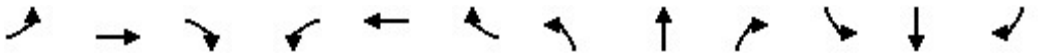
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	1608	49	30	1524	70	101	8	38	75	4	33
Future Volume (vph)	191	1608	49	30	1524	70	101	8	38	75	4	33
Lane Group Flow (vph)	217	1827	56	34	1732	80	0	124	43	0	90	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	28.5	28.5	15.0	33.5	33.5	30.5	30.5	30.5	53.5	53.5	53.5
Total Split (s)	35.0	105.0	105.0	15.0	85.0	85.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	23.3%	70.0%	70.0%	10.0%	56.7%	56.7%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.88	0.74	0.05	0.37	0.86	0.09		0.80	0.15		0.83	0.16
Control Delay	92.1	16.7	2.0	65.4	27.7	5.1		96.5	1.2		111.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	92.1	16.7	2.0	65.4	27.7	5.1		96.5	1.2		111.2	1.5
Queue Length 50th (ft)	205	563	0	0	406	1		119	0		87	0
Queue Length 95th (ft)	#321	700	14	m45	569	m16		186	0		#159	0
Internal Link Dist (ft)		850			1318			471			890	
Turn Bay Length (ft)	550		360	360		205						
Base Capacity (vph)	275	2474	1113	109	2015	871		192	326		135	265
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	0.79	0.74	0.05	0.31	0.86	0.09		0.65	0.13		0.67	0.14

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lakeside Way/Interstate Way & SR 34





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	1608	49	30	1524	70	101	8	38	75	4	33
Future Volume (veh/h)	191	1608	49	30	1524	70	101	8	38	75	4	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1470	1826	1811	1841	1841	1707	1870	1900	1781	1618	1900	1248
Adj Flow Rate, veh/h	217	1827	0	34	1732	0	115	9	0	85	5	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	29	5	6	4	4	13	2	0	8	19	0	44
Cap, veh/h	235	2695		44	2219		181	11		189	8	
Arrive On Green	0.17	0.78	0.00	0.03	0.84	0.00	0.09	0.09	0.00	0.09	0.09	0.00
Sat Flow, veh/h	1400	3469	1535	1753	3497	1447	1532	120	1510	1616	95	1058
Grp Volume(v), veh/h	217	1827	0	34	1732	0	124	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	1400	1735	1535	1753	1749	1447	1652	0	1510	1711	0	1058
Q Serve(g_s), s	22.9	37.3	0.0	2.9	34.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.9	37.3	0.0	2.9	34.0	0.0	10.8	0.0	0.0	7.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.93		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	235	2695		44	2219		192	0		197	0	
V/C Ratio(X)	0.92	0.68		0.77	0.78		0.65	0.00		0.46	0.00	
Avail Cap(c_a), veh/h	275	2695		111	2219		302	0		306	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	61.5	7.9	0.0	72.0	6.9	0.0	67.1	0.0	0.0	65.7	0.0	0.0
Incr Delay (d2), s/veh	32.3	1.4	0.0	23.7	2.8	0.0	3.6	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	10.7	0.0	1.5	6.1	0.0	4.9	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.8	9.3	0.0	95.8	9.8	0.0	70.7	0.0	0.0	67.4	0.0	0.0
LnGrp LOS	F	A		F	A		E	A		E	A	
Approach Vol, veh/h		2044			1766			124			90	
Approach Delay, s/veh		18.3			11.4			70.7			67.4	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.6	100.7		18.7	9.3	122.0		18.7				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	29.5	79.5		24.5	9.5	99.5		24.5				
Max Q Clear Time (g_c+I1), s	24.9	36.0		9.3	4.9	39.3		12.8				
Green Ext Time (p_c), s	0.2	31.9		0.3	0.0	42.9		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		18.0
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑	↗		↕	
Traffic Vol, veh/h	1	0	30	34	0	0	49	36	144	0	30	0
Future Vol, veh/h	1	0	30	34	0	0	49	36	144	0	30	0
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	-	-	-	-	-	-	85	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	7	0	0	0	2	76	0	0	76	0
Mvmt Flow	1	0	37	42	0	0	60	44	178	0	37	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	290	379	37	220	201	44	37	0	0	222	0	0
Stage 1	37	37	-	164	164	-	-	-	-	-	-	-
Stage 2	253	342	-	56	37	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.27	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.363	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	666	556	1021	740	699	1032	1574	-	-	1359	-	-
Stage 1	984	868	-	843	766	-	-	-	-	-	-	-
Stage 2	756	642	-	961	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	647	535	1021	693	672	1032	1574	-	-	1359	-	-
Mov Cap-2 Maneuver	647	535	-	693	672	-	-	-	-	-	-	-
Stage 1	947	868	-	811	737	-	-	-	-	-	-	-
Stage 2	727	618	-	926	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	10.5	1.6	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1574	-	-	1002	693	1359	-	-
HCM Lane V/C Ratio	0.038	-	-	0.038	0.061	-	-	-
HCM Control Delay (s)	7.4	-	-	8.7	10.5	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1716	1594	88	0	34
Future Vol, veh/h	0	1716	1594	88	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	200	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	5	5	0	0	0
Mvmt Flow	0	1865	1733	96	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	867
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	300
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	300
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	300
HCM Lane V/C Ratio	-	-	0.123
HCM Control Delay (s)	-	-	18.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	11	0	21	9	0
Future Vol, veh/h	26	11	0	21	9	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, %	76	100	100	76	100	100
Mvmt Flow	28	12	0	23	10	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	57	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	-	-	5.1	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1116	-	753	817
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1116	-	753	817
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	753	-	-	1116	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	9.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

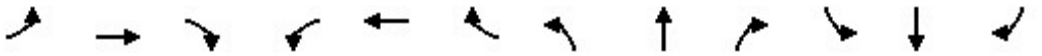
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1444	298	303	1576	4	252	2	184	65	30	81
Future Volume (vph)	8	1444	298	303	1576	4	252	2	184	65	30	81
Lane Group Flow (vph)	8	1504	310	316	1642	4	263	2	192	68	31	84
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	44.5	44.5	15.0	28.5	28.5	15.0	59.5	59.5	55.5	55.5	55.5
Total Split (s)	15.0	70.0	70.0	25.0	80.0	80.0	30.0	55.0	55.0	25.0	25.0	25.0
Total Split (%)	10.0%	46.7%	46.7%	16.7%	53.3%	53.3%	20.0%	36.7%	36.7%	16.7%	16.7%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.05	0.99	0.41	0.81	0.72	0.00	0.69	0.00	0.34	0.58	0.20	0.32
Control Delay	9.8	56.8	13.8	59.6	22.3	0.0	55.8	36.0	6.4	84.0	65.1	3.8
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	9.8	56.8	13.8	59.6	22.3	0.0	55.8	36.0	6.4	84.0	65.1	3.8
Queue Length 50th (ft)	2	800	159	249	530	0	218	1	0	65	29	0
Queue Length 95th (ft)	m2	m#862	m191	#477	837	0	297	8	58	116	62	4
Internal Link Dist (ft)		348			1307			796			334	
Turn Bay Length (ft)	620		135	410		260			60	135		130
Base Capacity (vph)	197	1515	762	390	2269	1070	393	627	656	186	247	330
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	0.04	0.99	0.41	0.81	0.72	0.00	0.67	0.00	0.29	0.37	0.13	0.25

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 34 & Shenandoah Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1444	298	303	1576	4	252	2	184	65	30	81
Future Volume (veh/h)	8	1444	298	303	1576	4	252	2	184	65	30	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1900	1870	1900	1885	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	8	1504	310	316	1642	0	262	2	192	68	31	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	0	2	0	1	0	1	0	0	0
Cap, veh/h	160	1926	866	355	2230		387	481	404	133	133	
Arrive On Green	0.02	1.00	1.00	0.09	0.63	0.00	0.15	0.25	0.25	0.07	0.07	0.00
Sat Flow, veh/h	1810	3526	1585	1810	3554	1610	1795	1900	1598	1208	1900	1610
Grp Volume(v), veh/h	8	1504	310	316	1642	0	262	2	192	68	31	0
Grp Sat Flow(s),veh/h/ln	1810	1763	1585	1810	1777	1610	1795	1900	1598	1208	1900	1610
Q Serve(g_s), s	0.3	0.0	0.0	11.1	48.0	0.0	19.7	0.1	15.3	8.3	2.3	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	11.1	48.0	0.0	19.7	0.1	15.3	8.3	2.3	0.0
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	160	1926	866	355	2230		387	481	404	133	133	
V/C Ratio(X)	0.05	0.78	0.36	0.89	0.74		0.68	0.00	0.47	0.51	0.23	
Avail Cap(c_a), veh/h	258	1926	866	427	2230		417	627	527	205	247	
HCM Platoon Ratio	2.00	2.00	2.00	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.1	0.0	0.0	16.0	19.3	0.0	52.2	41.9	47.6	68.7	65.9	0.0
Incr Delay (d2), s/veh	0.1	3.2	1.2	17.8	2.2	0.0	4.0	0.0	0.9	3.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	0.3	5.8	18.3	0.0	9.2	0.1	6.1	2.7	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	3.2	1.2	33.9	21.6	0.0	56.2	41.9	48.4	71.8	66.8	0.0
LnGrp LOS	B	A	A	C	C		E	D	D	E	E	
Approach Vol, veh/h		1822			1958			456			99	
Approach Delay, s/veh		2.9			23.5			52.8			70.2	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	99.6	27.4	16.0	19.1	87.5		43.5
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	9.5	74.5	24.5	19.5	19.5	64.5		49.5
Max Q Clear Time (g_c+I1), s	2.3	50.0	21.7	10.3	13.1	2.0		17.3
Green Ext Time (p_c), s	0.0	19.4	0.2	0.2	0.5	39.1		0.6

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

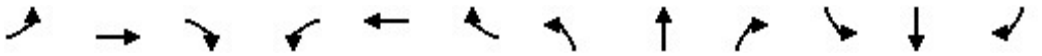
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1526	121	61	1836	138	154	16	26	218	15	82
Future Volume (vph)	155	1526	121	61	1836	138	154	16	26	218	15	82
Lane Group Flow (vph)	167	1641	130	66	1974	148	0	183	28	0	250	88
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6			2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	28.5	28.5	15.0	33.5	33.5	30.5	30.5	30.5	53.5	53.5	53.5
Total Split (s)	35.0	100.0	100.0	15.0	80.0	80.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	23.3%	66.7%	66.7%	10.0%	53.3%	53.3%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.76	0.71	0.12	0.62	1.01	0.16		1.61	0.07		1.56	0.24
Control Delay	82.2	20.0	1.9	79.3	52.2	10.8		346.6	0.3		319.7	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	82.2	20.0	1.9	79.3	52.2	10.8		346.6	0.3		319.7	8.7
Queue Length 50th (ft)	159	553	0	64	~605	19		~256	0		~345	0
Queue Length 95th (ft)	231	641	25	m93	#1286	m93		#418	0		#525	41
Internal Link Dist (ft)		850			1318			471			890	
Turn Bay Length (ft)	550		360	360		205						
Base Capacity (vph)	306	2301	1085	114	1950	916		114	396		160	364
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	0.55	0.71	0.12	0.58	1.01	0.16		1.61	0.07		1.56	0.24

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lakeside Way/Interstate Way & SR 34





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1526	121	61	1836	138	154	16	26	218	15	82
Future Volume (veh/h)	155	1526	121	61	1836	138	154	16	26	218	15	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1885	1900	1870	1870	1885	1900	1900	1841	1900	1737
Adj Flow Rate, veh/h	167	1641	0	66	1974	0	166	17	0	234	16	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	16	2	1	0	2	2	1	0	0	4	0	11
Cap, veh/h	189	2400		84	2141		314	27		300	17	
Arrive On Green	0.12	0.68	0.00	0.05	0.60	0.00	0.17	0.17	0.00	0.17	0.17	0.00
Sat Flow, veh/h	1584	3554	1598	1810	3554	1585	1592	163	1610	1503	103	1472
Grp Volume(v), veh/h	167	1641	0	66	1974	0	183	0	0	250	0	0
Grp Sat Flow(s),veh/h/ln	1584	1777	1598	1810	1777	1585	1755	0	1610	1606	0	1472
Q Serve(g_s), s	15.6	41.8	0.0	5.4	74.5	0.0	0.0	0.0	0.0	8.5	0.0	0.0
Cycle Q Clear(g_c), s	15.6	41.8	0.0	5.4	74.5	0.0	14.2	0.0	0.0	22.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.91		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	189	2400		84	2141		341	0		317	0	
V/C Ratio(X)	0.89	0.68		0.79	0.92		0.54	0.00		0.79	0.00	
Avail Cap(c_a), veh/h	311	2400		115	2141		382	0		358	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	65.1	14.7	0.0	70.8	26.7	0.0	57.8	0.0	0.0	60.8	0.0	0.0
Incr Delay (d2), s/veh	15.5	1.6	0.0	21.6	8.1	0.0	1.3	0.0	0.0	10.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	15.1	0.0	3.0	30.3	0.0	6.6	0.0	0.0	10.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	16.3	0.0	92.4	34.7	0.0	59.1	0.0	0.0	71.0	0.0	0.0
LnGrp LOS	F	B		F	C		E	A		E	A	
Approach Vol, veh/h		1808			2040			183			250	
Approach Delay, s/veh		22.2			36.6			59.1			71.0	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.4	95.9		30.8	12.5	106.8		30.8				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	29.5	74.5		29.5	9.5	94.5		29.5				
Max Q Clear Time (g_c+I1), s	17.6	76.5		24.7	7.4	43.8		16.2				
Green Ext Time (p_c), s	0.3	0.0		0.6	0.0	33.3		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		33.5
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	83	132	0	0	95	20	68	0	28	13
Future Vol, veh/h	4	0	83	132	0	0	95	20	68	0	28	13
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	-	-	-	-	-	-	85	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	25	0	2	0	0	0	3	67	0	0	60	0
Mvmt Flow	5	0	100	159	0	0	114	24	82	0	34	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	335	376	42	344	302	24	50	0	0	106	0	0
Stage 1	42	42	-	252	252	-	-	-	-	-	-	-
Stage 2	293	334	-	92	50	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.22	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.318	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	577	558	1029	614	614	1058	1550	-	-	1498	-	-
Stage 1	917	864	-	757	702	-	-	-	-	-	-	-
Stage 2	668	647	-	920	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	545	517	1029	523	569	1058	1550	-	-	1498	-	-
Mov Cap-2 Maneuver	545	517	-	523	569	-	-	-	-	-	-	-
Stage 1	849	864	-	701	650	-	-	-	-	-	-	-
Stage 2	619	599	-	831	857	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	14.9	3.9	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	989	523	1498	-	-
HCM Lane V/C Ratio	0.074	-	-	0.106	0.304	-	-	-
HCM Control Delay (s)	7.5	-	-	9.1	14.9	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	1.3	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1749	1866	42	0	132
Future Vol, veh/h	0	1749	1866	42	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	200	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1901	2028	46	0	143

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1014
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	240
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	240
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	40.1
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	240
HCM Lane V/C Ratio	-	-	0.598
HCM Control Delay (s)	-	-	40.1
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	3.5

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	11	0	28	13	0
Future Vol, veh/h	13	11	0	28	13	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, %	67	100	100	60	100	100
Mvmt Flow	14	12	0	30	14	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	26	0	50	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	5.1	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1132	-	761	833
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1132	-	761	833
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

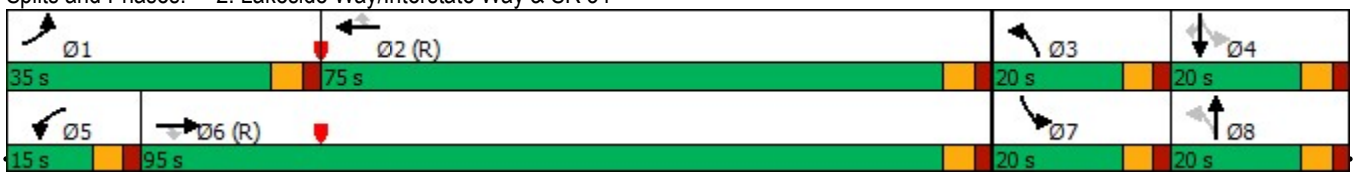
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	761	-	-	1132	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Control Delay (s)	9.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

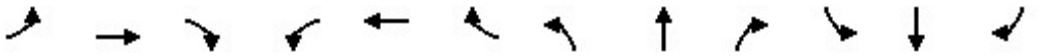
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	191	1608	49	30	1524	70	101	8	75	4	33
Future Volume (vph)	191	1608	49	30	1524	70	101	8	75	4	33
Lane Group Flow (vph)	217	1827	56	34	1732	80	115	52	85	5	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8	7	4	
Permitted Phases			6			2	8		4		4
Detector Phase	1	6	6	5	2	2	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	5.0	6.0	6.0
Minimum Split (s)	15.0	28.5	28.5	15.0	33.5	33.5	15.0	30.5	15.0	53.5	53.5
Total Split (s)	35.0	95.0	95.0	15.0	75.0	75.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	23.3%	63.3%	63.3%	10.0%	50.0%	50.0%	13.3%	13.3%	13.3%	13.3%	13.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.83	0.77	0.05	0.35	0.91	0.09	0.55	0.43	0.49	0.05	0.20
Control Delay	83.7	20.8	0.3	63.9	36.2	2.8	65.2	34.1	64.3	67.5	2.5
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	83.7	20.8	0.3	63.9	36.2	2.8	65.2	34.1	64.3	67.5	2.5
Queue Length 50th (ft)	205	633	0	33	501	0	101	9	74	5	0
Queue Length 95th (ft)	289	828	1	m44	#1074	m6	155	52	121	19	0
Internal Link Dist (ft)		850			1318			471		890	
Turn Bay Length (ft)	550		360	360		205	150		150		100
Base Capacity (vph)	288	2379	1084	114	1896	843	229	189	193	183	233
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.77	0.05	0.30	0.91	0.09	0.50	0.28	0.44	0.03	0.16

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lakeside Way/Interstate Way & SR 34





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	1608	49	30	1524	70	101	8	38	75	4	33
Future Volume (veh/h)	191	1608	49	30	1524	70	101	8	38	75	4	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1470	1826	1811	1841	1841	1707	1870	1900	1781	1618	1900	1248
Adj Flow Rate, veh/h	217	1827	0	34	1732	0	115	9	0	85	5	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	29	5	6	4	4	13	2	0	8	19	0	44
Cap, veh/h	235	2478		44	2001		232	94		195	75	
Arrive On Green	0.17	0.71	0.00	0.03	0.76	0.00	0.07	0.05	0.00	0.06	0.04	0.00
Sat Flow, veh/h	1400	3469	1535	1753	3497	1447	1781	1900	0	1541	1900	1058
Grp Volume(v), veh/h	217	1827	0	34	1732	0	115	9	0	85	5	0
Grp Sat Flow(s),veh/h/ln	1400	1735	1535	1753	1749	1447	1781	1900	0	1541	1900	1058
Q Serve(g_s), s	22.9	47.7	0.0	2.9	52.1	0.0	9.2	0.7	0.0	7.8	0.4	0.0
Cycle Q Clear(g_c), s	22.9	47.7	0.0	2.9	52.1	0.0	9.2	0.7	0.0	7.8	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	2478		44	2001		232	94		195	75	
V/C Ratio(X)	0.92	0.74		0.77	0.87		0.49	0.10		0.44	0.07	
Avail Cap(c_a), veh/h	275	2478		111	2001		272	184		245	184	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	61.5	12.9	0.0	72.0	13.9	0.0	63.0	68.1	0.0	63.8	69.4	0.0
Incr Delay (d2), s/veh	32.3	2.0	0.0	23.7	5.3	0.0	1.6	0.4	0.0	1.5	0.4	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	10.0	16.0	0.0	1.5	13.2	0.0	4.3	0.3	0.0	3.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.8	14.9	0.0	95.8	19.2	0.0	64.6	68.5	0.0	65.3	69.8	0.0
LnGrp LOS	F	B		F	B		E	E		E	E	
Approach Vol, veh/h		2044			1766			124			90	
Approach Delay, s/veh		23.3			20.7			64.9			65.6	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	91.3	16.7	11.4	9.3	112.7	15.1	12.9
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	29.5	69.5	14.5	14.5	9.5	89.5	14.5	14.5
Max Q Clear Time (g_c+I1), s	24.9	54.1	11.2	2.4	4.9	49.7	9.8	2.7
Green Ext Time (p_c), s	0.2	13.4	0.1	0.0	0.0	31.4	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

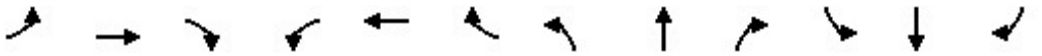
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	155	1526	121	61	1836	138	154	16	218	15	82
Future Volume (vph)	155	1526	121	61	1836	138	154	16	218	15	82
Lane Group Flow (vph)	167	1641	130	66	1974	148	166	45	234	16	88
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8	7	4	
Permitted Phases			6			2	8		4		4
Detector Phase	1	6	6	5	2	2	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	5.0	6.0	6.0
Minimum Split (s)	15.0	28.5	28.5	15.0	33.5	33.5	15.0	30.5	15.0	53.5	53.5
Total Split (s)	35.0	93.0	93.0	15.0	73.0	73.0	22.0	20.0	22.0	20.0	20.0
Total Split (%)	23.3%	62.0%	62.0%	10.0%	48.7%	48.7%	14.7%	13.3%	14.7%	13.3%	13.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.76	0.72	0.12	0.52	1.00	0.16	0.68	0.40	0.94	0.16	0.43
Control Delay	82.2	21.7	2.3	71.0	47.2	5.9	69.6	43.3	99.6	70.7	7.7
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	82.2	21.7	2.3	71.0	47.2	5.9	69.6	43.3	99.6	70.7	7.7
Queue Length 50th (ft)	159	563	0	63	~533	0	146	16	216	15	0
Queue Length 95th (ft)	231	732	29	m95	#1328	m60	218	59	#320	41	9
Internal Link Dist (ft)		850			1318			471		890	
Turn Bay Length (ft)	550		360	360		205	150		150		100
Base Capacity (vph)	306	2279	1076	134	1967	941	256	191	250	183	265
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.72	0.12	0.49	1.00	0.16	0.65	0.24	0.94	0.09	0.33

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lakeside Way/Interstate Way & SR 34





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1526	121	61	1836	138	154	16	26	218	15	82
Future Volume (veh/h)	155	1526	121	61	1836	138	154	16	26	218	15	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1885	1900	1870	1870	1885	1900	1900	1841	1900	1737
Adj Flow Rate, veh/h	167	1641	0	66	1974	0	166	17	0	234	16	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	16	2	1	0	2	2	1	0	0	4	0	11
Cap, veh/h	189	2335		84	2076		286	76		284	93	
Arrive On Green	0.12	0.66	0.00	0.05	0.58	0.00	0.10	0.04	0.00	0.11	0.05	0.00
Sat Flow, veh/h	1584	3554	1598	1810	3554	1585	1795	1900	0	1753	1900	1472
Grp Volume(v), veh/h	167	1641	0	66	1974	0	166	17	0	234	16	0
Grp Sat Flow(s),veh/h/ln	1584	1777	1598	1810	1777	1585	1795	1900	0	1753	1900	1472
Q Serve(g_s), s	15.6	44.1	0.0	5.4	77.9	0.0	13.1	1.3	0.0	16.5	1.2	0.0
Cycle Q Clear(g_c), s	15.6	44.1	0.0	5.4	77.9	0.0	13.1	1.3	0.0	16.5	1.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	2335		84	2076		286	76		284	93	
V/C Ratio(X)	0.89	0.70		0.79	0.95		0.58	0.22		0.82	0.17	
Avail Cap(c_a), veh/h	311	2335		115	2076		302	184		284	184	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.1	16.4	0.0	70.8	29.2	0.0	61.0	69.7	0.0	62.8	68.4	0.0
Incr Delay (d2), s/veh	15.5	1.8	0.0	21.6	11.1	0.0	2.5	1.5	0.0	17.6	0.9	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	6.9	16.3	0.0	3.0	32.8	0.0	6.2	0.7	0.0	10.3	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	18.2	0.0	92.4	40.3	0.0	63.5	71.2	0.0	80.5	69.3	0.0
LnGrp LOS	F	B		F	D		E	E		F	E	
Approach Vol, veh/h		1808			2040			183			250	
Approach Delay, s/veh		24.0			42.0			64.2			79.7	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	93.1	20.7	12.8	12.5	104.0	22.0	11.5
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	29.5	67.5	16.5	14.5	9.5	87.5	16.5	14.5
Max Q Clear Time (g_c+I1), s	17.6	79.9	15.1	3.2	7.4	46.1	18.5	3.3
Green Ext Time (p_c), s	0.3	0.0	0.1	0.0	0.0	29.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Traffic Volume Worksheets

25-016 Project 34 (DRI # 4423) - Coweta County, GA
Traffic Volumes

A&R Engineering
May 2025

1. SR 34 @ Shenandoah Blvd

A.M. Peak Hour

	Shenandoah Boulevard Northbound					Shenandoah Boulevard Southbound					SR 34 Eastbound					SR 34 Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	266	13	212	491	0	5	2	14	21	4	61	1482	125	1672	34	113	1297	67	1511
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	269	13	214	496	0	5	2	14	21	4	62	1497	126	1689	34	114	1310	68	1526
New Car Trips:	0	19	0	0	19	0	0	0	0	0	0	0	20	5	25	0	0	70	0	70
New Truck Trips:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
Total New Trips:	0	19	0	0	19	0	0	0	0	0	0	0	21	5	26	0	0	71	0	71
Future 2026 Traffic Volumes:	0	288	13	214	515	0	5	2	14	21	4	62	1518	131	1715	34	114	1381	68	1597

P.M. Peak Hour

	Shenandoah Boulevard Northbound					Shenandoah Boulevard Southbound					SR 34 Eastbound					SR 34 Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	1	240	2	182	425	0	64	30	80	174	5	3	1350	274	1632	30	270	1527	4	1831
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	1	242	2	184	429	0	65	30	81	176	5	3	1364	277	1649	30	273	1542	4	1849
New Car Trips:	0	9	0	0	9	0	0	0	0	0	0	0	79	21	100	0	0	33	0	33
New Truck Trips:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
Total New Trips:	0	9	0	0	9	0	0	0	0	0	0	0	80	21	101	0	0	34	0	34
Future 2026 Traffic Volumes:	1	251	2	184	438	0	65	30	81	176	5	3	1444	298	1750	30	273	1576	4	1883

25-016 Project 34 (DRI # 4423) - Coweta County, GA
Traffic Volumes

A&R Engineering
May 2025

2. SR 34 @ Interstate Way

A.M. Peak Hour

	Lakeside Way Northbound					Interstate Way Southbound					SR 34 Eastbound					SR 34 Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	100	3	38	141	0	48	3	18	69	28	14	1592	49	1683	5	25	1475	68	1573
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	101	3	38	142	0	48	3	18	69	28	14	1608	49	1699	5	25	1490	69	1589
New Car Trips:	0	0	5	0	5	0	26	1	7	34	0	139	0	0	139	0	0	34	0	34
New Truck Trips:	0	0	0	0	0	0	1	0	8	9	0	10	0	0	10	0	0	0	1	1
Total New Trips:	0	0	5	0	5	0	27	1	15	43	0	149	0	0	149	0	0	34	1	35
Future 2026 Traffic Volumes:	0	101	8	38	147	0	75	4	33	112	28	163	1608	49	1848	5	25	1524	70	1624

P.M. Peak Hour

	Lakeside Way Northbound					Interstate Way Southbound					SR 34 Eastbound					SR 34 Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	152	14	26	192	1	115	10	44	170	53	25	1511	120	1709	9	51	1687	136	1883
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	154	14	26	194	1	116	10	44	171	54	25	1526	121	1726	9	52	1704	137	1902
New Car Trips:	0	0	2	0	2	0	100	5	26	131	0	66	0	0	66	0	0	132	0	132
New Truck Trips:	0	0	0	0	0	0	1	0	12	13	0	10	0	0	10	0	0	0	1	1
Total New Trips:	0	0	2	0	2	0	101	5	38	144	0	76	0	0	76	0	0	132	1	133
Future 2026 Traffic Volumes:	0	154	16	26	196	1	217	15	82	315	54	101	1526	121	1802	9	52	1836	138	2035

25-016 Project 34 (DRI # 4423) - Coweta County, GA
Traffic Volumes

A&R Engineering
May 2025

3. Interstate @ Newnan Pavln-D2

A.M. Peak Hour

	Interstate Way Northbound					Interstate Way Southbound					Newnan Pavilion Driveway (Northern) Eastbound					Site Driveway 2 (Cars Only) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	49	25	0	74	0	0	21	0	21	0	1	0	30	31	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	49	25	0	74	0	0	21	0	21	0	1	0	30	31	0	0	0	0	0
New Car Trips:	0	0	0	144	144	0	0	0	0	0	0	0	0	0	0	0	34	0	0	34
New Truck Trips:	0	0	11	0	11	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	11	144	155	0	0	9	0	9	0	0	0	0	0	0	34	0	0	34
Future 2026 Traffic Volumes:	0	49	36	144	229	0	0	30	0	30	0	1	0	30	31	0	34	0	0	34

P.M. Peak Hour

	Interstate Way Northbound					Interstate Way Southbound					Newnan Pavilion Driveway (Northern) Eastbound					Site Driveway 2 (Cars Only) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	94	9	0	103	0	0	15	13	28	0	4	0	82	86	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	95	9	0	104	0	0	15	13	28	0	4	0	83	87	0	0	0	0	0
New Car Trips:	0	0	0	68	68	0	0	0	0	0	0	0	0	0	0	0	132	0	0	132
New Truck Trips:	0	0	11	0	11	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	11	68	79	0	0	13	0	13	0	0	0	0	0	0	132	0	0	132
Future 2026 Traffic Volumes:	0	95	20	68	183	0	0	28	13	41	0	4	0	83	87	0	132	0	0	132

25-016 Project 34 (DRI # 4423) - Coweta County, GA
Traffic Volumes

A&R Engineering
May 2025

4. SR 34 @ Drwy 1 (RIRO)

A.M. Peak Hour

	- Northbound					Site Driveway 1 (RIRO, Cars Only) Southbound					SR 34 Eastbound					SR 34 Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	1672	0	1672	0	0	1577	0	1577
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1689	0	1689	0	0	1593	0	1593
New Car Trips:	0	0	0	0	0	0	0	0	34	34	0	0	26	0	26	0	0	0	88	88
New Truck Trips:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
Total New Trips:	0	0	0	0	0	0	0	0	34	34	0	0	27	0	27	0	0	1	88	89
Future 2026 Traffic Volumes:	0	0	0	0	0	0	0	0	34	34	0	0	1716	0	1716	0	0	1594	88	1682

P.M. Peak Hour

	- Northbound					Site Driveway 1 (RIRO, Cars Only) Southbound					SR 34 Eastbound					SR 34 Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	1632	0	1632	0	0	1847	0	1847
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1648	0	1648	0	0	1865	0	1865
New Car Trips:	0	0	0	0	0	0	0	0	132	132	0	0	100	0	100	0	0	0	42	42
New Truck Trips:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
Total New Trips:	0	0	0	0	0	0	0	0	132	132	0	0	101	0	101	0	0	1	42	43
Future 2026 Traffic Volumes:	0	0	0	0	0	0	0	0	132	132	0	0	1749	0	1749	0	0	1866	42	1908

25-016 Project 34 (DRI # 4423) - Coweta County, GA
Traffic Volumes

A&R Engineering
May 2025

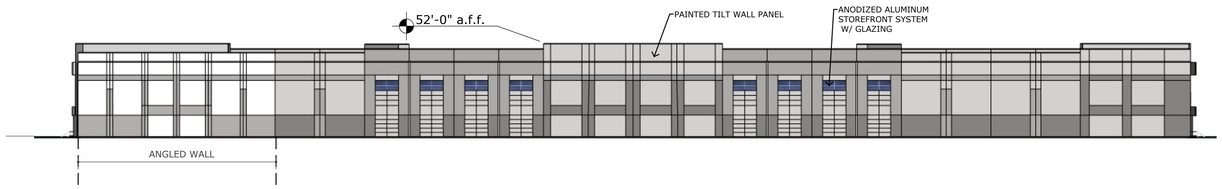
5. Interstate Wy @ Truck Drwy 3

A.M. Peak Hour

	Site Driveway 3 (Trucks Only) Northbound					- Southbound					Interstate Way Eastbound					Interstate Way Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	26	0	26	0	0	21	0	21
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	26	0	26	0	0	21	0	21
New Car Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Truck Trips:	0	9	0	0	9	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0
Total New Trips:	0	9	0	0	9	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0
Future 2026 Traffic Volumes:	0	9	0	0	9	0	0	0	0	0	0	0	26	11	37	0	0	21	0	21

P.M. Peak Hour

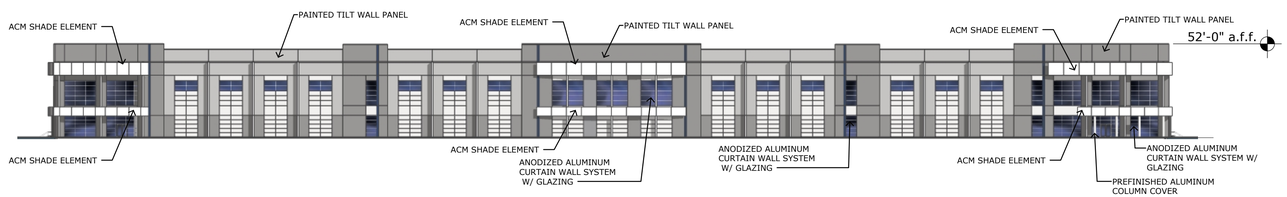
	Site Driveway 3 (Trucks Only) Northbound					- Southbound					Interstate Way Eastbound					Interstate Way Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	28	0	28
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	28	0	28
New Car Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Truck Trips:	0	13	0	0	13	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0
Total New Trips:	0	13	0	0	13	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0
Future 2026 Traffic Volumes:	0	13	0	0	13	0	0	0	0	0	0	0	13	11	24	0	0	28	0	28



1 A01 NORTH ELEVATION

Scale: 1" = 40'-0"

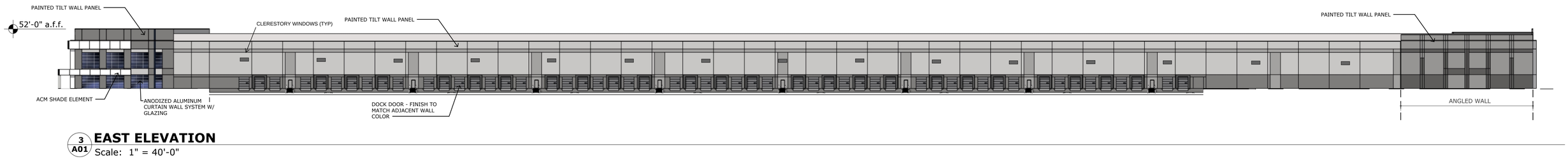
Painted Tilt Wall Panels: 97.7%
Glazing: 2.3%



2 A01 SOUTH ELEVATION

Scale: 1" = 40'-0"

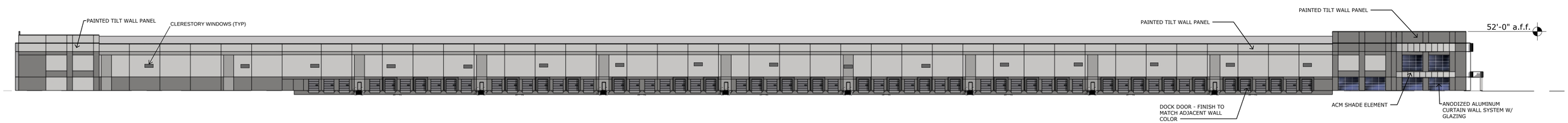
Painted Tilt Wall Panels: 78.5%
Glazing: 13.8%
ACM Panels: 7.7%



3 A01 EAST ELEVATION

Scale: 1" = 40'-0"

Painted Tilt Wall Panels: 88.5 %
ACM Panels: 1.3%
Glazing: 2.7 %
Metal Roll-up Doors: 7.5%



4 A01 WEST ELEVATION

Scale: 1" = 40'-0"

Painted Tilt Wall Panels: 88.4 %
Glazing: 2.6 %
ACM Panels: 1.0%
Metal Roll-up Doors: 8.0%

YAMAHA

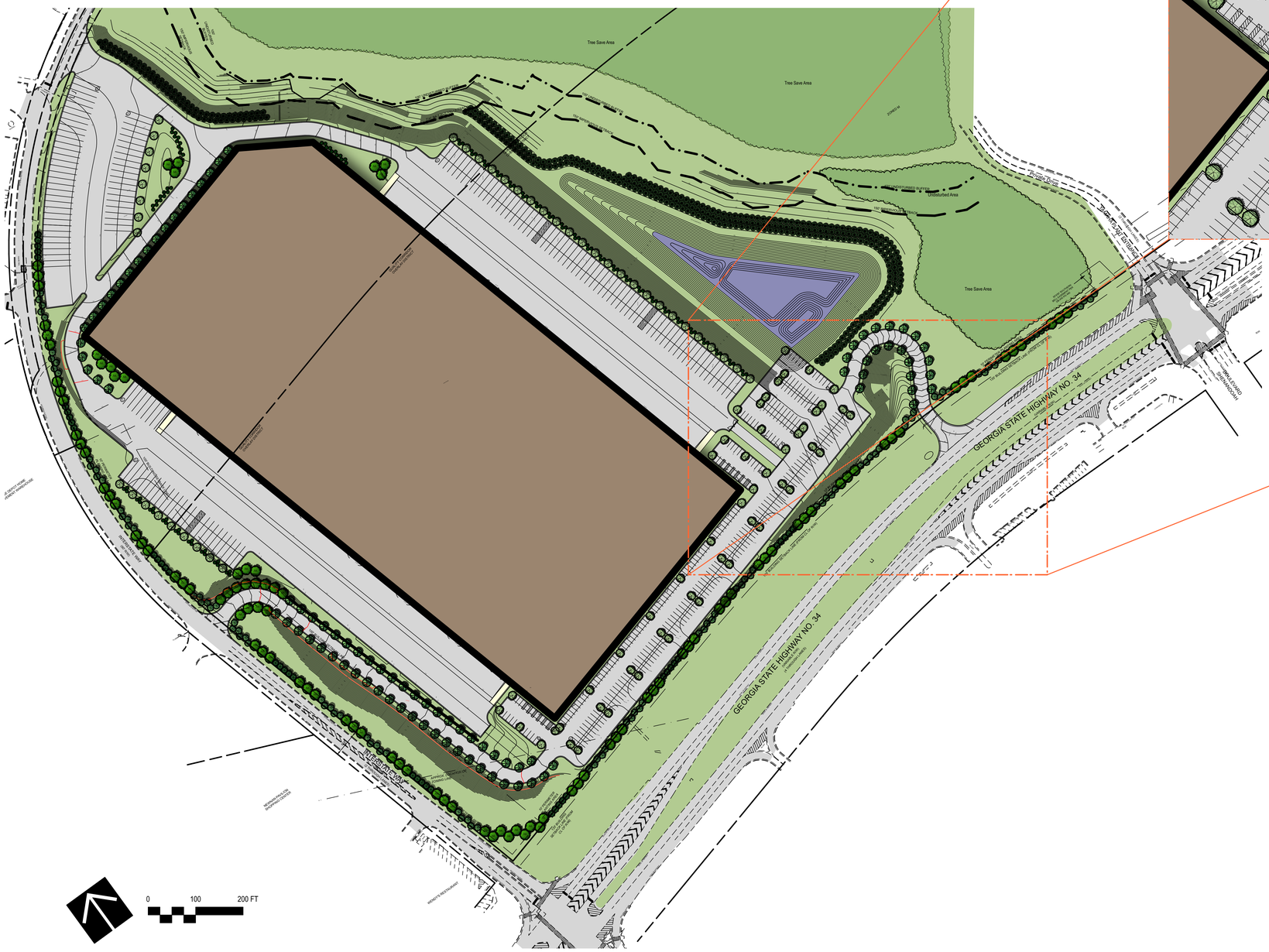
YAMAHA DISTRIBUTION CENTER

Building Elevations

24 September 2025

A 01

POHLW ARCHITECTS







Cryptomeria:
30'- 50' Hgt. & 15' - 20' Spr.



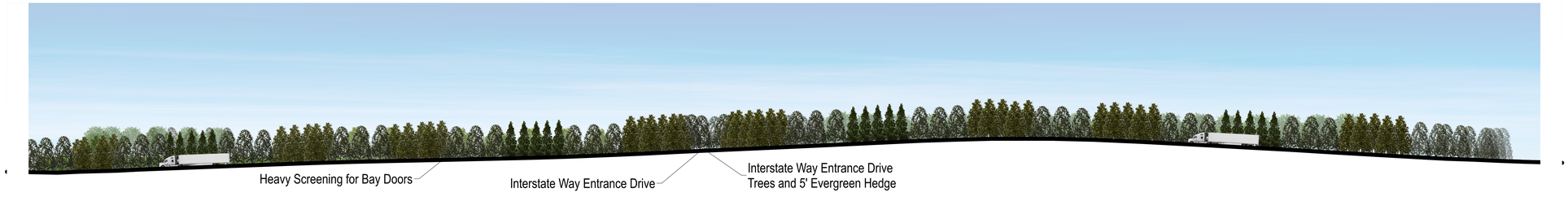
Green Giant Arborvitae:
40'- 60' Hgt. & 12' - 20' Spr.

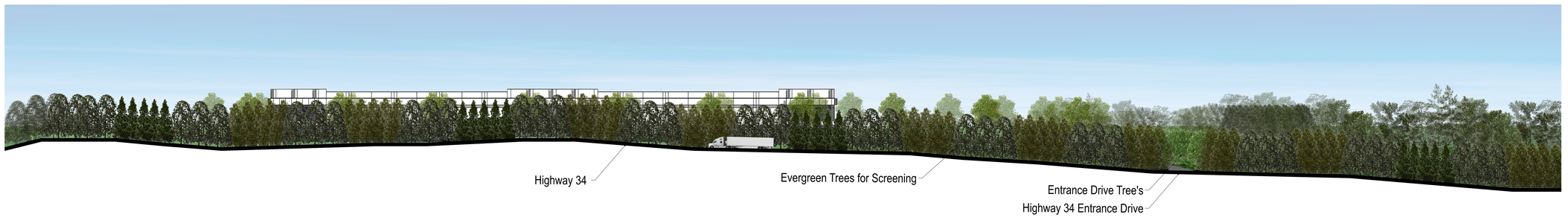


Southern Magnolia:
60'- 80' Hgt. & 30' - 50' Spr.

PROJECT 34 - COWETA COUNTY. NEWNAN, GA

MLD STUDIO
Landscape Architecture





PROJECT 34 - COWETA COUNTY. NEWNAN, GA

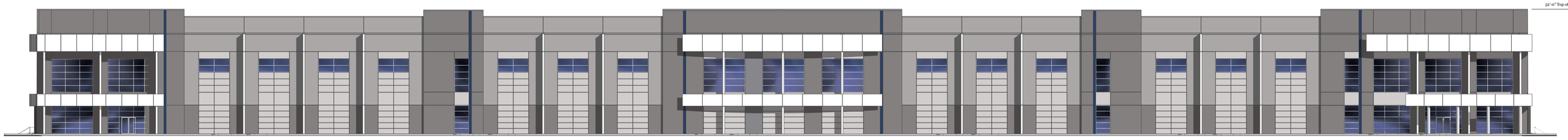
MLD STUDIO
Landscape Architecture



1 A01 **Rendering - Main Entrance**



2 A01 **Rendering - Middle Hwy 34 Elevation**



3 A01 **HWY 34 ELEVATION**
Scale: 1" = 20'-0"

Project 34
Design & Landscape Renderings

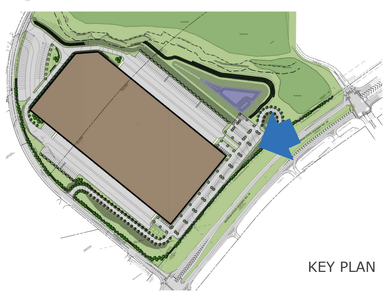
3 September 2025

A 01

POHLW ARCHITECTS

1
A02

Rendering - Main Entrance



KEY PLAN

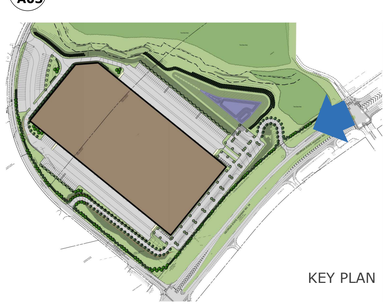
Project 34
Design & Landscape Renderings

3 September 2025

A 02

POHLW ARCHITECTS

1
A03 **Rendering - Aerial**

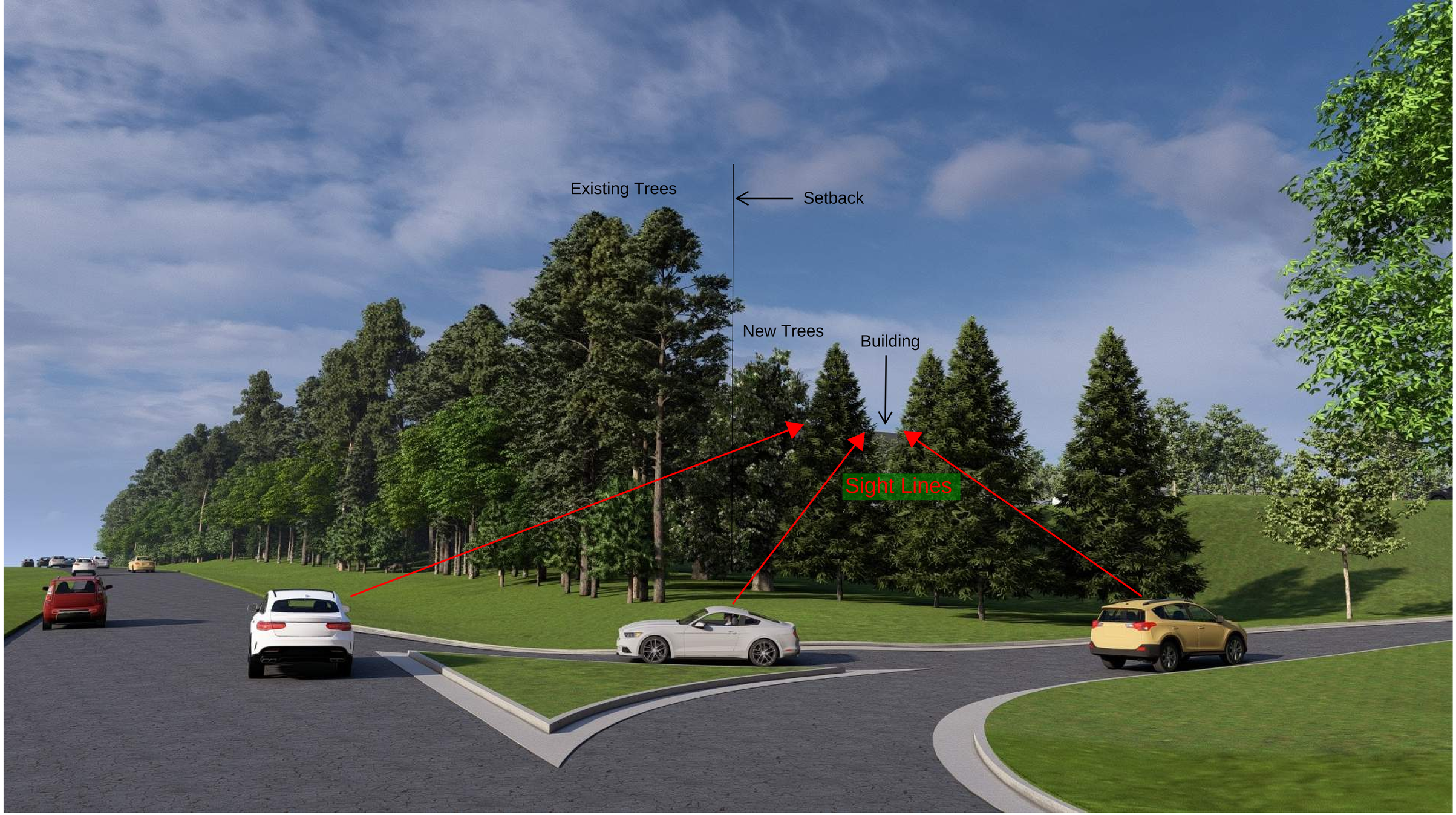


KEY PLAN

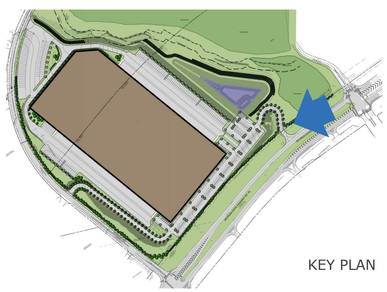
Project 34
Design & Landscape Renderings

3 September 2025 **A 03**

POHLW ARCHITECTS



1 A04 **Rendering - Entrance Drive From Hwy 34**



KEY PLAN

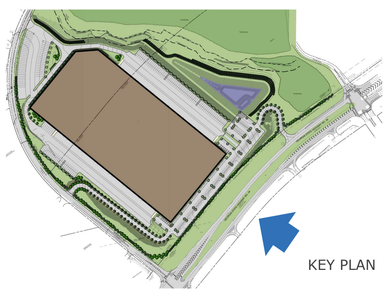
Project 34
Design & Landscape Renderings

3 September 2025 **A 04**

POHLW ARCHITECTS



1 A05 **Rendering - Hwy 34 Looking North**



KEY PLAN

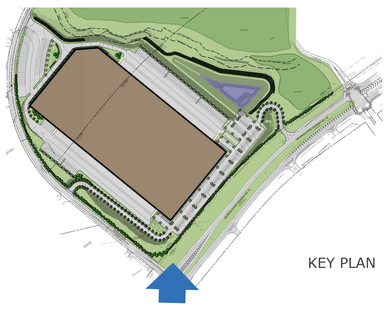
Project 34
Design & Landscape Renderings

3 September 2025 **A 05**

POHLW ARCHITECTS



1 A06 **Rendering - Intersection at Hwy 34 & Interstate Way**



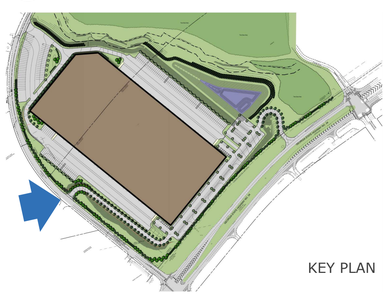
KEY PLAN

Project 34
Design & Landscape Renderings

3 September 2025 **A 06**

POHLW ARCHITECTS

1 A07 Rendering - Vehicle Entrance off Interstate Way



KEY PLAN

Project 34
Design & Landscape Renderings

3 September 2025 **A 07**

POHLW ARCHITECTS

AFFP
84684- Yamaha

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA } SS

C. Clayton Neely & Elizabeth C. Neely, being duly sworn, says:

That he is Co-Publishers of the Newnan Times-Herald, a daily newspaper of general circulation, printed and published in Newnan, Coweta County, Georgia; that the publication, a copy of which is attached hereto, was

December 31, 2025

Notice of Public Hearing

Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an appeal filed by Yamaha Manufacturing Corporation of America dba DHL Supply Chain (USA) requesting a variance from exterior architectural standards under Article 26. Sec. 261. Item 8 for property located at the intersection of Hwy 34 E and Interstate Way, Newnan (Tax ID #: 097-5078-001 {partial}). The meeting will be held on Thursday, January 29, 2026, at 6:00pm at the Coweta County Commission Chambers, 37 Perry St., 2nd Floor, Newnan, GA. Copies of the proposed request may be obtained at the Coweta County Community Development Department 22 E. Broad St. Newnan, Georgia between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday with questions answered at (770) 254-2635. All that tract or parcel of land lying and being in Land Lot 78 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land contains 51.352 acres, as depicted on an overall site plan prepared by Haines, Gipson & Associates dated 5/14/2025. As set forth in the Americans with Disabilities Act of 1992, the Coweta County Government does not discriminate based on disability and will assist citizens with special needs given proper notice (48 hours). For information, please call (770) 254-2608. This being the 31st day of December 2025 Coweta County Community Development Department NO:84684-12-31

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Co-Publishers

Subscribed to and sworn to me this 31st day of December 2025.

STACIE LEA WILLIAMS NOTARY PUBLIC LAMAR COUNTY, GEORGIA My Commission Expires November 3, 2029

Stacie Lea Williams, Lamar County Notary Published in, Coweta County, Georgia
My commission expires: November 03, 2029

02100746 00143187

Coweta County Community Development
22 E. Broad St
NEWNAN, GA 30263