



Board of Zoning Appeals

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Public Hearing

Agenda

Shannon Zerangue
Fran Collins
770.254.2601

March 26, 2026

6:00 PM

Commission Chambers - 37 Perry
Street, Newnan

Board of Zoning Appeals

Roll Call/Call to Order

Approval of Minutes

1. Request Approval of the Minutes from the Public Hearing Held on February 26, 2026

Petitions

2. Public Hearing Regarding Petition # CONDUSE 26-01 Filed by Philip Beegle Requesting a Conditional Use Permit for Property Located at 848 Copeland Road, Newnan - District 3 - WITHDRAWN BY APPLICANT ON 3/9/2026
3. Public Hearing Regarding Petition # VAR 26-04 Filed by Christopher Hembree Requesting a Front Yard Setback Reduction for Property Located at 9 Ivy Springs Drive, Newnan – District 4
4. Public Hearing Regarding Petition # VAR 25-26 Filed by Randall (Nick) Crawford Requesting a Buffer Reduction for Property Located at 498 Tommy Lee Cook Road, Palmetto – 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.



To: Board of Zoning Appeals
From: Shannon Zerangue, County Clerk
Date: March 26, 2026
RE: Minutes from the Public Hearing Held on February 26, 2026

Issue:

Minutes from the Public Hearing Held on February 26, 2026

Discussion:

The Clerk has prepared the minutes from the Public Hearing held on Thursday, February 26, 2026.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board approve the minutes from the Public Hearing held on February 26, 2026.



Board of Zoning Appeals

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Public Hearing

Minutes

Lisa Eschman
770.254.2635

February 26, 2026

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	Present
Ben Sewell	Community Development Director	Present
Lisa Eschman	Zoning Manager	Present
Nicole Blackwell	Zoning Coordinator	Present
Rebekah Graham	Community Development Clerk	Present

The Coweta County Board of Zoning Appeals conducted a Public Hearing on Thursday, February 26, 2026.

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

Chairperson Mitchum explained that the rules governing the meeting are located on the Coweta County 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 all of tonight's cases for a final decision on Tuesday, March 17, 2026.

Approval of Minutes

1. **Request Approval of the Minutes from the Public Hearing Held on January 29, 2026**

Motion to: Approve

The Board voted to approve the minutes from the Public Hearing held on Thursday, January 29, 2026.

RESULT: Passed (UNANIMOUS)

MOVER: Russell Berry

SECONDER: Billy Cranford

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

Petitions

2. **Public Hearing Regarding Petition # CONDUSE 25-05 Filed by Sherrie Britt for Property Located at 1501 Boone Road, Newnan - District 2**

Zoning Manager Eschman presented Petition # CONDUSE 25-005 filed by Sherrie Britt requesting a Conditional Use Permit (CUP) to establish a private family cemetery on the property located at 1501 Boone Road, Newnan (Parcel # 013-4094-002). She explained that the subject property consists of 13.6± acres, zoned *RC (Rural Conservation)*. She further explained that the proposed burial area will encompass 0.007± acres (approximately 300 square feet) and will be located roughly 197.5 feet from the eastern property line and 239.1 feet from the southern property line. Access to the cemetery will be provided via a 10-foot-wide easement from Boone Road. To establish a private family cemetery, a *Conditional Use Permit (CUP)* is required pursuant to *Article 7, Sec. 75, Item 8*, of the *Coweta County Zoning and Development Ordinance*.

Ms. Eschman highlighted the following factors for consideration in reviewing the conditional use request:

1. The proposed private cemetery is not expected to adversely impact the existing street system, public facilities, utilities, or infrastructure, nor is it anticipated to affect the use or enjoyment of surrounding properties.
2. Under the Coweta County Zoning and Development Ordinance, cemeteries are allowed within residential zoning districts subject to approval of a Conditional Use Permit.

Ms. Eschman explained that should the Board of Zoning Appeals recommend that the Board of Commissioners approve the request, the Community Development Department submits the following conditions for consideration:

1. The cemetery shall not exceed 0.007± acres (300 square feet) and shall be used

- exclusively for the interment of family members.
2. Permanent stakes shall be placed at all four corners of the burial area to ensure the cemetery site is clearly identified and protected.
 3. The boundary of the cemetery, as depicted in the survey prepared by Hilton Land Surveying, shall be officially recorded with the Clerk of Superior Court's Office.
 4. A public safety representative and funeral home staff shall be present at all interments to ensure safe access and use of Boone Road during cemetery services.

Chairperson Mitchum asked if there were any questions from the Board for staff.

In response to a question from Board Member Yeager regarding the number of plots in the proposed private family cemetery, staff could not provide the exact number of burial plots allowed within the proposed 300-square-foot area.

In addition to the response, Joseph Britt, the applicant's son, District 2, stated that there will be a five (5) foot easement surrounding the proposed plot for maintaining the grass.

Chairperson Mitchum asked if the applicant was present.

Applicant Sherrie Britt, Boone Road, Newnan, expressed that her late husband was an avid hunter who loved the woods. Therefore, the option to provide his final resting place on private property, situated in the woods, would make him happy.

Chairperson Mitchum called for any comments in support. There were none.

Chairperson Mitchum called for any comments in opposition.

Jena M. Rainey, property owner, Boone Road, Newnan, stated that the proposed private family cemetery could lead to a significant decrease in property value, reduce buyer pool/marketability and legal disclosure requirements for neighboring properties. Environmental hazards, groundwater contamination, pests, animals, odor concerns and improper burial issues were cited as a hardship. She continued with concerns involving curiosity seekers, pranksters or vandals.

Motion to: Close the Public Hearing

The Board voted to Close the Public Hearing regarding Petition # CONDUSE 25-05 filed by Sherrie Britt requesting to establish a private family cemetery on the property located at 1501 Boone Road, Newnan (Parcel # 013-4094-002).

RESULT: Passed (UNANIMOUS)

MOVER: Billy Cranford

SECONDER: Dee Crouch

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

Motion to: Recommend Approval

The Board voted to recommend that the Board of Commissioners approve Petition # CONDUSE 25-05 filed by Sherrie Britt requesting to establish a private family cemetery on the property located at 1501 Boone Road, Newnan (Parcel # 013-4094-002) subject to the following conditions:

1. The cemetery shall not exceed 0.007± acres (300 square feet) and shall be used exclusively for the interment of family members.
2. Permanent stakes shall be placed at all four corners of the burial area to ensure the cemetery site is clearly identified and protected.
3. The boundary of the cemetery, as depicted in the survey prepared by Hilton Land Surveying, shall be officially recorded with the Clerk of Superior Court's Office.
4. A public safety representative and funeral home staff shall be present at all interments to ensure safe access and use of Boone Road during cemetery services.

RESULT: Passed (4 to 1)

MOVER: Billy Cranford

SECONDER: Dee Crouch

AYES: Dee Crouch, Lisa Mitchum, Russell Berry, Billy Cranford

NAYS: Mike Yeager

Chairperson Mitchum reminded the applicant that a final decision regarding the variance will be rendered by the Board of Commissioners on Tuesday, March 17, 2026.

Additional Business

Zoning Manger Eschman explained that the next Board of Zoning Appeals meeting is scheduled for Thursday, March 26, 2026, at 6:00 p.m.

Adjournment

Motion to: Adjourn

The Board voted to adjourn the meeting.

RESULT: Passed (UNANIMOUS)

MOVER: Billy Cranford

SECONDER: Dee Crouch

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

Read, approved, and adopted this
the _____ day of _____, 2026

Chairperson

ATTEST: _____
BOZA Clerk



Community Development

To: Board of Zoning Appeals
From: Lisa Eschman, Zoning Manager
Date: March 26, 2026
RE: Petition #: CONDUSE 26-01
Applicant: Philip Beegle
Property Owners: Philip & Ann Beegle
Location: 848 Copeland Road, Newnan
Commission District: 3rd - Blackburn
Tax Parcel(s): 044-5255-003 {partial}
Property Size: 0.230± acres
Current Zoning: RC
Requested Zoning: RC - CUP
Proposed Use: Private Family Cemetery
Public Hearing (Date, Time, Location): Thursday, March 26, 2026, at 6:00 PM — 37 Perry Street, Newnan

Issue:

Petition # CONDUSE 26-01 Filed by Philip Beegle Requesting a Conditional Use Permit (CUP) for a Private Family Cemetery for Property Located at 848 Copeland Road, Newnan - WITHDRAWN BY APPLICANT ON 3/9/2026

Discussion:

Philip Beegle has filed a Conditional Use Permit (CUP) to allow for a private family cemetery. The burial area will encompass 0.230± acres (approximately 10,000 square feet) situated on personal property located at 848 Copeland Road, Newnan - WITHDRAWN BY APPLICANT ON 3/9/2026

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 cemetery shall not exceed 0.230± acres (10,000 square feet) and shall be used exclusively for the interment of family members.
2. Permanent stakes shall be placed at all four corners of the burial area to ensure the cemetery site is clearly identified and protected.
3. The boundary of the cemetery, as depicted on the survey prepared by Georgia Land Surveying, shall be officially recorded with the Clerk of Superior Court's Office.
4. A public safety representative and funeral home staff shall be present at all interments to ensure safe access and use of Boone Road during cemetery services.

Eschman, Lisa

From: Philip Beegle <phbeegle@gmail.com>
Sent: Monday, March 9, 2026 11:04 AM
To: Eschman, Lisa
Subject: Permit

Caution! This message was sent from outside your organization.

Lisa,
Your staph is very helpful .
Please withdraw my current application for my private cemetery. I will get my surveyor to redo the site and will get you the legal description.

Thanks,
Phb

Conditional Use Permit Request Application
TO THE 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: Philip Beegle, Jr.

Address of Applicant: 848 Copeland Road, Newnan

Phone No. [REDACTED] E-mail address: [REDACTED]

Address or Location of Property: 848 Copeland Road

Tax I.D. #: 044-5255-003 (partial)

Definition of Conditional Use: A use which may be permitted within a zoning district subject to meeting those conditions contained in this ordinance or required and approved by the Board of Commissioners. Please provide the following information with a Conditional Use Request:

(1) Ordinance listing for proposed use: Article 7 Section 75 Item 8
Brief description of requested use: Private Cemetery

(2) If applicable, provide information such as:
Square feet of building: _____ Sanctuary sq. ft., if applicable: _____
Total of distance from property lines in feet: _____
Acreage: 0.230 ± Acres 10,000 A
Total parking spaces: 0
Septic system/well locations: 0
Staff or student size: 0
Maximum members: 0
Number of animals: 0
Exterior Building Materials: 0

(3) Copy of Warranty Deed

(4) Legal Description corresponding with district boundary area of Conceptual Site Plan.

(5) Plat of the property indicating the following (**1 hard copy** and an electronic file of plat in PDF or JPEG format)

- (a) A correct scale and north arrow;
- (b) The proposed land use and building outline as it would appear should the Conditional-Use Permit application be approved;
- (c) The present zoning classification of all adjacent parcels;
- (d) The building outline and maximum proposed height of all buildings and distance from all property lines;
- (e) The proposed location of all driveways and entry/exit points for vehicular traffic, using arrows to depict direction of movement;
- (f) The location of all required off-street parking and loading areas, septic tank/drainfield lines and well location if applicable;
- (g) Required yard setbacks appropriate dimensions;
- (h) The location and extent of required buffer areas, depicting extent of natural vegetation and type and location of additional vegetation if required; and
- (i) The location of the 100-year floodplain, any water impoundments, detention ponds, and/or utility easements.

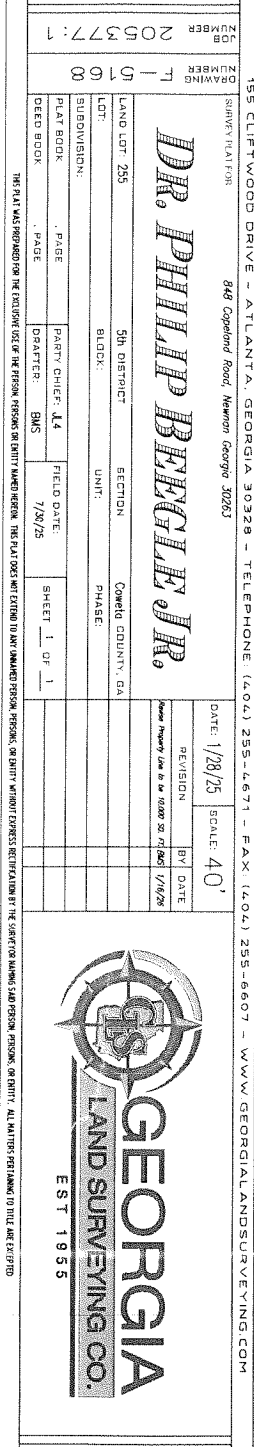
✓(6) Submit one (1) hard copy and an electronic version of professional renderings of structures to be placed on the site stating the exterior building materials. There is no requirement that the rendering be in color or be drawn to exact scale.

✓(7) If applicant is not owner of property, a notarized statement must be submitted from property owner(s) giving the applicant permission to file the Conditional Use Application.

(8) Application Fee (see attached Fee Schedule)

Date Filed: 2/4/21 Signed by: [Signature]

Print Name: PH Beegle Jr



As required subsection (4) of 104A, Section 15-6-67, this bill has been prepared by a lead staffer and approved by all applicable local jurisdictions for the following reasons:

According to a number of agricultural, agribusiness, industry, or institutions that have been contacted, the bill is not necessary to protect the governmental bodies from any taxpayer or owner of this bill as to whether one of its provisions is necessary to protect the public interest.

Furthermore, the undersigned lead staffer hereby certifies that this bill, as drafted, complies with the minimum technical standards for primary staffers as required by the rules and regulations of the County Board of Education for professional staffers.

The bill was prepared and approved by all 104A, Section 15-6-67.

[Signature]

By: _____

Lead Staffer: N. [Signature] Contact Number: 3278



AFFP

84964- March 26

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA }

SS

Notice of Public Hearing

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

February 25, 2026

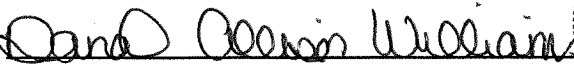
Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an
appeal filed by Philip Beegle, Jr requesting a Conditional Use Permit under Article 7,
Sec. 75, Item 8 for a private cemetery located at 848 Copeland Road, Newnan (Tax
ID #: 044-5255-003 {partial}). Said meeting will be held on Thursday, March 26,
2026, in the Coweta County Commission Chambers, 37 Perry St, 2nd floor,
Newnan, Georgia. Copies of the proposed may be obtained at the Coweta County
Community Development Department 22 East Broad Street, 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 255 of the Fifth District Coweta County, Georgia, and being more particularly
described as having an area of 10,000 sq ft. 0.230 acres, as shown and described
on survey by Georgia Land Surveying Co., bearing the seal and certification of Josh
L Lewis IV, Georgia Registered Land Surveyor No. 3028, and being referenced as
Job Number 205377. 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 25th day of February 2026 Coweta County
Community Development Department
No:24964-2-25

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

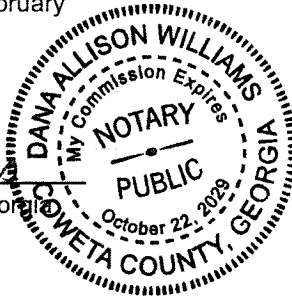
SIGNED:

Co-Publishers

Subscribed to and sworn to me this 25th day of February
2026.



Dana Allison Williams, Notary, Coweta County, Georgia



My commission expires: October 22, 2029

02100746 00143518

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



Community Development

To: Board of Zoning Appeals
From: Nicole Blackwell, Zoning Coordinator
Date: March 26, 2026
RE: Petition #: VARIANCE 26-04
Applicant: Christopher Hembree
Property Owners: Matthew Crager and Michelle Crager
Location: 9 Ivy Springs Drive, Newnan
Commission District: 4th - Commissioner Reidelbach
Tax Parcel(s): 120-6055-136
Property Size: 0.82± acres
Current Zoning: RC (Rural Conservation)
Requested Zoning: N/A
Proposed Use: Seeking approval to build a front porch 45 feet from right-of-way of Ivy Trace Boulevard
Public Hearing (Date, Time, Location): March 26, 2026 at 6:00 PM – 37 Perry Street, Newnan

Issue:

Petition # VAR 26-04 Filed by Christopher Hembree Requesting a Front Yard Setback Reduction for Property Located at 9 Ivy Springs Drive, Newnan

Discussion:

Christopher Hembree has filed a variance application for a front yard setback reduction for property located at 9 Ivy Springs Drive, Newnan, at the corner of Ivy Springs Drive and Ivy Trace Boulevard (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 covered porch shall be located a minimum of forty-five (45) feet from the right-of-way of Ivy Trace Boulevard 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): Christopher Hembree
Address of Applicant(s): [REDACTED]
Phone #: [REDACTED] E-mail address: [REDACTED]
Address of Subject Property: 9 Ivy Springs Drive, Newnan, GA 30265
Property Tax I.D. #: 120 6055 136

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, owing 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 23 Section _____ Item _____

Brief description of requested use: We are seeking permission to encroach into the front setback by approx 2'. We are replacing this existing porch in a smaller footprint, however, the owner would like for their steps to go down straight into the yard instead of being to the right side. our concrete landing pad is inside the front setback by about 2'.

Applicant's reason for not conforming to the Zoning Ordinance: The homeowners would like for their front porch steps to go straight towards the yard instead of turning right. This design will function better than the existing steps that turn to the right side.

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

The front setback is so close to the front porch that we don't have room for an easier way to come up to the front porch.

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

due to the New porch being a smaller size the impervious area will increase

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?

The front setback is very large and reaches to the front porch area.

II. Does property contain exceptional topographic conditions?

No.

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

It's a corner lot.

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.

Yes. the current design makes it more difficult to reach the front door.

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 will only be encroaching into the front setback by ~ 8'39. 2' of our new 4x4 concrete landing pad will spill into the front setback.

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.

To: Coweta County Zoning Board of Appeals

From: Nicole K Blackwell, Zoning Coordinator

Re: Variance Request
Article 23 – Dimensional Requirements
Applicant: Christopher Hembree
Location: 9 Ivy Springs Drive, Newnan (±0.82 acres)
Petition # VAR 26-004
Tax ID #: 120-6055-136
4th Commission District

Date: March 12, 2026

The subject property, located at 9 Ivy Springs Drive in Newnan, is approximately 0.82 acres and is zoned RC (Rural Conservation). The property is identified as Lot A-5 of the Ivy Trace Subdivision and contains a single-family residence constructed in 1996. The home is located on a corner lot at the intersection of Ivy Springs Drive and Ivy Trace Boulevard, with the front porch oriented toward Ivy Trace Boulevard.

The applicant is requesting a variance from the required 50-foot setback to allow the construction of a new front porch. While the proposed porch will have a smaller footprint than the existing structure, it reconfigures the stairs so that they extend directly into the front yard rather than to the side.

The proposed porch will extend approximately 4 feet from the front of the residence and measure approximately 6 feet in width. The associated steps and concrete landing pad will extend an additional 8 feet, 2 inches beyond the porch, resulting in a total projection of 12 feet, 2 inches from the front of the home. As proposed, the porch would encroach 5 feet into the required 50-foot setback, resulting in a 45-foot front setback from the right-of-way of Ivy Trace Boulevard.

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

Public Safety

Public Works:

I don't believe that this request would cause any issues for the Public Works Department with future road improvements.

Community Development

Development Review:

The renovated front entrance will provide a more appealing entrance for the home's front elevation. We have no objection to this variance.

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 covered front porch 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: The request is not expected to adversely affect nearby properties. Covered porches are common within residential neighborhoods.

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

Response: The request appears to stem from the configuration of the existing residence and front setback line. The location of the existing structure limits the available area for modification without encroaching into the required front setback.

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: Based on staff comments, the proposed request is not expected to impact public facilities or the surrounding area.

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 proposed porch replaces the existing structure with minimal change to the overall footprint.

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

Response: The request stems from the desired reconfiguration of the existing front porch. While the applicant has indicated functional preferences, the Board must determine whether this is a hardship.

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: The home is located on a corner lot and therefore has two front setbacks, which limit the amount of buildable area.

- 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: Strict application of the 50-foot front setback limits the ability to reconfigure the front entry stairs to extend directly outward from the porch. Compliance would require the stairs to remain oriented to the side, restricting functional design options for the front entry.

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

Response: According to the applicant, the proposed porch will encroach into the front setback minimally.

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

1. The proposed porch replaces the existing structure with minimal change to the overall footprint.
2. Based on staff comments, the proposed request is not expected to impact public facilities or the surrounding area.

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

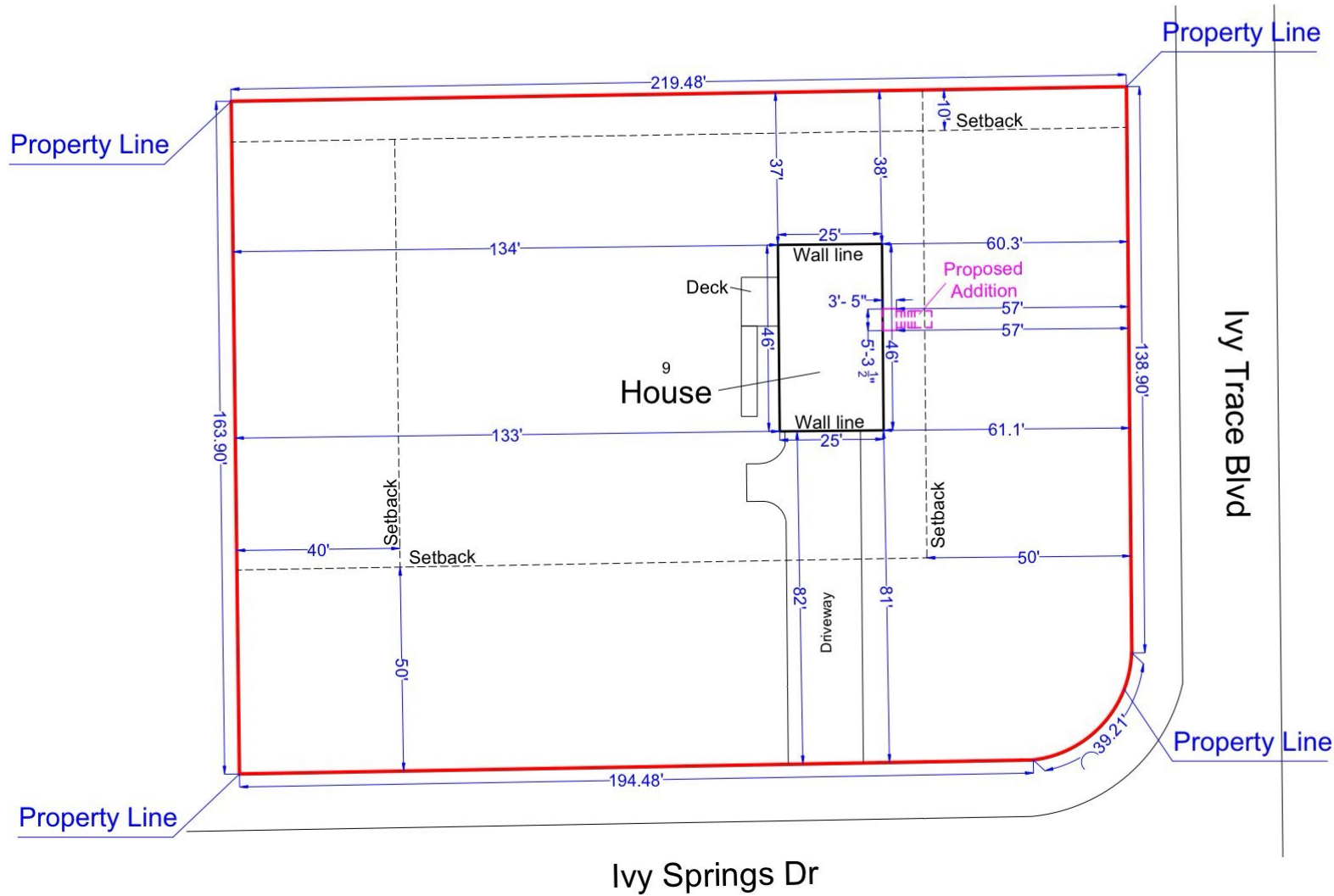
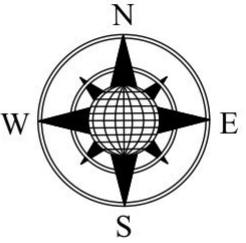
1. The covered porch shall be located a minimum of 45 feet from the right-of-way of Ivy Trace Boulevard as shown on the site plan submitted with the variance application.

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, March 26, 2026**
- Final Decision with Board of Commissioners – **Tuesday, April 21, 2026**

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

c: Christopher Hembree



Parcel No. (APN) 120 6055 136
Lot Area 0.80 ACRES

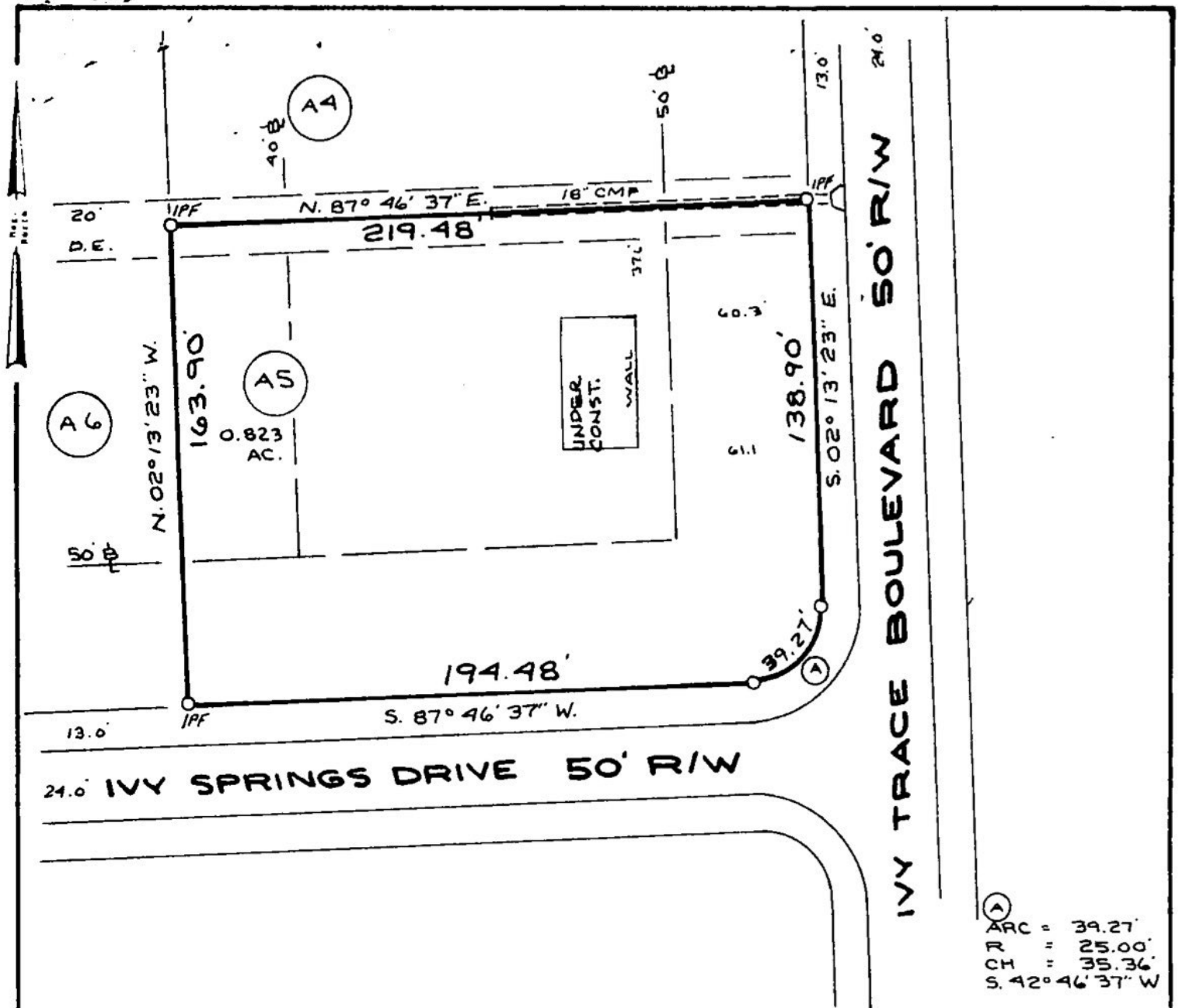
ADDRESS: 9 Ivy Springs Dr
Newnan, GA 30265
Scale: 1"=30'

THIS IS NOT A LEGAL SURVEY, NOR IS IT INTENDED TO BE OR REPLACE ONE
This work product represents only generalized locations of features, objects or boundaries and should not be relied upon as being legally authoritative for the precise location of any feature, object or boundary.

Impervious Surface Calculation:

Lot area: 34,809 sq.ft.
Total impervious surface: 3,214 sq.ft.

Building Coverage Percentage: 3,214 sq.ft / 34,809 sq.ft = 0.09233 = 9.23%



ARC = 39.27'
 R = 25.00'
 CH = 35.36'
 S. 42° 46' 37" W

Survey for

DAVID LINDSEY HOMES, INC.

of property at Ivy Trace Boulevard

Lots A-5, Block Unit, Phase A, Ivy Trace Subdivision

Land Lot 55, 6th. District, Coweta County, Georgia

December 15, 1995

Scale 1" = 50'

ALVIN E. VAUGHN & ASSOC., INC.

Planners - Surveyors
 P.O. Box 703
 Stockbridge, GA 30281
 (770) 474-1106

I certify to the above named party that this plat,
 in my opinion, is a correct representation of the
 land platted and has been prepared in conformity
 with the minimum standards and requirements of law.

A. E. Vaughn



Equipment used: Topcon GTS 2, 100' steel tape.

Error of closure (traverse) _____, (plat) 20,000. +
 Adjustments by the Compass Rule.

In my opinion, this property is not located
 inside an "FIA" identified flood hazard area.

DESIGN LOADS & SPECIFICATIONS

- THIS SET OF CONSTRUCTION DOCUMENTS WAS DESIGNED TO COMPLY WITH THE REQUIREMENTS OF THE GEORGIA RESIDENTIAL CODE (2018 INTERNATIONAL RESIDENTIAL CODE) WITH LOCAL AMENDMENTS.
- FLOOR DESIGN LOADS:
 - 10 PSF DEAD LOAD
 - 40 PSF LIVE LOAD
 - 10 PSF GROUND SNOW LOAD
- ROOF DESIGN LOADS (IF APPLICABLE):
 - 12 PSF DEAD LOAD
 - 20 PSF LIVE ROOF LOAD
 - 10 PSF GROUND SNOW LOAD
- DESIGN WIND SPEED (ULTIMATE): 108 MPH
- SEISMIC DESIGN CATEGORY: B
- ASSUMED SOIL BEARING CAPACITY: 1500 PSF
- MINIMUM FOUNDATION DEPTH : 12"

GENERAL NOTES

- ARCHITECT OF RECORD IS NOT RESPONSIBLE FOR INTERPRETING THE INTENT OF THE CONSTRUCTION DOCUMENTS, INCLUDING MAKING MODIFICATIONS AS MAY BE NECESSARY DURING THE CONSTRUCTION PHASE; AND THAT THE ARCHITECT OF RECORD IS NO LONGER LIABLE FOR THE WORK WHERE CHANGES TO THESE DOCUMENTS HAVE BEEN MADE.

FRAMING NOTES

- ALL STRUCTURAL MATERIAL SHALL BE #2 SOUTHERN YELLOW PINE.
- ALL LUMBER EXPOSED TO WEATHER TO BE PRESERVATIVE TREATED WOOD U.N.O..
- P.T. DECK BOARDS ARE TO BE 5/4 S.Y.P.
- COMPOSITE DECK BOARDS TO BE 1" THICK.
- ALL SCREWS, BOLTS, NAILS AND FASTENERS SHALL BE HOT DIPPED GALVANIZED, STAINLESS STEEL, 5" LEDGER LOK FASTENERS OR 7" THRU-LOK FASTENERS.
- WHERE ATTACHING A DECK TO THE HOUSE, THE HOUSE SHALL HAVE A TREATED BAND THE ENTIRE LENGTH OF THE ATTACHMENT.
- FLASHING SHALL BE A MINIMUM OF 19 MIL. THICK CORROSIVE-RESISTANT METAL OR APPROVED NON-METALLIC MATERIAL. ALUMINUM IS NOT ALLOWED.

STAIR AND RAILING NOTES (IF PRESENT - REFER TO FLOOR PLAN)

- R311.7.5.1 & R311.7.5.2 THE MAXIMUM RISER HEIGHT SHALL BE 7 3/4". THE MINIMUM TREAD DEPTH SHALL BE 10". THERE CAN BE NO MORE THAN 3/8" VARIATION IN THE TREAD DEPTH OR HEIGHT.
- R311.7.8 HANDRAILS SHALL BE PROVIDED ON AT LEAST ONE SIDE OF EACH CONTINUOUS RUN OF TREADS OR FLIGHT WITH FOUR OR MORE RISERS. HANDRAIL HEIGHT, MEASURED VERTICALLY FROM THE SLOPED PLANE ADJOINING TREAD NOSING SHALL BE NOT LESS THAN 34" AND NOT MORE THAN 38".
- R311.7.8.2 HANDRAILS SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE FLIGHT, FROM THE POINT DIRECTLY ABOVE THE TOP RISER OF THE FLIGHT TO A POINT DIRECTLY ABOVE THE LOWEST RISER OF THE FLIGHT. HANDRAIL ENDS SHALL BE RETURNED OR TERMINATED INTO A NEWEL POST. HANDRAILS ADJACENT TO A WALL SHALL NOT HAVE A SPACE OF LESS THAN 1-1/2" BETWEEN THE WALL AND THE HANDRAIL.
- R311.7.8.3 HANDRAILS WITH A CIRCULAR CROSS SECTION SHALL HAVE AN OUTSIDE DIAMETER OF AT LEAST 1-1/4" AND NOT GREATER THAN 2". IF A HANDRAIL IS NOT CIRCULAR IT SHALL HAVE A PERIMETER DIMENSION OF AT LEAST 4" AND NOT GREATER THAN 6 1/4" WITH A MINIMUM CROSS SECTION DIMENSION OF 2-1/4".
- R311.7.1 - STAIRWAYS SHALL BE NOT LESS THAN 36 INCHES (914 MM) IN CLEAR WIDTH AT ALL POINTS ABOVE THE PERMITTED HANDRAIL HEIGHT AND BELOW THE REQUIRED HEADROOM HEIGHT. THE CLEAR WIDTH OF STAIRWAYS AT AND BELOW THE HANDRAIL HEIGHT, INCLUDING TREADS AND LANDINGS, SHALL BE NOT LESS THAN 31 1/2 INCHES (787 MM) WHERE A HANDRAIL IS INSTALLED ON ONE SIDE AND 27 INCHES (698 MM) WHERE HANDRAILS ARE INSTALLED ON BOTH SIDES.
- CONTRACTOR TO CONFIRM THE PRESENCE OF OR PROVIDE IRC COMPLIANT STAIR ILLUMINATION.
- RAILINGS MUST COMPLY WITH IRC R312.1. RAILINGS MUST BE CAPABLE OF WITHSTANDING A SINGLE CONCENTRATED LOAD OF 200 LBS APPLIED IN ANY DIRECTION AT ANY POINT ALONG THE TOP. INFILL COMPONENTS MUST WITHSTAND 50 LBS OF HORIZONTAL FORCE OVER 1 SF.

EXISTING CONDITIONS PHOTO

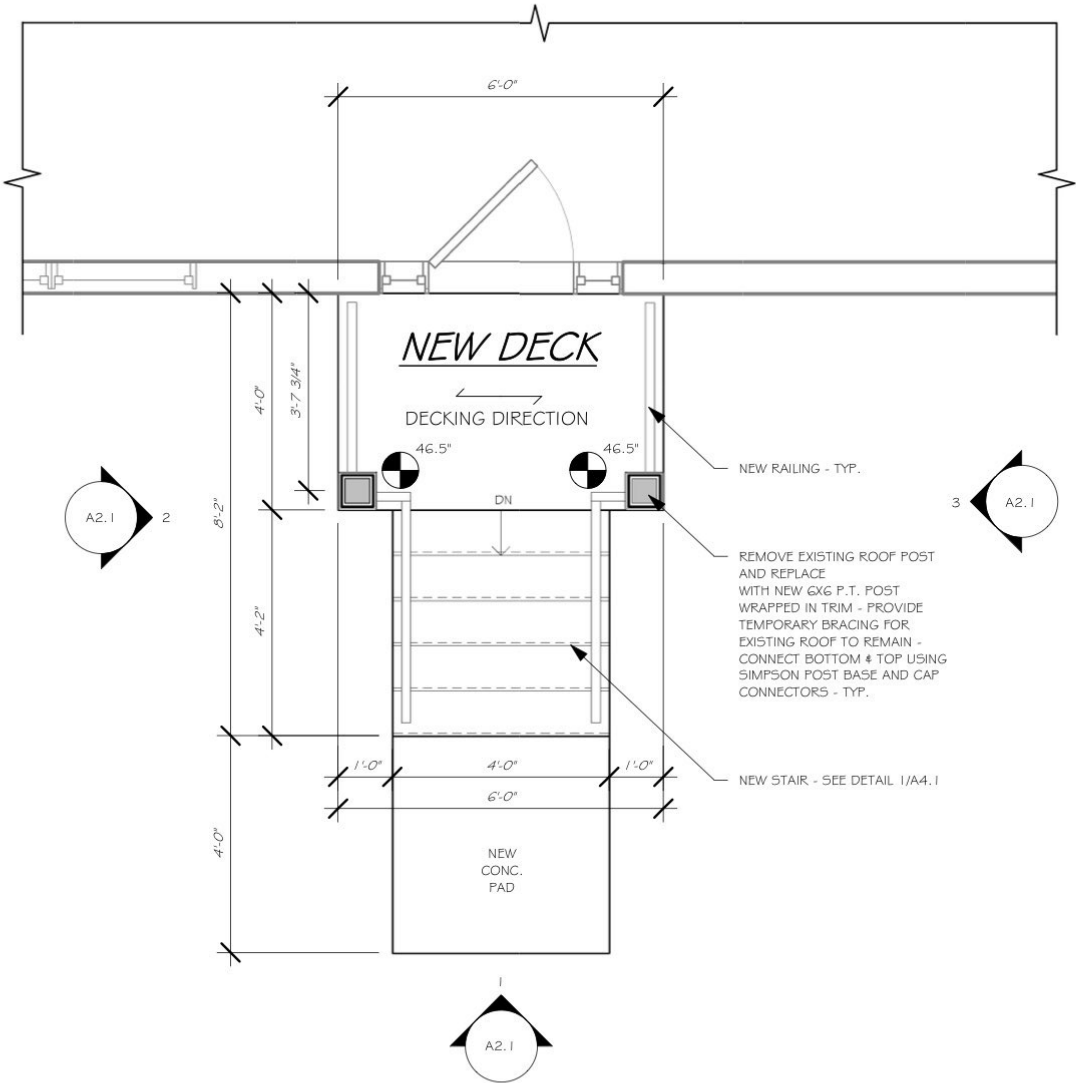


PERSPECTIVE VIEWS



PLAN NOTES

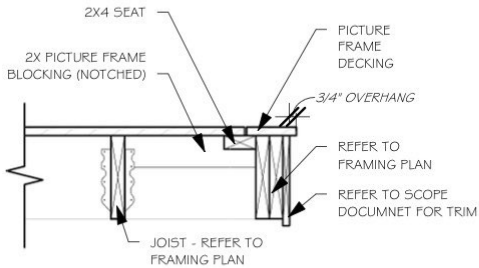
1. CONTRACTOR TO FIELD VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS. NOTIFY ARCHITECT OF ANY CONFLICTS OR DISCREPANCIES WITH CONSTRUCTION DOCUMENTS.



1

DECK PLAN

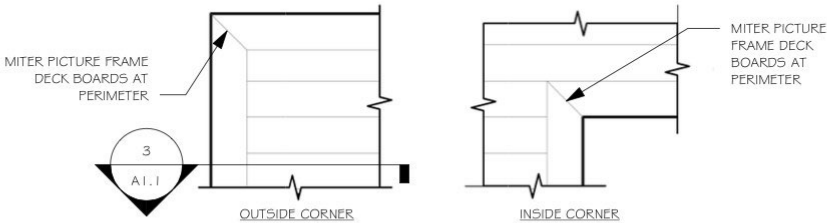
SCALE : 3/8" = 1'-0"



3

PICTURE FRAME BLOCKING

SCALE : 3/4" = 1'-0"



2

PICTURE FRAME DETAIL

SCALE : 1/2" = 1'-0"

FRAMING PLAN NOTES

1. DECK FOOTINGS WITHIN 5'-0" OF AN EXISTING HOUSE FOUNDATION WALL MUST BEAR AT THE SAME ELEVATION AS THE EXISTING HOUSE FOOTING. FOR ALL OTHER FOUNDATIONS, REFER TO DESIGN LOADS & SPECIFICATIONS ON T1.0 FOR MINIMUM FOUNDATION DEPTHS .

2. BLOCKING NOT SHOWN FOR DRAWING CLARITY - PROVIDE BLOCKING AS REQUIRED PER DETAILS, APPLICABLE BUILDING CODE, AND MANUFACTURER RECOMMENDATIONS.

3. DIAGONAL BRACING REQUIRED AT CORNER POSTS WHEN POST HEIGHTS EXCEED 1'-0".

HARDWARE LEGEND

FRAMING ANGLES

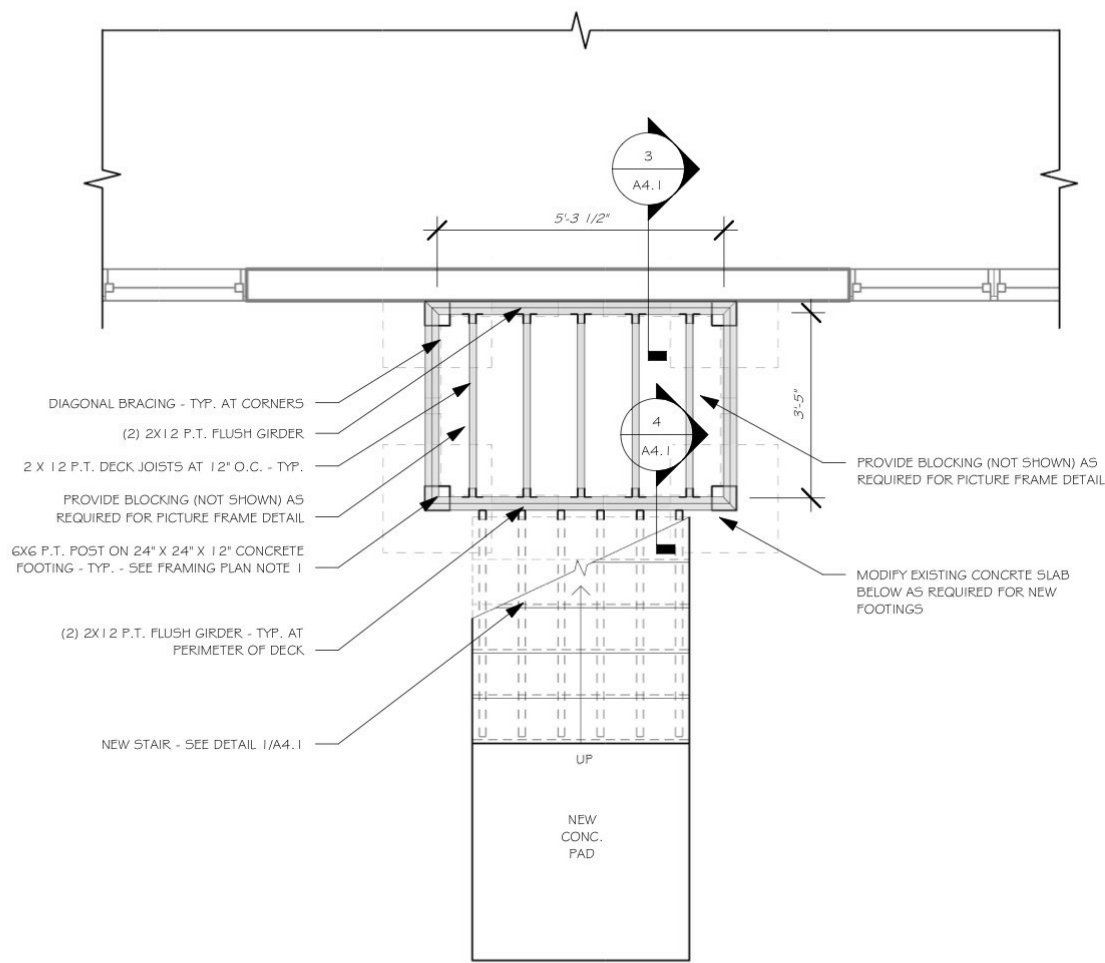
JOIST HANGERS

CONCEALED JOIST HANGERS

ADJUSTABLE FRAMING ANGLE

SKewed JOIST HANGERS

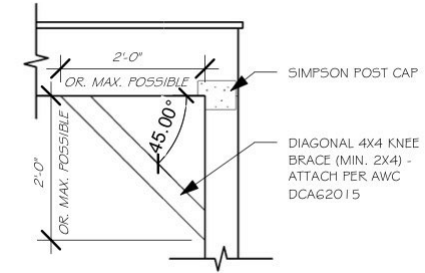
NOTE: ALL CONNECTORS BY SIMPSON STRONG-TIE OR APPROVED EQUAL



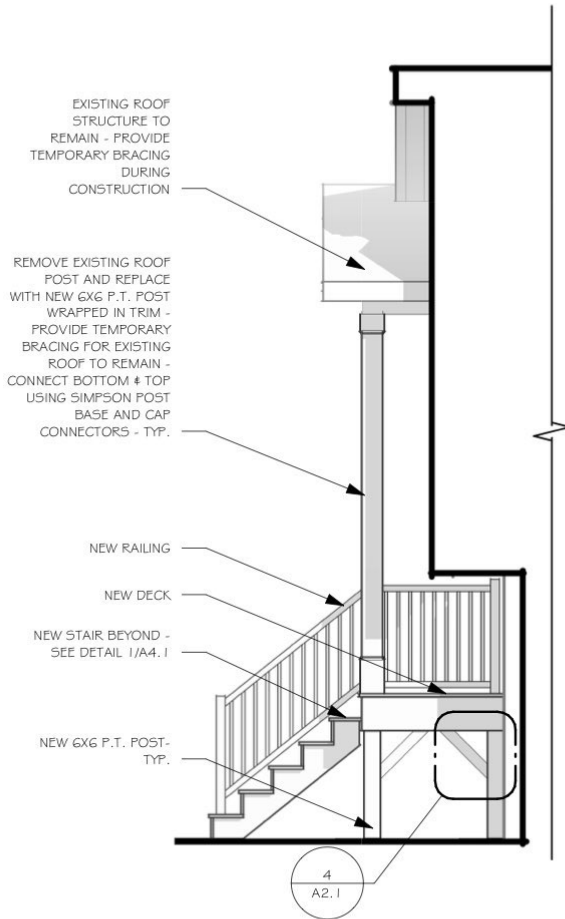
1

FRAMING PLAN

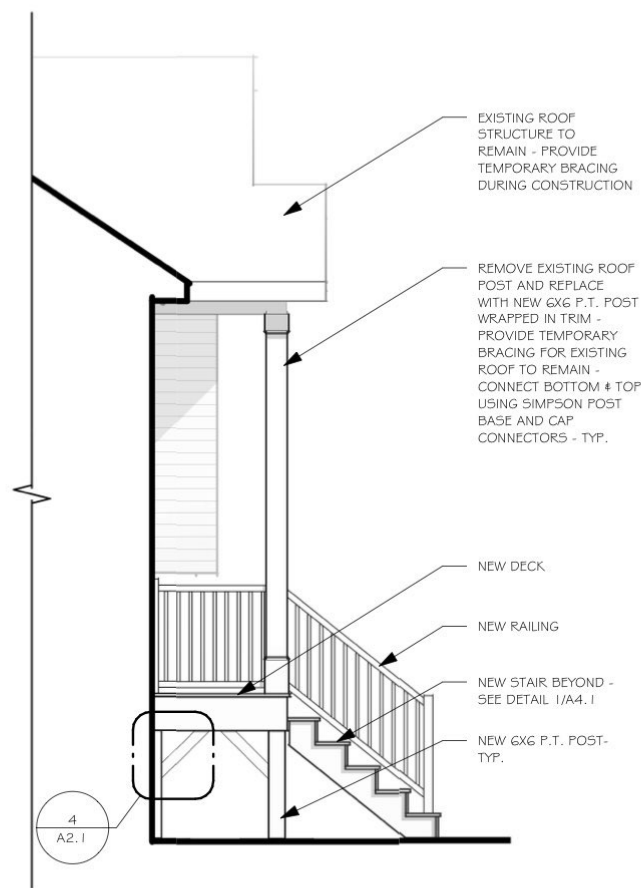
SCALE : 3/8" = 1'-0"



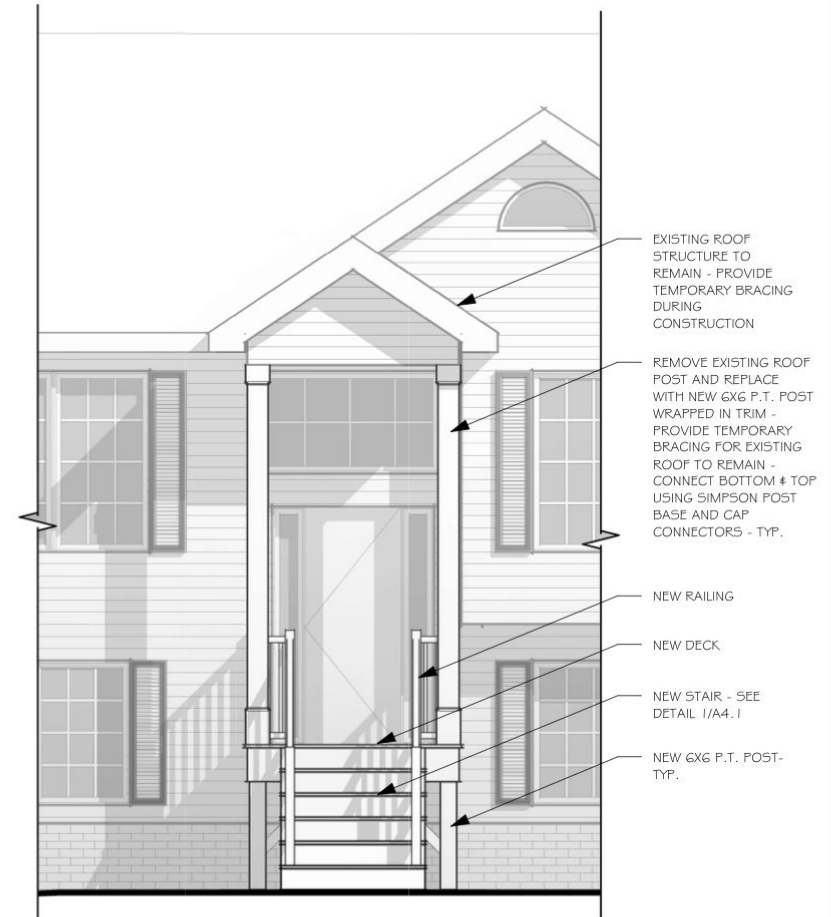
4 *DIAGONAL BRACING DETAIL*
SCALE : 1/2" = 1'-0"



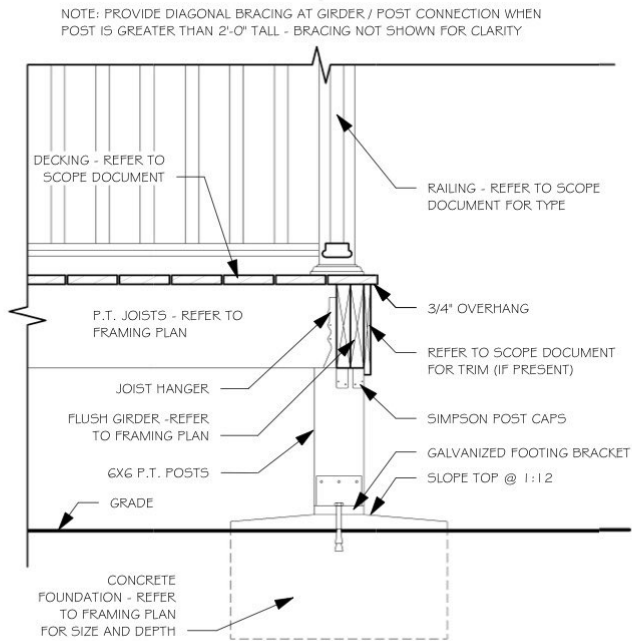
3 *RIGHT ELEVATION*
SCALE : 1/4" = 1'-0"



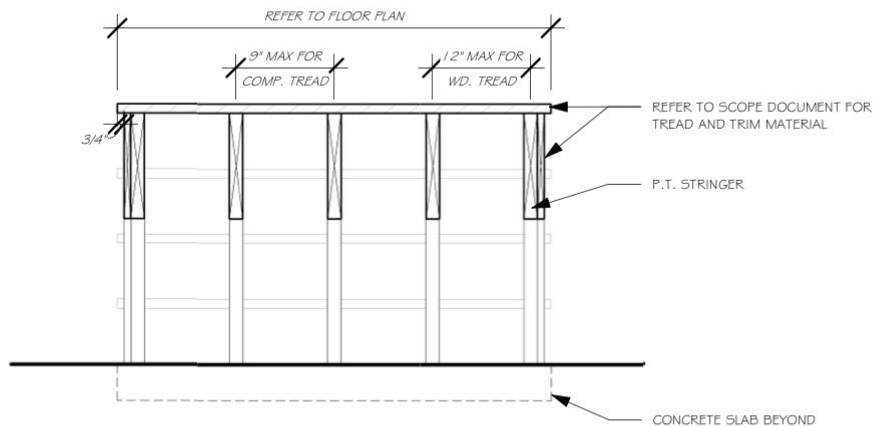
2 *LEFT ELEVATION*
SCALE : 1/4" = 1'-0"



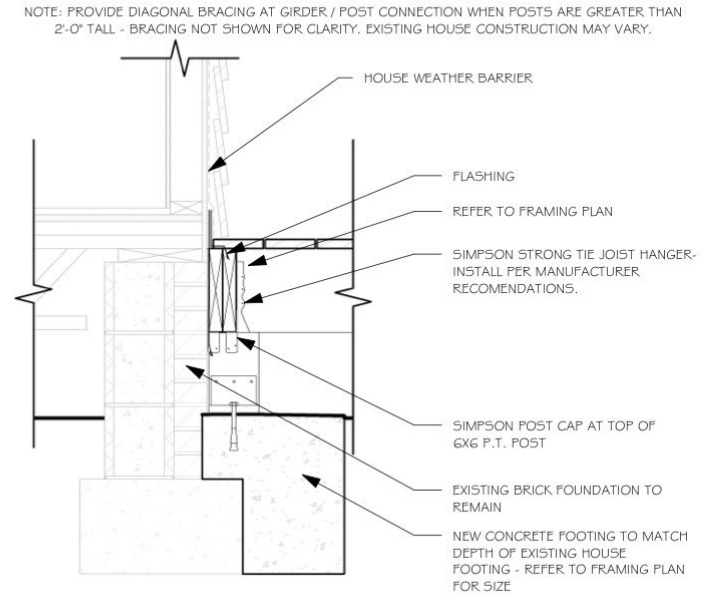
1 *REAR ELEVATION*
SCALE : 1/4" = 1'-0"



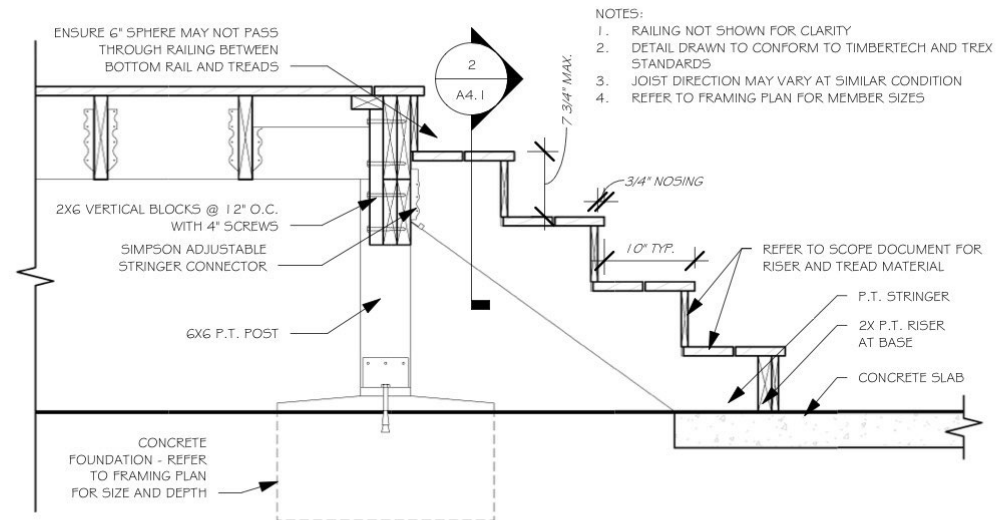
④ TYPICAL OUTSIDE EDGE DETAIL
SCALE : 3/4" = 1'-0"



② TYP. STAIR CROSS SECTION
SCALE : 3/4" = 1'-0"



③ HOUSE CONNECTION DETAIL
SCALE : 3/4" = 1'-0"



① TYP. STAIR SECTION
SCALE : 3/4" = 1'-0"

DECK DETAILS

A4.2

NOTES:

1. RAILING MUST WITHSTAND A CONCENTRATED LOAD OF 200 POUNDS IN ANY DIRECTION.
2. CONTRACTOR MUST INSTALL RAILINGS PER MANUFACTURER RECOMMENDATIONS.

8'-0" MAXIMUM OR MANUFACTURER RECOMMENDATIONS
WHICHEVER IS LESS

36" MINIMUM
34" MINIMUM AT STAIR NOSINGS

ALUMINUM POST

BALUSTERS (TYPE MAY VARY)

ALUMINUM TOP RAIL (TYPE MAY VARY)

ALUMINUM BOTTOM RAIL (TYPE MAY VARY)

DECKING

REFER TO FRAMING PLAN

ATTACH PER MANUFACTURER RECOMMENDATIONS

< 4"

TYPICAL RAILING

SCALE : 1/2" = 1'-0"



Georgia Department of Public Health On-Site Sewage Management System Performance Evaluation Report Form

APPLICANT NAME: Christopher Hembree		PROPERTY/SYSTEM ADDRESS: 9 IVY SPRINGS DR NEWNAN, GA 30265		EVALUATION ID: 031314	
APPLICANT PHONE: (000) 000-0000		SUBDIVISION/LOT/BLOCK: Ivy Trace/5A/-		COUNTY: Coweta	
APPLICANT EMAIL ADDRESS: chembree@bhreno.com				REASON FOR EVALUATION: Structure Renovation	
Inspection Records					
Yes	1. Inspection records exist for this septic system.				
Yes	2. Inspection records indicate that all components of the septic system were properly constructed and approved at the time of original inspection. A copy of the original inspection report is attached.				
Maintenance Records (applicable copies are attached)					
No	3. Maintenance or installation records indicate that the tank has been pumped out or installed within the past 5 years. Note: it is recommended that septic tanks be pumped at least once every 5 years.				
N/A	4. Systems with aerobic treatment unit(s) (ATU): Records indicate the ATU has been serviced in accordance with the manufacturer's recommended maintenance schedule OR an authorized representative of the manufacturer has provided documentation that the ATU is operating sufficiently.				
N/A	5. Systems with grease trap(s): Maintenance records indicate the grease trap(s) has been pumped out within the last 6 months OR documentation has been provided by a qualified individual confirming that the grease trap contains less than 75% of the designed grease holding capacity and is operating sufficiently.				
System Assessment and Existing Site Conditions (applicable copies are attached)					
N/A	6. The septic tank was uncovered at the time of this County Board of Health Evaluation OR maintenance records exist and the tank appears to meet the required design, construction, and installation criteria. The appropriateness of the sizing and installation criteria of the absorption field cannot be verified since no initial inspection records exist.				
N/A	7. A Georgia certified septic tank installer has provided written documentation of the system design, location, and components.				
Yes	8. This site evaluation by the County Board of Health revealed no evidence of system failure.				
Yes	9. This site evaluation by the County Board of Health revealed no evidence of adverse conditions which would affect the functioning of the system.				
Addition to Property					
Yes	10. This site evaluation as well as the provided information indicate that the proposed construction to the home or property should not adversely affect the functioning of the existing system.				
Relocation of Home or Change of Use					
N/A	11. This site evaluation as well as the provided information indicate that the system appears to meet the required design, construction, and installation criteria to accommodate the proposed relocation of the home or change of use for the facility should not adversely affect the functioning of the existing system.				

See 2nd page for evaluation notes, disclaimer, and signature.

Performance Evaluation Report Form (continued)

PROPERTY/SYSTEM ADDRESS: 9 IVY SPRINGS DR NEWNAN, GA 30265	EVALUATION ID: 031314
	SUBDIVISION/LOT/BLOCK: Ivy Trace/5A/-

Adverse Conditions (i.e. malfunctioning or damaged system or clear evidence of a condition, or conditions, that would likely contribute to system malfunction or unacceptable risk to public health):

Additional Notes/Comments:

No objections to the proposed replacement of the existing porch on the front of the house.

Inspector: J. Brian Helms	Signature: 	Date: 12/04/2025
------------------------------	--	---------------------

I verify the above information to be correct at the date and time of this evaluation only. **Disclaimer:** This verification shall not be construed as a guarantee of the proper functioning of this system for any given period of time. No liability is assumed for future damages that may be caused by system malfunction.

AFFP

84965- March 26

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA }

SS

Notice of Public Hearing

Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an appeal filed by Christopher Hembree requesting the following variance: Art. 23 – Dimensional Requirements for a front setback reduction for property located at 9 Ivy Springs Dr, Newnan (Tax ID #: 120-6055-136). The meeting will be held on Thursday, March 26, 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 lying and being in Land Lot 55 of the 6th District of Coweta County, Georgia, and being Lot A-5 of Ivy Trace – Phase "A", as per plat recorded in Plat Book 60, pages 179 through 181, 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 25th day of February 2026 Coweta County Community Development Department
No:84965-2-25

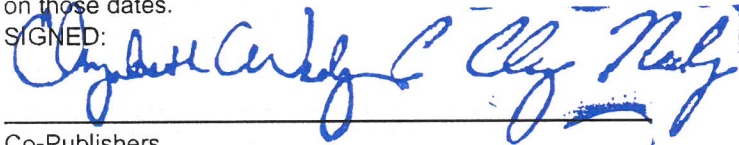
C. Clayton Neely & Elizabeth C. Neely, being duly sworn, says:

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

February 25, 2026

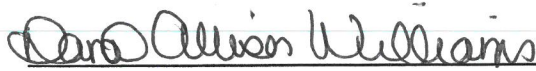
That said newspaper was regularly issued and circulated on those dates.

SIGNED:



Co-Publishers

Subscribed to and sworn to me this 25th day of February 2026.



Dana Allison Williams, Notary, Coweta County, Georgia



My commission expires: October 22, 2029

02100746 00143520

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



Community Development

To: Board of Zoning Appeals
From: Nicole Blackwell, Zoning Coordinator
Date: March 26, 2026
RE: Petition #: VARIANCE 25-26
Applicant: Randall (Nick) Crawford
Property Owners: Randall Crawford
Location: 498 Tommy Lee Cook Road, Palmetto
Commission District: 3rd - Commissioner Blackburn
Tax Parcel(s): 117A-084
Property Size: 15.68± acres
Current Zoning: M (Industrial)
Requested Zoning: N/A
Proposed Use: Seeking approval for a buffer reduction for property that will be utilized for outdoor storage
Public Hearing (Date, Time, Location): March 26, 2026 at 6:00 PM – 37 Perry Street, Newnan

Issue:

Petition # VAR 25-26 Filed by Randall (Nick) Crawford Requesting a Buffer Reduction for Property Located at 498 Tommy Lee Cook Road, Palmetto

Discussion:

Randall (Nick) Crawford has filed a variance application for a buffer reduction for property located at 498 Tommy Lee Cook Road, Palmetto (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 conditions for consideration:

1. The buffer along the northernmost segment of the eastern property line shall be 20 feet as shown on the site plan submitted with the variance application.
2. The site shall be limited to one full-access driveway, which shall be located a minimum of 180 feet east of Alpine Way so as to minimize impacts to the operations of the intersection of Tommy Lee Cook and Alpine Way.
3. Any additional driveway shall be limited to right-in-right-out operation and shall include the construction of a physical barrier to prevent left turns into or out of the site.
4. Stormwater management for the site shall be designed based upon the assumption that all of the proposed parking spaces and drive aisles are paved.
5. The applicant shall be responsible for stormwater management in compliance with *Chapter 30 of the Coweta County Code of Ordinances*. Each sub-basin must be analyzed at the point where it exits the development site. In addition, runoff reduction practices shall be implemented upstream of detention/retention ponds to minimize maintenance issues and to provide a treatment-train approach, as intended by the ordinance.

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): Randall (Nick) Crawford
Address of Applicant(s): [REDACTED]
Phone #: [REDACTED] E-mail address: [REDACTED]
Address of Subject Property: 498 Tommy Lee Cook Road, Palmetto, GA 30268
Property Tax I.D. #: 117A 084

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, owing 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 25 Section 250 Item 1

Brief description of requested use: Subject property will be used for outdoor storage.

Applicant's reason for not conforming to the Zoning Ordinance: Applicant is requesting a reduction of the required buffer adjacent to land zoned for single family use from 100' to 20'. Buffers are required along the southern property boundary and a portion of the eastern property boundary. The only buffers to modified under this request are along the eastern property boundary adjacent to 410 A Tommy Lee Cook Road (parcel 117A 116).

What extraordinary conditions concerning the property/structure/property, warrants a variance or variances?
The subject property is burdened with several conditions. Existing easements (related to the overhead power infrastructure) partially limit the functional use of a significant portion of the site. Furthermore, considerable elevation change/topographic conditions require significant grading and associated tie in slopes which results in additional limitations on usable area.

Provide proffered measures to reduce any impact. If no mitigation is proposed, the applicant must include an explanation of why none is being proposed.
There is a significant grade change between the subject property and the buffered property. This grade change will remain and provides considerable insulation between the properties.

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 slope across the subject property.

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

Yes, a considerable portion of the site is encumbered by easements associated with overhead power.

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.

Strict application of the ordinance would unnecessarily burden the subject property by further limiting the functional area of this site, in addition to the limitations that exist due to the exceptional topographic conditions and the existing easement.

- 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 purpose of the ordinance is to provide necessary visual privacy for the conduct of residential lifestyles in an undisturbed environment. Approval of the variance would not substantially impair this intent because the adjacent property would still be afforded significant privacy due to the grade change between the properties.

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>

To: Coweta County Zoning Board of Appeals

From: Nicole K Blackwell, Zoning Coordinator

Re: Variance Request
Article 25 – Buffer Requirement
Applicant: Randall (Nick) Crawford
Location: 498 Tommy Lee Cook Road, Palmetto (±15.68 acres)
Petition # VAR 25-026
Tax ID #: 117A-084
3rd Commission District

Date: March 12, 2026

The subject property, located at 498 Tommy Lee Cook Road in Palmetto, is approximately 15.68 acres and is zoned M (Industrial). The property was zoned M (Industrial) when the Coweta County Zoning and Development Ordinance was established in 1969.

The subject property is bordered by residentially zoned property along the northernmost segment of the eastern property line (RC – Rural Conservation) and to the south (CC – Cedar Creek). The property is bordered by M (Industrial) zoned property to the west. The southernmost segment of the eastern property line lies within the City of Palmetto, where the adjoining properties are zoned M-1 (Light Industrial).

The applicant proposes outdoor storage and requests a variance from the required 100-foot buffer along the northernmost segment of the eastern property line, where the site adjoins residentially zoned property. A powerline easement divides the site. The site plan submitted with the variance application shows 178 tractor-trailer parking spaces.

The site plan indicates compliance with the required 100-foot buffer on the southern property line where the property adjoins residentially zoned property. However, along the northernmost segment of the eastern property line, the applicant is requesting an 80-foot reduction from the required 100-foot buffer, resulting in a 20-foot buffer.

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

Public Safety

Public Works:

The proposed Store My Truck development project proposes to locate an outdoor truck parking facility on Tommy Lee Cook Road approximately 1,800 feet west of the intersection of Tommy Lee Cook and US 29. The site is expected to generate 126 trips per day with 63 entering trips and 63 exiting trips. The existing daily traffic on Tommy Lee Cook is 4,600 vehicles per day (both directions). Based upon the traffic study that was performed for this project, the development will have minimal impacts to the roadway network and intersections in close proximity to the site.

Should the Board approve the variance(s) that have been requested for the site, staff would recommend that the following conditions be applied:

- The site shall be limited to one full-access driveway, which shall be located a minimum of 180 feet east of Alpine Way so as to minimize impacts to the operations of the intersection of Tommy Lee Cook and Alpine Way.
- Any additional driveway shall be limited to right-in-right-out operation and shall include the construction of a physical barrier to prevent left turns into or out of the site.
- Stormwater management for the site shall be designed based upon the assumption that all of the proposed parking spaces and drive aisles are paved.

Community Development

Development Review:

The buffer is required along the eastern boundary of the site due to the presence of a residence on an adjoining parcel zoned RC (Rural Conservation), which is a residential zoning district. Staff has received a letter of support from the most affected property owner to the east.

The Board is tasked with determining whether undue hardship or practical difficulties exist that would justify granting the variance, and whether approval would substantially impair the intent and purpose of the ordinance.

Should the Board grant the variance, staff recommends the following condition:

- The applicant shall be responsible for stormwater management in compliance with Chapter 30 of the Coweta County Code of Ordinances. Each sub-basin must be analyzed at the point where it exits the development site. In addition, runoff reduction practices shall be implemented upstream of detention/retention ponds to minimize maintenance issues and to provide a treatment-train approach, as intended by the ordinance.

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 zoned M (Industrial), and outdoor storage is consistent with the permitted uses of the district. However, the northernmost segment of the eastern property line adjoins residentially zoned property (RC – Rural Conservation). The required 100-foot buffer is intended to provide separation between industrial and residential uses. Reducing the buffer to 20 feet may lessen the transitional protection between these differing zoning classifications.

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

Response: The reduction of the buffer from 100 feet to 20 feet along the portion of the property adjacent to residential zoning may increase the visibility of outdoor storage and tractor-trailer parking from adjoining residential property. While the buffer requirement is intended to mitigate visual impact, staff has received a letter of support from the most affected property owner.

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

Response: According to the applicant, the existing easements related to the overhead power infrastructure partially limit the functional use of a significant portion of the site. The applicant also states that considerable elevation change/topographic conditions require significant grading and associated tie-in slopes which further reduce the usable area of the property.

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: A traffic study was completed for the applicant and mitigation methods have been recommended.

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 applicant has demonstrated compliance with the buffer requirement along the southern property line; however, the requested reduction along the eastern boundary reduces the intended transitional separation between industrial and residential zoning.

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

Response: A powerline easement runs through the center of the property, and the site ranges in elevation from approximately 996 feet to 1,060 feet. However, development of the lot can be obtained with the required site development standards by reducing the number of parking spaces. The Board must determine whether this is a hardship.

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: A powerline easement runs through the center of the property, and the site ranges in elevation from approximately 996 feet to 1,060 feet.

- 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 application of the 100-foot buffer requirement would further limit the functional area of this site, given the existing easement and topographic constraints, and would restrict the proposed layout of the tractor-trailer parking spaces.

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

Response: Article 25 of the Coweta County Zoning and Development Ordinance states that "when land is to be developed for a use creating an incompatible situation...a buffer shall be provided along all side and rear property lines to insulate adjacent properties from adverse impacts." According to the applicant, approval of the variance would not substantially impair this intent because the adjacent property would retain separation due to the existing grade change between properties.

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

1. The buffer requirement is intended to mitigate visual impact. A reduced buffer could limit that mitigation and may affect the adjacent residential property. Consideration of this request shall carry great weight with adjacent and nearby residential property owners to the east.
2. A powerline easement runs through the center of the property, and the site ranges in elevation from approximately 996 feet to 1,060 feet. However, development of the lot can

be obtained with the required site development standards by reducing the number of parking spaces. The Board should consider if this request is justified by a hardship.

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

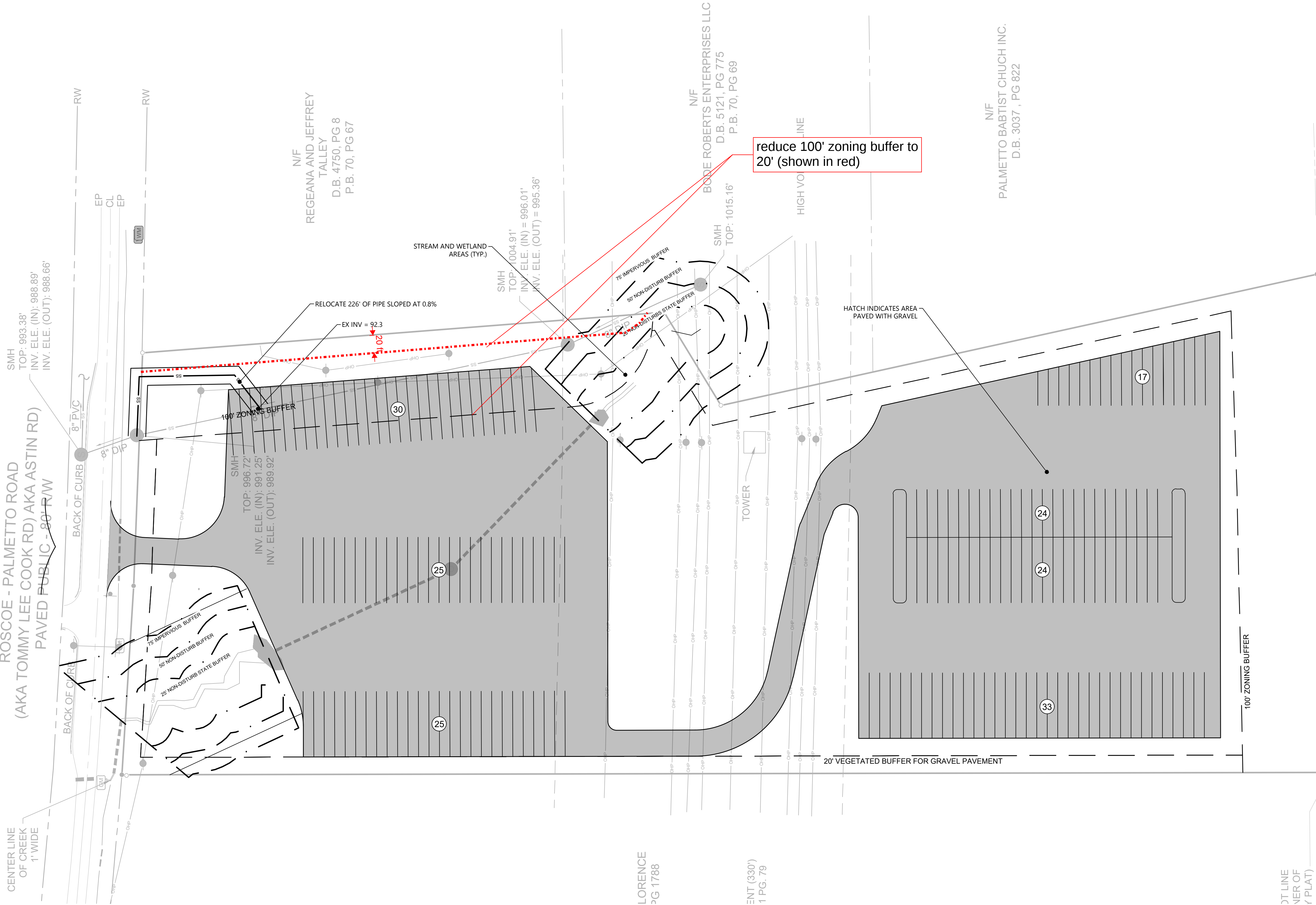
1. The buffer along the northernmost segment of the eastern property line shall be 20-feet as shown on the site plan submitted with the variance application.
2. The site shall be limited to one full-access driveway, which shall be located a minimum of 180 feet east of Alpine Way so as to minimize impacts to the operations of the intersection of Tommy Lee Cook and Alpine Way.
3. Any additional driveway shall be limited to right-in-right-out operation and shall include the construction of a physical barrier to prevent left turns into or out of the site.
4. Stormwater management for the site shall be designed based upon the assumption that all of the proposed parking spaces and drive aisles are paved.
5. The applicant shall be responsible for stormwater management in compliance with Chapter 30 of the Coweta County Code of Ordinances. Each sub-basin must be analyzed at the point where it exits the development site. In addition, runoff reduction practices shall be implemented upstream of detention/retention ponds to minimize maintenance issues and to provide a treatment-train approach, as intended by the ordinance.

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, March 26, 2026**
- Final Decision with Board of Commissioners – **Tuesday, April 21, 2026**

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

c: Randall (Nick) Crawford



ZONING DATA

SITE AREA 15.68 ACRES
JURISDICTION COWETA COUNTY
ZONING M (INDUSTRIAL)
MAX IMPERVIOUS 90%
WATERSHED SEWELL MILL INTAKE BASIN
>7 MILE UPSTREAM OF INTAKE
ZONING BUFFERS 100' FROM RESIDENTIAL
PROPOSED USE OUTDOOR STORAGE
178 PARKING SPACES SHOWN,
CONFIGURATION AND COUNT MAY VARY.

BARCLIFT CONSULTING
Civil Engineering | Site Planning
404.771.0920
robert@barcliftconsulting.com
barcliftconsulting.com

STORE MY
TRUCK, LLC

SITE PLAN
498 TOMMY LEE COOK OUTDOOR STORAGE
498 TOMMY LEE COOK ROAD | COWETA COUNTY

PRELIMINARY
NOT FOR CONSTRUCTION

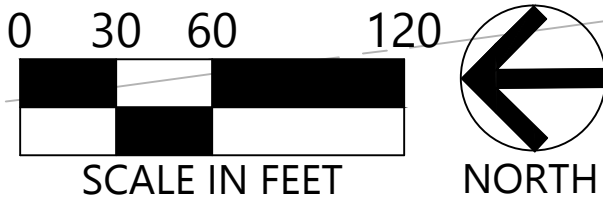
10/11/25

REVISION

October 21, 2025

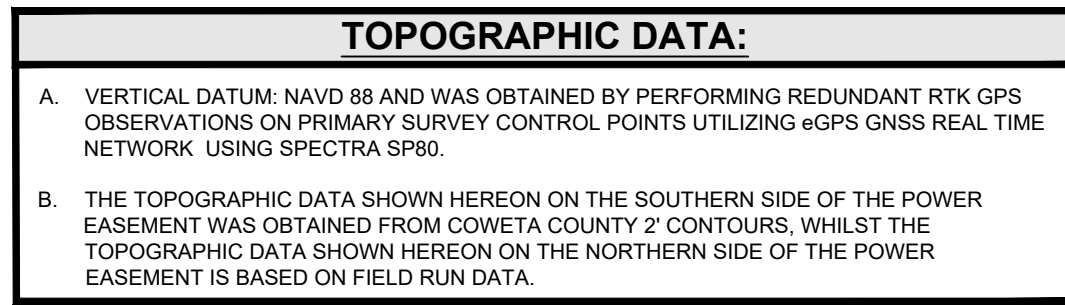
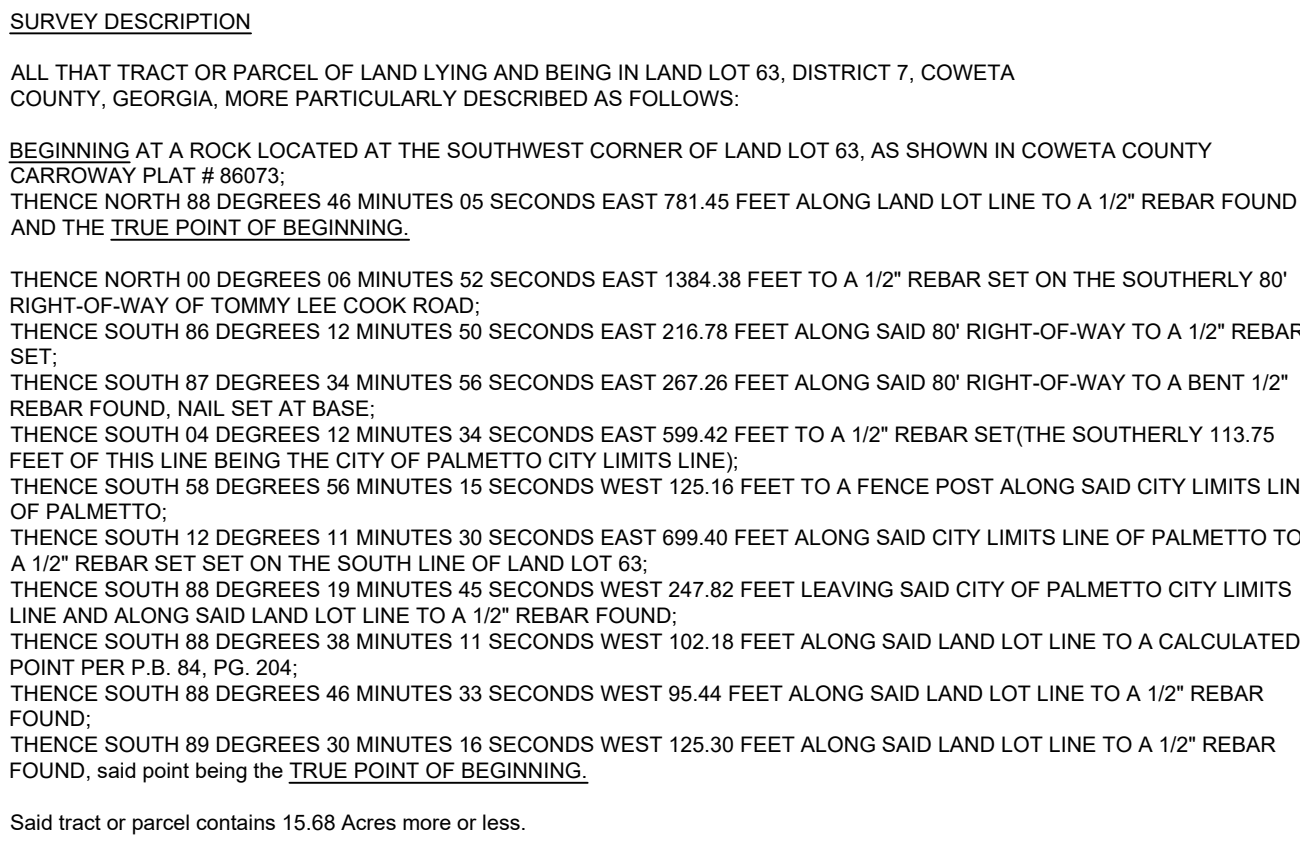
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Sheet Number



LINE LEGEND	
	STORM SEWER
	FIBER OPTIC
	OVERHEAD POWER
	MAJOR CONTOUR
	FENCE
	PROPERTY LINE
	CREEK CENTERLINE
	GUARDRAIL
	ADJOINING LOT LINE
	SANITARY SEWER
	WATER MAIN
	UNDERGROUND POWER
	GAS
	MINOR CONTOUR
	ROAD CENTERLINE
	LAND LOT LINE
	CRITICAL ROOT ZONE
	RIGHT OF WAY
	OVERHEAD UTILITY
	EASEMENT
	TELECOMMUNICATIONS

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UNDERGROUND POWER
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MINOR CONTOUR
OAD CENTERLINE
AND LOT LINE
CRITICAL ROOT ZONE
IGHT OF WAY
VERHEAD UTILITY
ASEMENT
ELECOMMUNICATIONS



TETRACEMENT BOUNDARY SURVEY WITH 2' CONTOUR OVERLAY FOR

RANDALL CRAWFORD

PROJECT NAME

498 TOMMY LEE COOK RD (CRAWFORD)

498 TOMMY LEE COOK ROAD
LAND LOT 63, 7 DISTRICT
COWETA COUNTY, GEORGIA

SCALE & NORTH ARROW:	
	
GRID NORTH, GEORGIA WEST ZONE	
SCALE: 1" = 100'	
SURVEY INFO:	
DRAWN BY:	MNA
REVIEWED BY:	CWR
JOB #:	PR250091.000
DATE:	8/22/25
SHEET NUMBER	
1 OF 1	

TRAFFIC IMPACT STUDY

Prepared For
COWETA COUNTY

**TOMMY LEE COOK ROAD TRUCK PARKING
MINOR IMPACT STUDY
COWETA COUNTY, GA**

January 23, 2026



Report Submitted: January 23, 2026

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Lumin8 Project No.:

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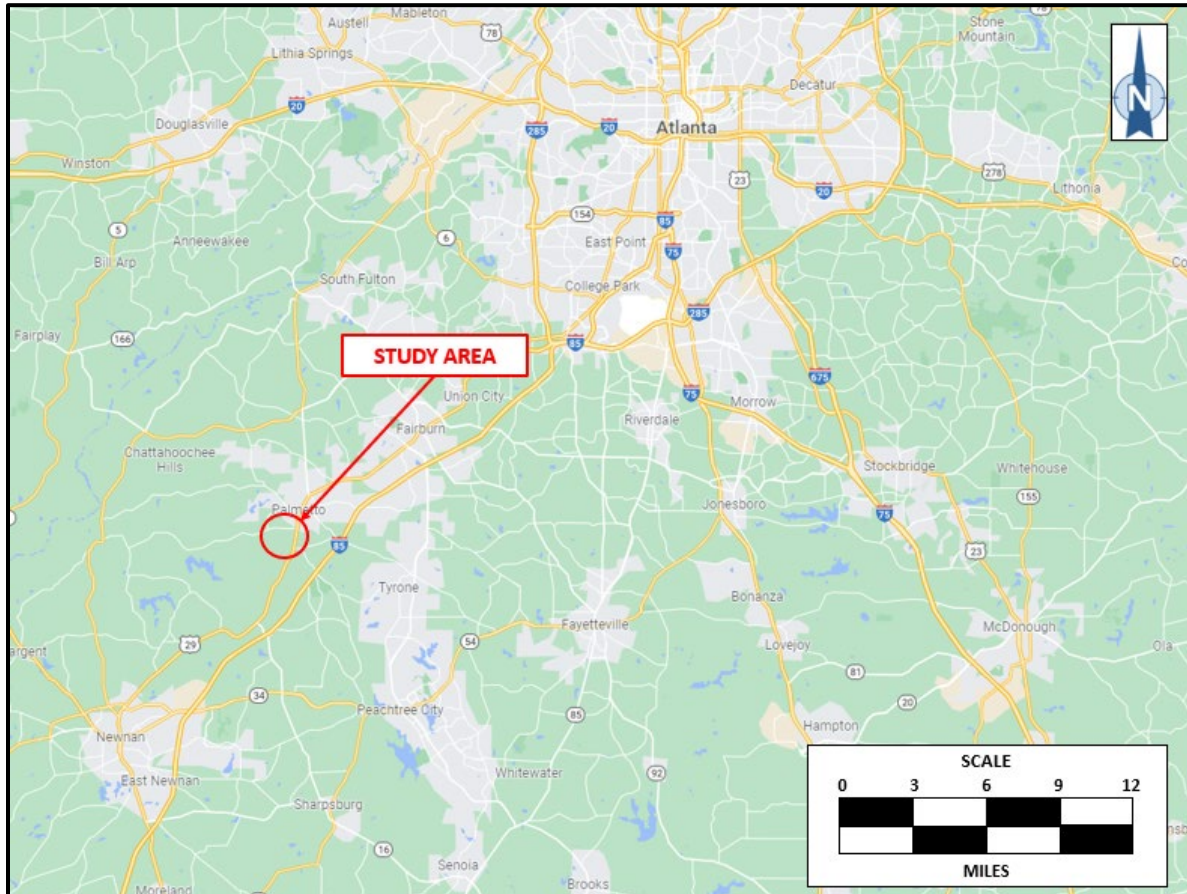
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INTRODUCTION

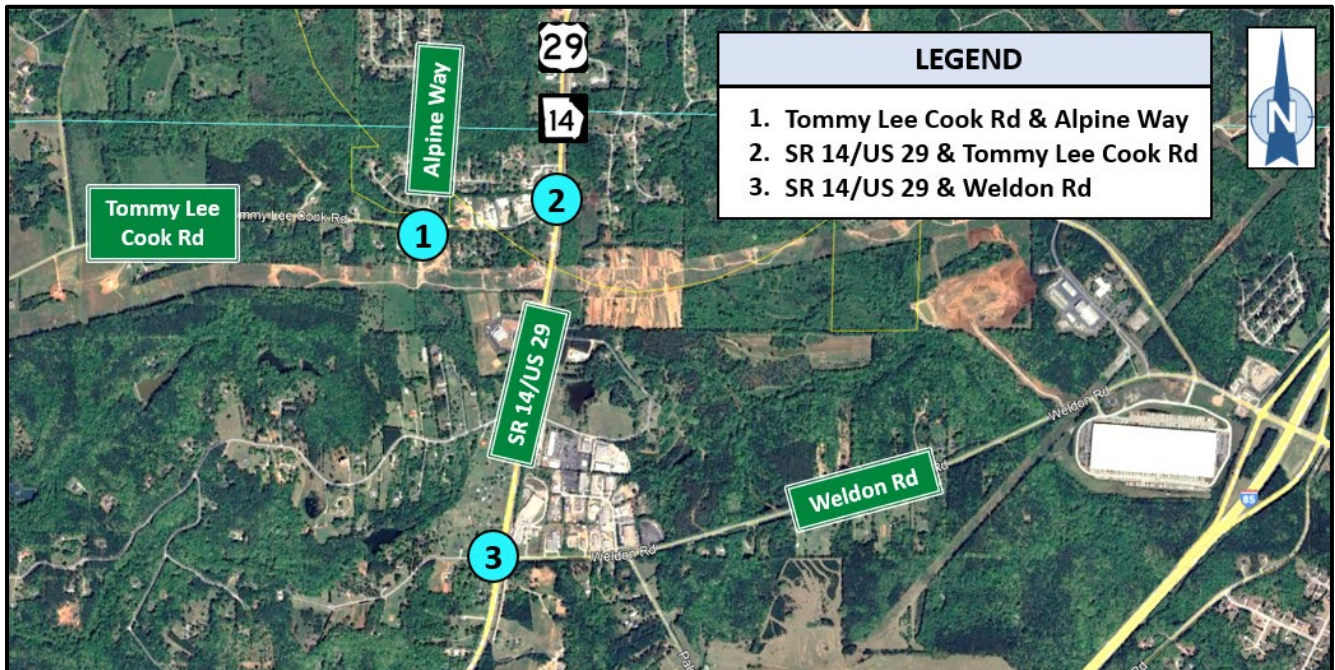
This study includes an analysis of the traffic related impacts for an outdoor truck parking facility that is proposed to be constructed on Tommy Lee Cook Road. The location for the development is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



The intersections included in the study are shown in Figure 2.

Figure 2: STUDY INTERSECTIONS MAP

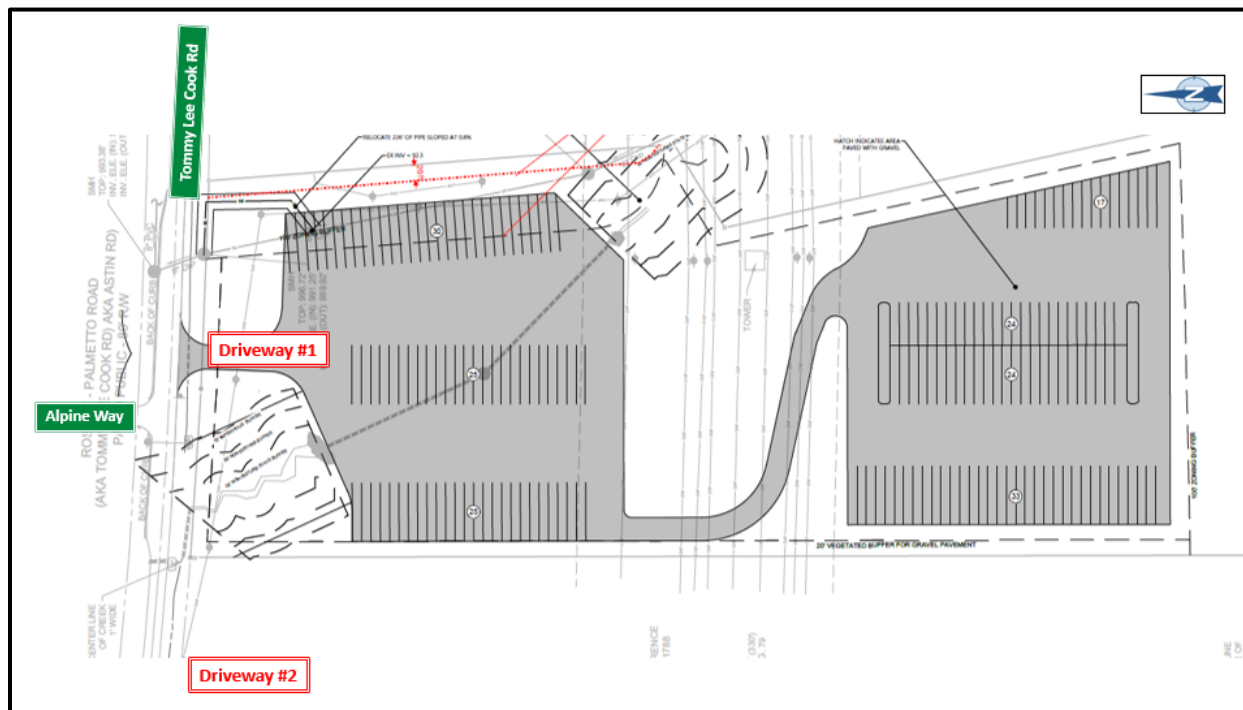


PROPOSED DEVELOPMENT

The proposed development is for an outdoor truck parking facility with two paved areas totaling 178 parking spaces. The site plan proposes a single full access driveway that intersects Tommy Lee Cook Road opposite Alpine Way. A second driveway not shown on the layout proposes a second full access driveway approximately 400 feet west of Alpine Way. The development is proposed to be open in 2026.

Figure 3 below illustrates the site plan of the proposed development. The site plan is also provided in Appendix A.

Figure 3: SITE PLAN



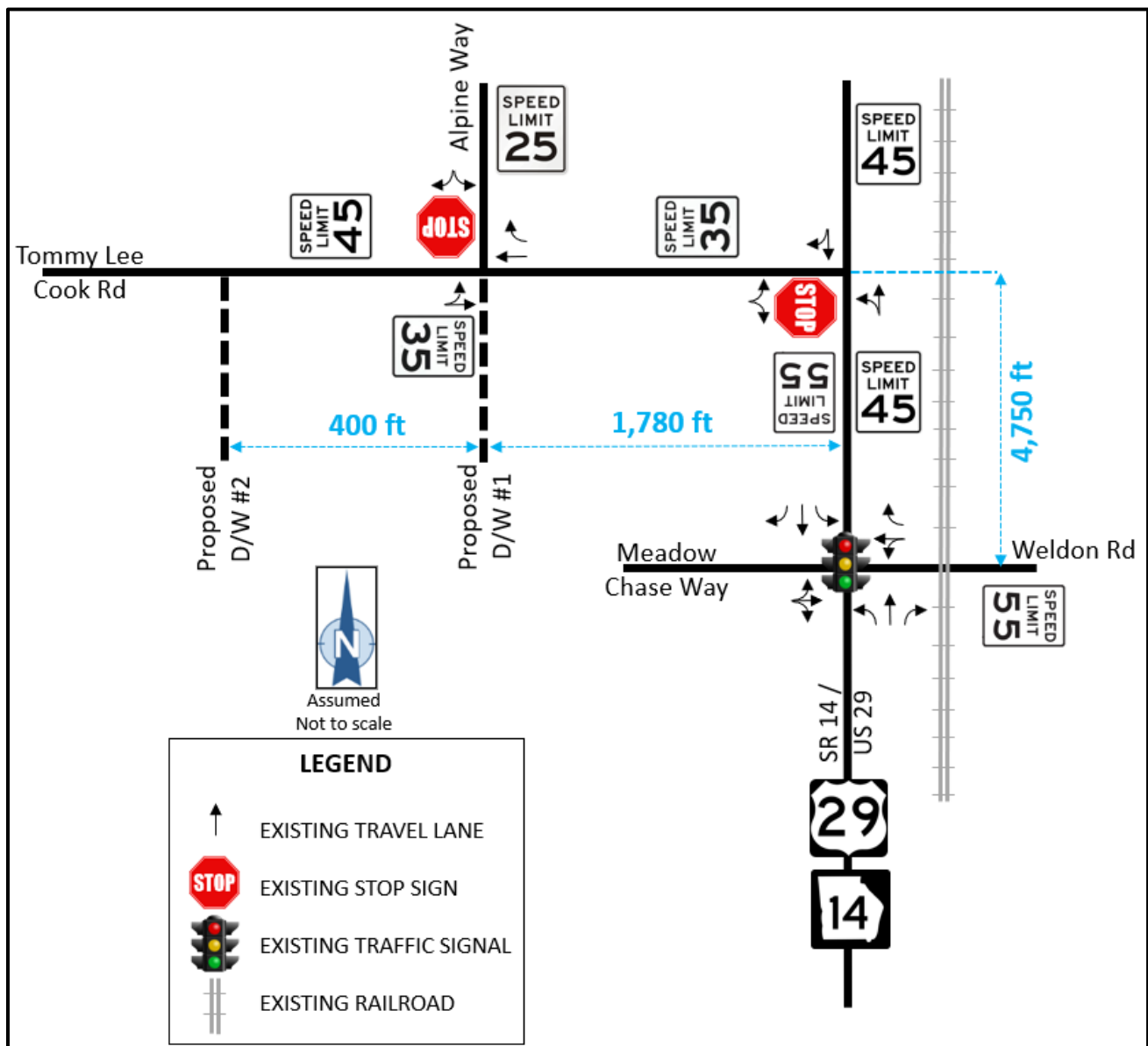
EXISTING CONDITIONS

An existing conditions inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes.

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 4 below.

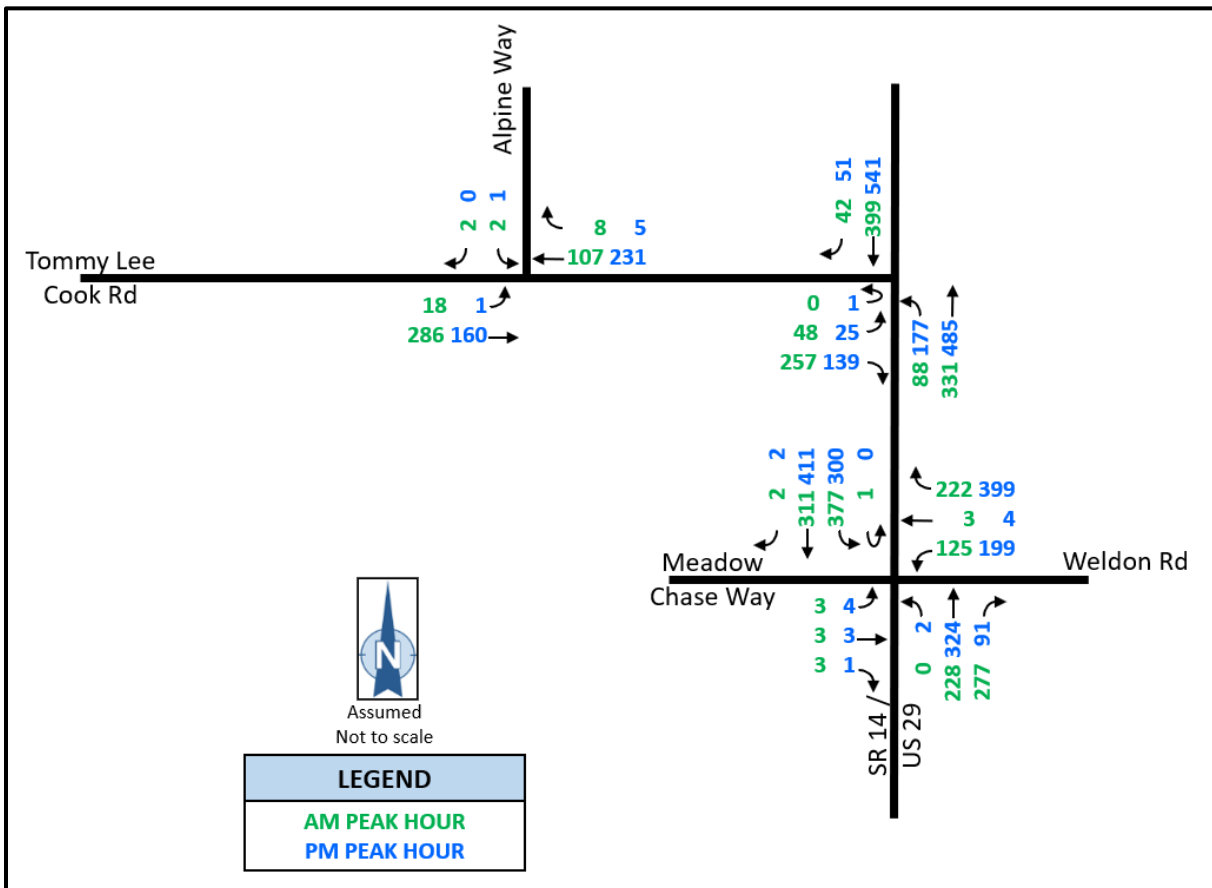
Figure 4: EXISTING CONDITIONS



EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, December 16, 2025 from 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM. The observed peak hours are 7:30 to 8:30 AM and 5:15 to 6:15 PM. Existing peak hour turning movement volumes are shown in Figure 5 below. The turning movement data is provided in Appendix B.

Figure 5: EXISTING TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

An Automatic Traffic Recorder (ATR) was placed on Tommy Lee Cook Road west of Alpine Way to collect bi-directional traffic data on December 16, 2025. The recorded daily volumes and truck percentages are shown in Figure 6 below. The ATR data is provided in Appendix C.

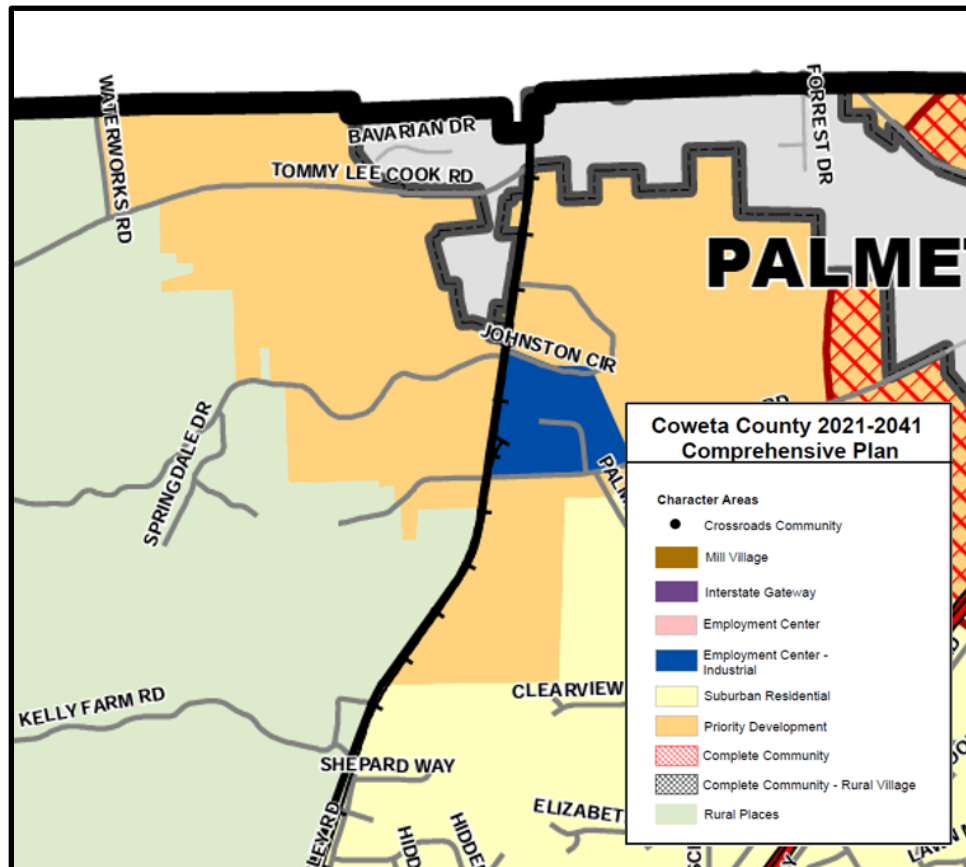
Figure 6: ATR DATA



Land-Use Category

Figure 7 below illustrates the Land-Use Category for the area for the proposed development. This information was found in the Coweta County 2041 Comprehensive Plan as a part of the Character Area Map.

Figure 7: LAND-USE CATEGORY

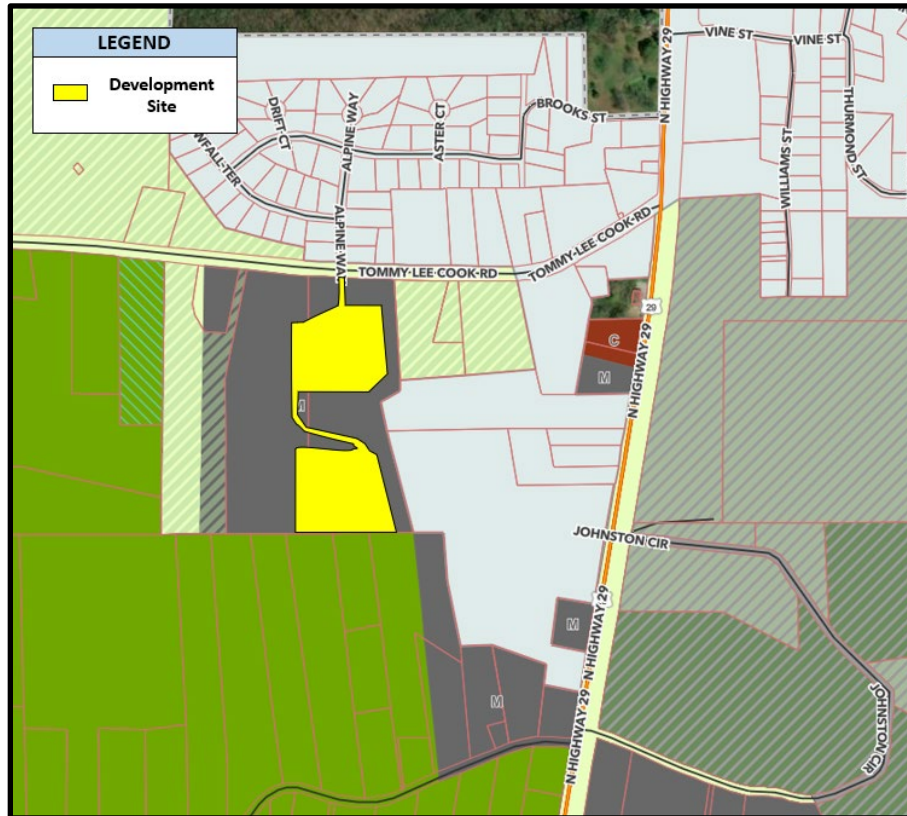


According to Figure 7, the area in which the development is located is categorized as a Priority Development.

Zoning District

Figure 8 below illustrates the Zoning District for the area of development. This information was found in the LDGS/Zoning Reference Map on the Coweta County website.

Figure 8: ZONING DISTRICT



According to Figure 8, the development is located is zoned “M”, Industrial District, according to the Coweta County Code of Ordinances.

TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Coweta County census data and historic trends from the nearby GDOT count stations.

CENSUS DATA

The projected census data from the Atlanta Regional Commission (ARC) for Coweta County in 2050 is shown in Table 1.

Table 1: CENSUS DATA: ARC COWETA COUNTY 2050 POPULATION FORECAST

COWETA COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2020	146,158	--	--
2050	220,225	50.7%	1.4%

Source: ARC population forecast Coweta County 2050

The data shows an increase of the population in Coweta County of 50.7%, or a yearly rate of 1.4%, between 2020-2050.

HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the study area. This data was used to establish historic growth rates in the area. Figure 9 below shows the count stations near the study area.

Figure 9: GDOT COUNT STATIONS



Table 2 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2010 through 2025.

Historic data reported by the GDOT for each of the count stations is provided in Appendix D.

Table 2: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 077-0217	GDOT Count Station 077-0310	GDOT Count Station 077-0421	GDOT Count Station 077-0423
2010	11516	7072	10762	-
2011	-	-	10004	-
2012	10892	-	-	-
2013	-	-	9155	-
2014	11115	7033	-	3494
2015	11800*	5810*	10022	3450*
2016	12804	6000*	9410*	3530*
2017	12000*	6350*	12492	3600*
2018	12153	8658	11100*	3613
2019	12765	8100*	10306	3610*
2020	11000*	7470*	8740*	3350*
2021	11800*	8070*	10437*	3560*
2022	13772*	10066*	11000*	4682*
2023	12400*	9080*	11612	4630*
2024	14198	10406	10500*	4806
2025	-	-	14506	-

Source: GDOT TADA Database System-

*Estimated counts or counts collected during COVID-19 pandemic not used in trend analysis.

TREND ANALYSIS

Figures 10 through 12, below and on the following pages, show graphs of the historic AADT as reported by the GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

Figure 10: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS

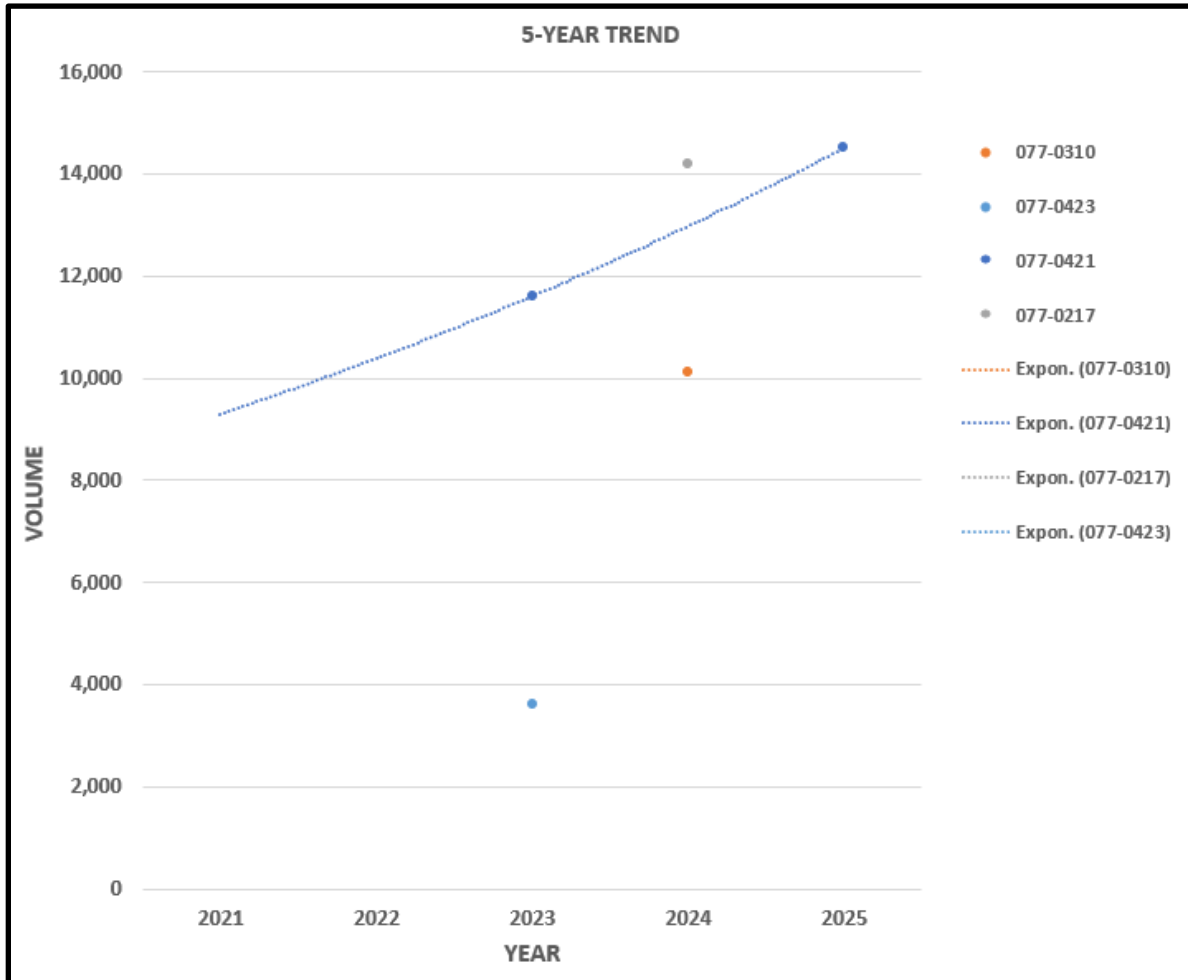


Figure 11: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS

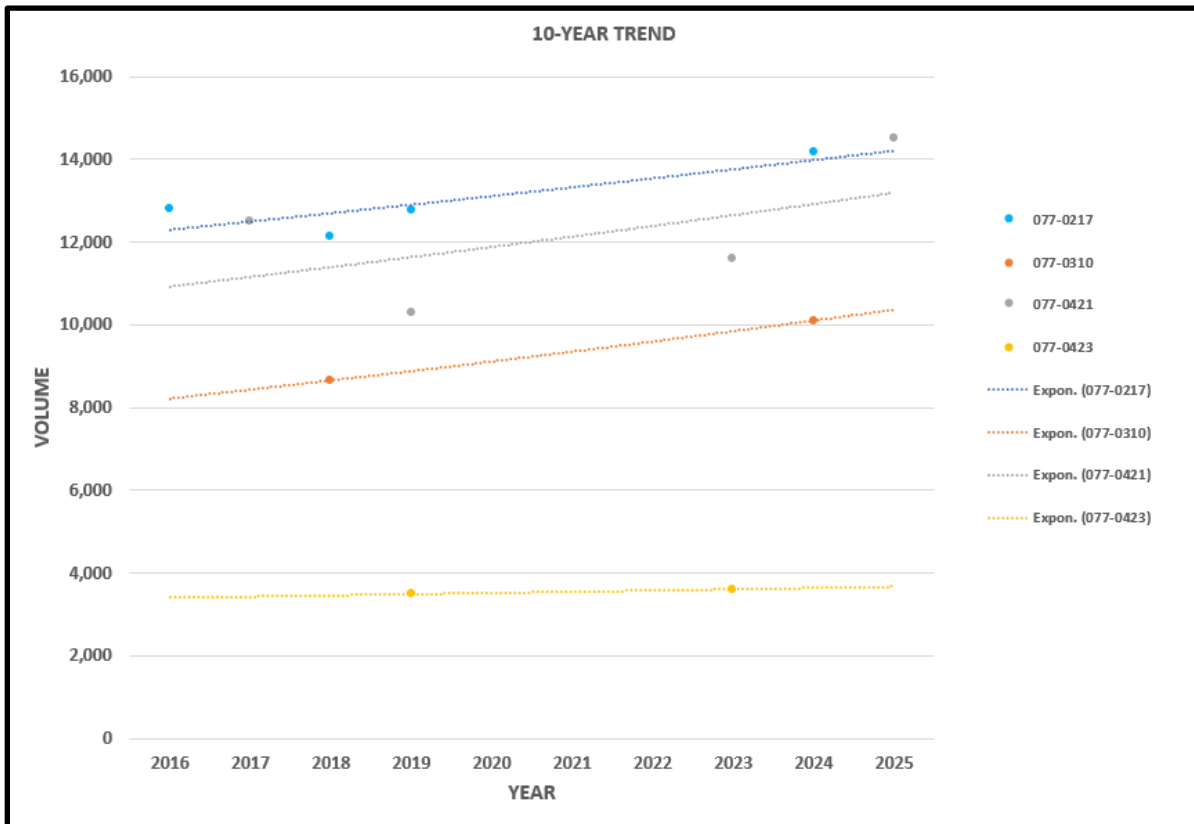
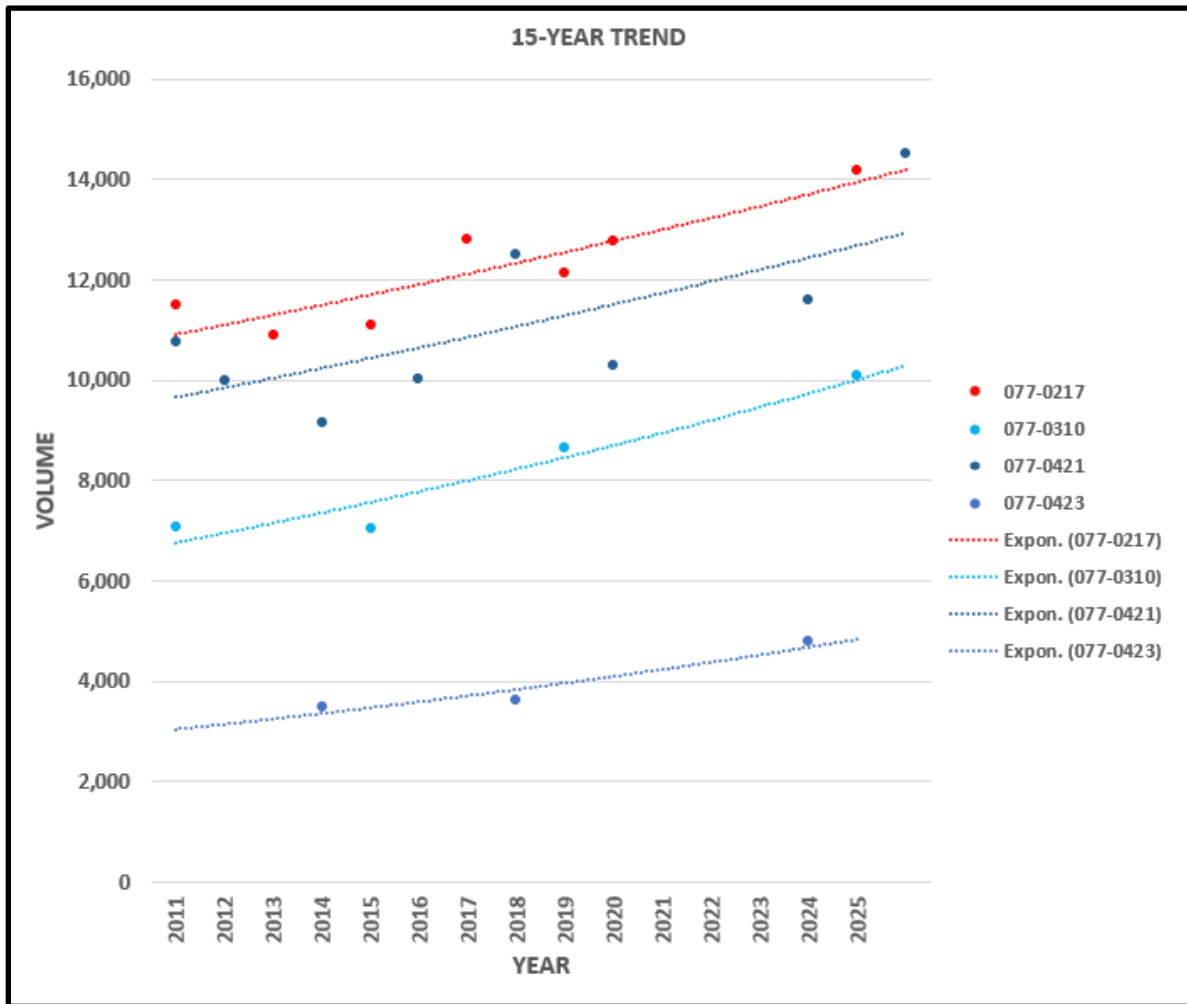


Figure 12: 15-YEAR TREND LINES FOR GDOT COUNT STATIONS



Growth rates were developed based on the 5-year, 10-year, and 15-year analyses of count station data shown above. Table 3 shows the resulting trend rates.

Table 3: TREND ANALYSIS FOR COUNT STATION DATA

GDOT Count Stations	5-year	10-year	15-year
077-0217	0.00%	1.04%	1.78%
077-0310	0.00%	1.56%	2.45%
077-0421	4.55%	1.51%	2.51%
077-0423	0.00%	2.89%	2.15%
Blended Trend Rates from Count Stations	1.60%	1.31%	2.21%

Note: Rates are calculated based on annual compounding.

GROWTH RATE

The ARC projects an annual population growth rate of 1.4% per year for Coweta County through 2050. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 1.60% for the past five years, 1.31% for the past ten years, and 2.21% for the past fifteen years.

Based on these rates and the surrounding area, the growth rate was established to be **1.5%** for the purpose of the study.

GROWTH FACTOR

A growth factor was established by applying the growth rates to the following equation, shown below:

$$\text{Growth Factor} = (1 + r)^n$$

Where:

r = growth rate

n = number of years

The volumes projections were calculated using the following values as ‘n’, taken as the time period between the 2025 Existing Year and each corresponding phase.

- Existing Year (2025) to Build Year (2026) – n=1

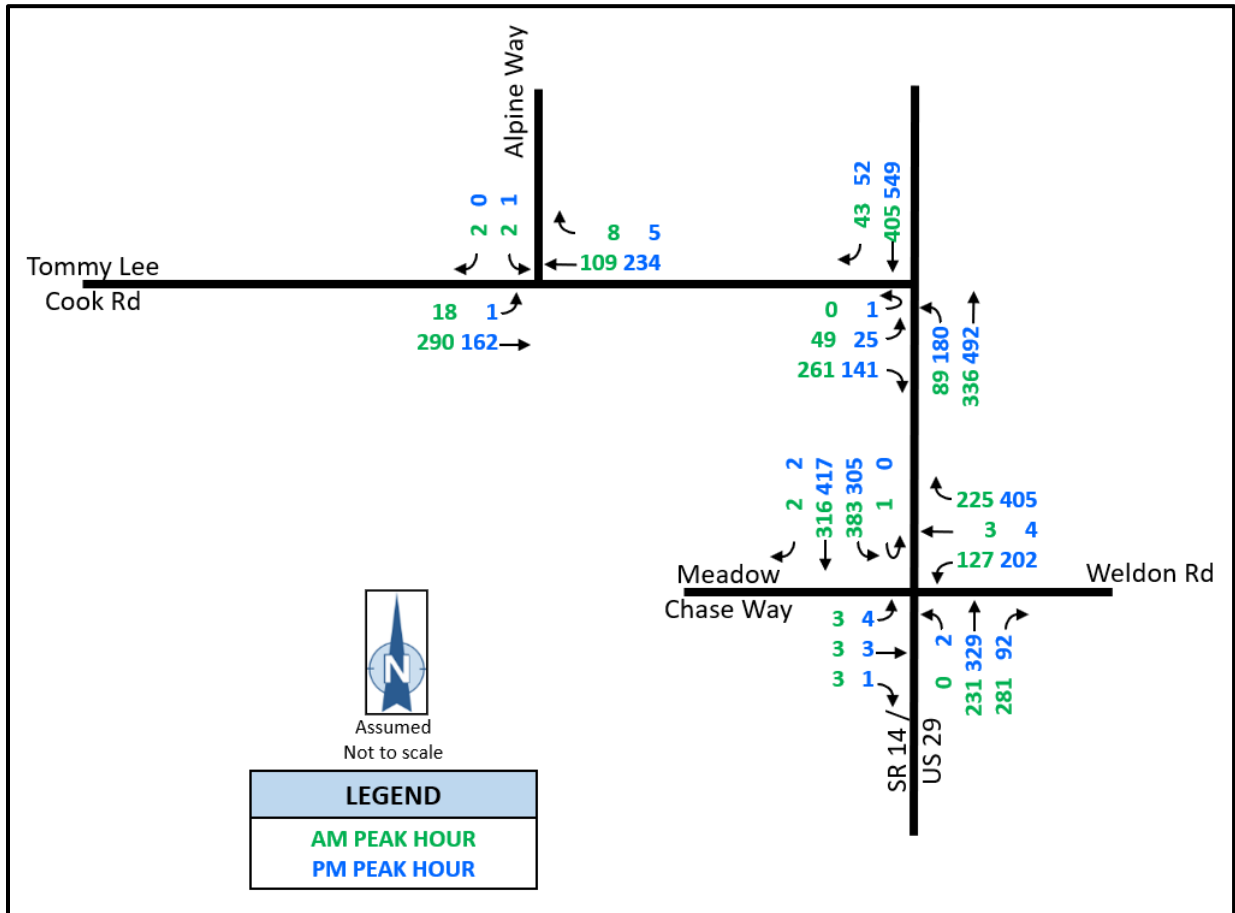
Growth factors are provided in Table 4.

Table 4: GROWTH FACTOR

PROJECTED YEAR
Build Year (2026)
1.015

Figure 13 on the following page shows the estimated background growth traffic volumes at the study intersections for the Build Year (2026).

Figure 13: PROJECTED 2026 BACKGROUND GROWTH VOLUMES



PROJECTED CONDITIONS

TRIP GENERATION

The trips generated by the developments were estimated using trip generation rates found in ITE's publication *Trip Generation*, 12th Edition. The trip generation publication contains multiple associated trip rates for the listed land use. The rate that resulted in the larger trip generation was used for this study. The trip generation can be seen below in Table 5. Trip generation data is provided in Appendix E.

Table 5: TRIP GENERATION

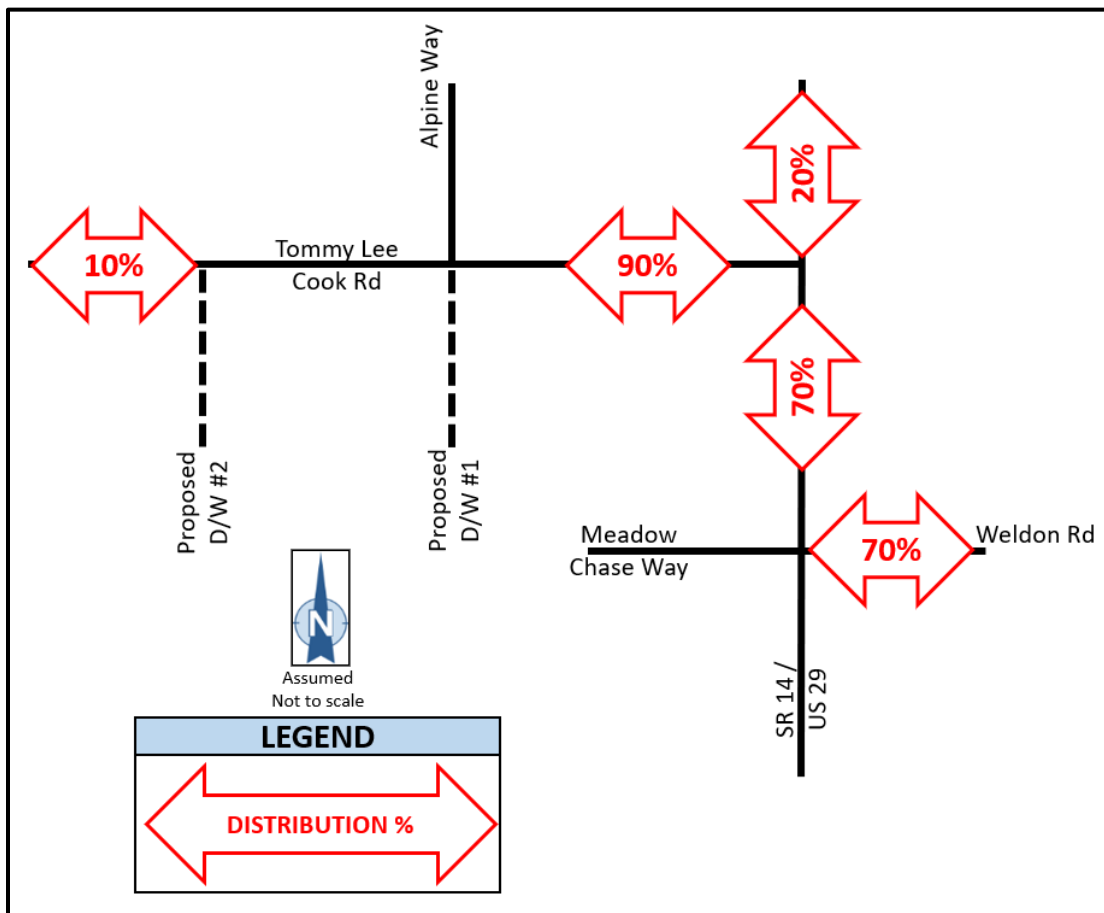
ITE CODE	DESCRIPTION	SIZE	DAILY 2-WAY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
035	Truck and Trailer Parking	178 Parking Spaces	126	4	3	7	3	4	7
ADJUSTED VOLUME (TOTAL NEW TRIPS)			126	4	3	7	3	4	7

TRIP DISTRIBUTION

In order to assign new trips to the street network, it was assumed that a majority of the generated truck trips would be traveling to/from I-85 via Weldon Road. The remainder of these trips were assumed to travel to/from the north via US 29/SR 14 to the north or Tommy Lee Cook Road to the west.

Figure 14 shows the resulting trip distribution pattern that was used to assign the new generated traffic for the development.

Figure 14: TRIP DISTRIBUTION



TRAFFIC ASSIGNMENT

The generated traffic was assigned to the road network based on weighted movements analyzed at the study intersections during the AM and PM Peak Hours. Table 6 shows how the assigned trips are expected to reach the development, according to the direction traveled.

Table 6: NEW TRIPS ASSIGNMENT

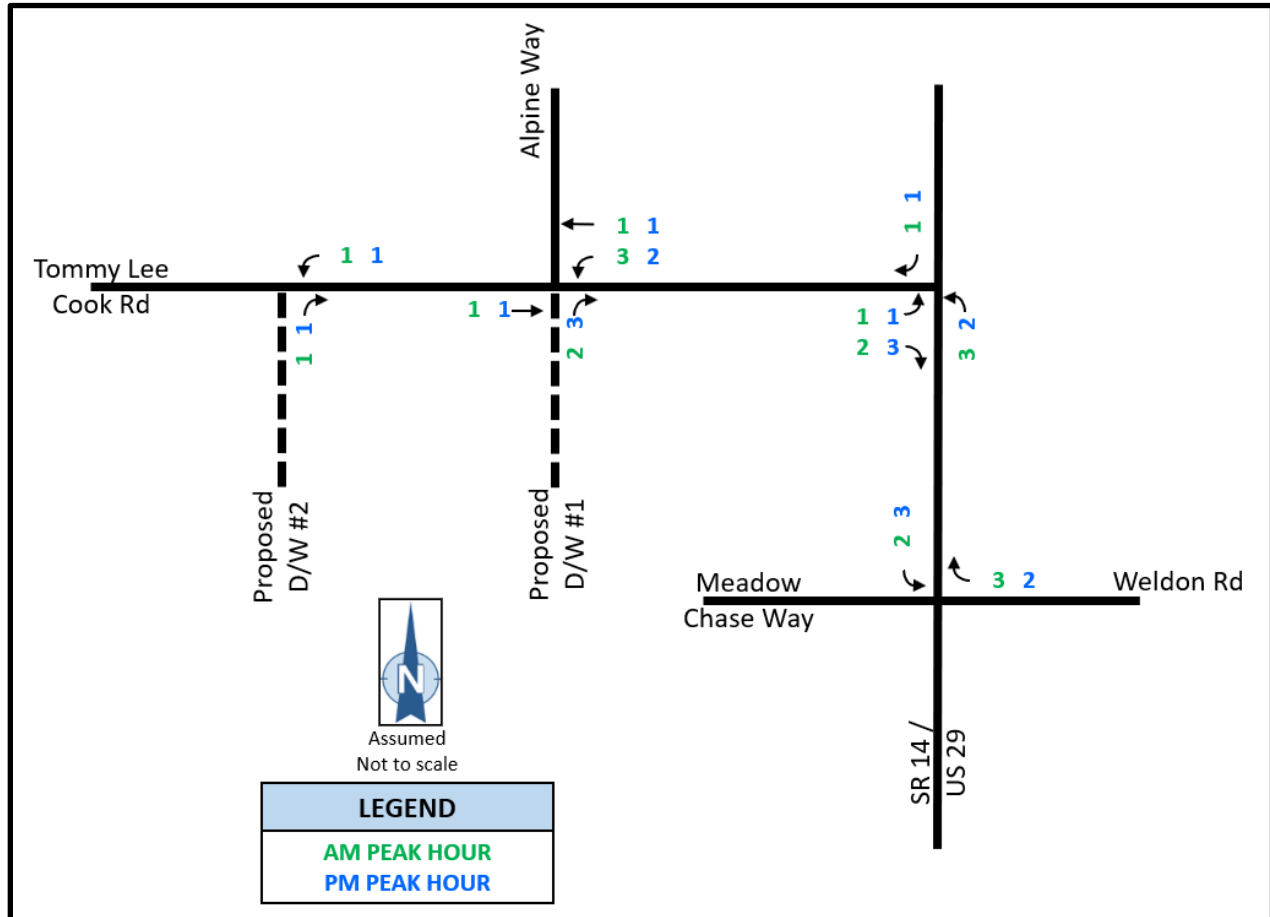
To & From	%	AM		PM	
		IN	OUT	IN	OUT
East on Weldon Rd	70	3	2	2	3
North on US 29/SR 14	20	1	1	1	1
West on Tommy Lee Cook Rd	10	0	0	0	0
Total Trips	100	4	3	3	4

It was assumed that 75% of the trips travelling to/from the east would use Driveway #1 and 25% would use Driveway #2, while 75% of the trips travelling to/from the west would use Driveway #2 and 25% would use Driveway #1.

New Trips

The generated new trips are shown in Figure 15. These trips were assigned in accordance with the distribution and assumptions listed on the previous pages.

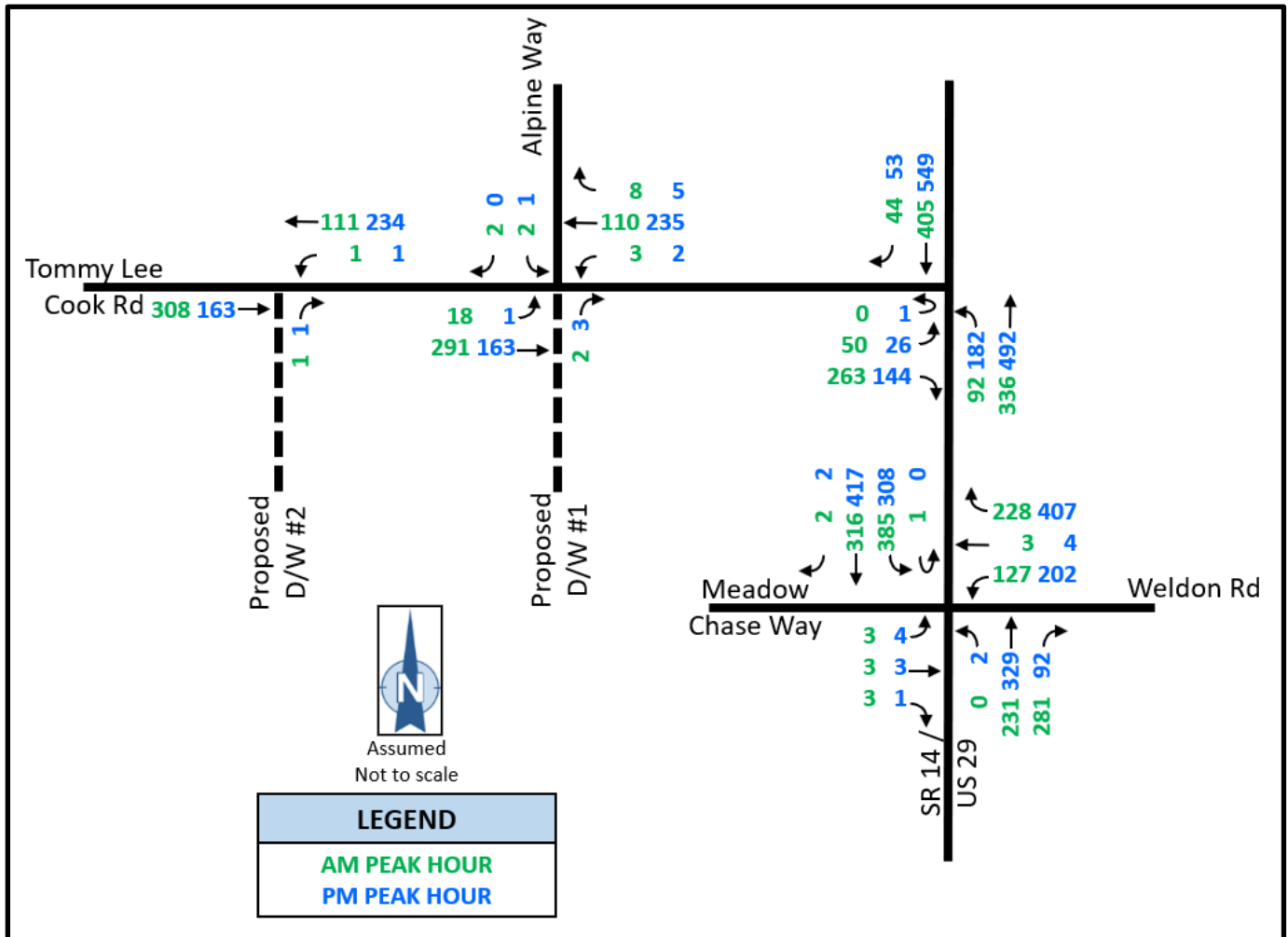
Figure 15: NEW TRIPS



Projected Peak Hour Traffic Volumes

In order to represent the Projected 2026 Build Volumes, the New Trips (Figure 15) were added to the Projected 2026 Background Growth Volumes (Figure 13). The Projected 2026 Build Volumes are shown in Figure 16.

Figure 16: PROJECTED 2026 BUILD VOLUMES



CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 7th Edition, and with the use of *Synchro 12* from Trafficware. HCM Level of Service (LOS) definitions are shown in Table 7.

Table 7: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 7th Edition

EXISTING CONDITIONS

The intersections were first evaluated under existing conditions and geometry. The results of the capacity analysis are summarized in Table 8 below. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for existing conditions can be found in Appendix F.

Table 8: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2025)	
		AM PEAK HOUR	PM PEAK HOUR
Tommy Lee Cook Rd @ Alpine Way	EBL/T	A (0.4)	-
	WBT	-	-
	WBR	-	-
	SBL/R	B (10.3)	B (11.0)
SR 14/US 29 @ Tommy Lee Cook Rd	EBL/R	D (25.8)	D (30.6)
	NBL/T	A (1.8)	A (2.6)
	SBT/R	-	-
SR 14/US 29 @ Weldon Rd /Meadow Chase Way	Signal	C (21.4)	D (49.4)

∴ A (0.0)

Capacity analysis results indicate that all the intersections operate at LOS ‘D’ or better during both peak hours under existing conditions.

Table 9 below shows the 95th percentile queue length in feet for the study intersections under Existing conditions.

Table 9: 95TH PERCENTILE QUEUE LENGTH (FT), EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2025)	
		AM PEAK HOUR	PM PEAK HOUR
Tommy Lee Cook Rd @ Alpine Way	EBL/T	0	0
	WBT	0	0
	WBR	0	0
	SBL/R	0	0
SR 14/US 29 @ Tommy Lee Cook Rd	EBL/R	120	80
	NBL/T	8	18
	SBT/R	0	0
SR 14/US 29 @ Weldon Rd /Meadow Chase Way	EBL/T/R	5	8
	WBL/T	155	253
	WBR	253	738
	NBL	0	0
	NBT	158	255
	NBR	0	0
	SBL	175	168
	SBT	123	253
	SBR	0	0

XXX: Queue exceeds 300 feet

25 ft = 1 car

PROJECTED NO-BUILD CONDITIONS

The intersections were evaluated under projected No-Build conditions, with projected geometry and 2026 background growth volumes. The results of the capacity analysis are summarized in Table 10 below. Capacity analysis reports for projected No-Build conditions can be found in Appendix G.

Table 10: CAPACITY ANALYSIS RESULTS, NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	BASE YEAR (2026)	
		AM PEAK HOUR	PM PEAK HOUR
Tommy Lee Cook Rd @ Alpine Way	EBL/T	A (0.4)	-
	WBT	-	-
	WBR	-	-
	SBL/R	B (10.3)	B (11.1)
SR 14/US 29 @ Tommy Lee Cook Rd	EBL/R	D (27.3)	D (32.2)
	NBL/T	A (1.8)	A (2.6)
	SBT/R	-	-
SR 14/US 29 @ Weldon Rd /Meadow Chase Way	Signal	C (21.7)	D (51.0)

∴ A (0.0)

Capacity analysis results indicate that all the intersections are projected to operate at LOS ‘D’ or better during both peak hours under projected No-Build conditions.

Table 11 below shows the 95th percentile queue length in feet for the study intersections under projected No-Build conditions.

Table 11: 95TH PERCENTILE QUEUE LENGTH (FT), NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	BASE YEAR (2026)	
		AM PEAK HOUR	PM PEAK HOUR
Tommy Lee Cook Rd @ Alpine Way	EBL/T	0	0
	WBT	0	0
	WBR	0	0
	SBL/R	0	0
SR 14/US 29 @ Tommy Lee Cook Rd	EBL/R	128	85
	NBL/T	8	18
	SBT/R	0	0
SR 14/US 29 @ Weldon Rd /Meadow Chase Way	EBL/T/R	5	8
	WBL/T	160	258
	WBR	258	763
	NBL	0	0
	NBT	163	260
	NBR	0	0
	SBL	183	173
	SBT	128	255
	SBR	0	0

XXX: Queue exceeds 300 feet

25 ft = 1 car

PROJECTED BUILD CONDITIONS

The intersections were evaluated under projected Build conditions, with projected geometry and projected 2026 Build volumes. The results of the capacity analysis are summarized in Table 11 below. Capacity analysis reports for projected build conditions can be found in Appendix H.

Table 11: CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS

INTERSECTION	MOVEMENT	BASE YEAR (2026)	
		AM PEAK HOUR	PM PEAK HOUR
Tommy Lee Cook Rd @ Alpine Way / Driveway #1	EBL/T/R	A (0.4)	-
	WBL/T	A (9.3)	A (8.7)
	WBR	-	-
	NBL/T/R	B (11.7)	B (10.4)
	SBL/T/R	B (10.7)	B (11.7)
SR 14/US 29 @ Tommy Lee Cook Rd	EBL/R	D (28.1)	D (34.7)
	NBL/T	A (1.9)	A (2.6)
	SBT/R	-	-
SR 14/US 29 @ Weldon Rd /Meadow Chase Way	Signal	C (21.9)	D (51.6)
Tommy Lee Cook Rd @ Driveway #2	EBT/R	-	-
	WBL/T	A (0.1)	-
	NBL/R	B (11.8)	B (10.4)

- = A (0.0)

Capacity analysis results indicate that all the intersections are projected to operate at LOS ‘D’ or better during both peak hours under projected Build conditions.

Table 13 below shows the 95th percentile queue length in feet for the study intersections under projected Build conditions.

Table 13: 95TH PERCENTILE QUEUE LENGTH (FT), BUILD CONDITIONS

INTERSECTION	MOVEMENT	BASE YEAR (2026)	
		AM PEAK HOUR	PM PEAK HOUR
Tommy Lee Cook Rd @ Alpine Way / Driveway #1	EBL/T/R	0	0
	WBL/T	0	0
	WBR	0	0
	NBL/T/R	0	0
	SBL/T/R	0	0
SR 14/US 29 @ Tommy Lee Cook Rd	EBL/R	133	95
	NBL/T	8	20
	SBT/R	0	0
SR 14/US 29 @ Weldon Rd /Meadow Chase Way	EBL/T/R	5	8
	WBL/T	160	258
	WBR	263	770
	NBL	0	0
	NBT	163	260
	NBR	0	0
	SBL	183	175
	SBT	128	255
	SBR	0	0
Tommy Lee Cook Rd @ Driveway #2	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0

XXX: Queue exceeds 300 feet

25 ft = 1 car

ROADWAY CAPACITY

The purpose of this section is to determine how the truck parking development will affect the capacity of the surrounding roadways. Figure 17 illustrates the volumes used for this analysis. US 29 and Weldon Road both are listed as Minor Arterial, while Tommy Lee Cook Road is a Major Collector.

FIGURE 17: ROADWAY CAPACITY TABLE

State Two-Way Arterials						Freeways					
Unsignalized (Uninterrupted Flow)						Group I (w/in urban area 500,000+ w/in 5 miles of CBD)					
Lanes	Level of Service					Lanes	Level of Service				
/Divided	A	B	C	D	E		A	B	C	D	E
2/undivided	8,900	13,900	18,900	24,800	33,100	4	21,200	34,300	51,500	66,200	81,700
4/divided	21,500	35,800	50,100	60,100	71,600	6	32,600	52,700	79,000	101,600	125,400
6/divided	32,200	53,700	75,200	90,200	107,400	8	44,500	71,800	107,800	138,600	171,100
						10	55,600	89,800	134,700	173,200	213,800
						12	65,200	105,400	158,100	203,200	250,900
Interrupted Flow						Group II (w/in urban area 500,000+ not included in Group I)					
Class I (> 2 signalized intersections per mile)						Level of Service					
Lanes	Level of Service					Lanes	A	B	C	D	E
/Divided	A**	B	C	D***	E***						
2/undivided	N/A	10,800	15,600	16,600	16,600	4	20,900	32,800	49,200	62,600	74,500
4/divided	N/A	23,500	33,200	35,000	35,000	6	32,100	50,400	75,600	96,200	114,500
6/divided	N/A	35,800	49,900	52,500	52,500	8	43,800	68,800	103,200	131,300	156,300
8/divided	N/A	45,300	61,400	64,400	64,400	10	54,700	86,000	129,000	164,200	195,400
						12	64,100	100,800	151,200	192,400	229,100
Class II (2-4.5 signalized intersections per mile)						Non-State Roadways (Major City/County Roads)					
Lanes	Level of Service					Level of Service					
/Divided	A**	B**	C	D	E	Lanes	A**	B**	C	D	E
2/undivided	N/A	N/A	9,300	14,300	16,200	2/undivided	N/A	N/A	8,600	14,600	16,000
4/divided	N/A	N/A	22,900	32,500	34,300	4/divided	N/A	N/A	19,800	31,700	33,900
6/divided	N/A	N/A	35,500	48,900	51,700	6/divided	N/A	N/A	30,800	47,800	51,000
8/divided	N/A	N/A	44,700	60,100	63,400						
Class III (> 4.5 signalized intersections per mile but not in CBD)						Other Signalized Roadways (Signalized Intersection Analysis)					
Lanes	Level of Service					Level of Service					
/Divided	A**	B**	C	D	E	Lanes	A**	B**	C	D	E
2/undivided	N/A	N/A	3,300	12,100	15,800	2/undivided	N/A	N/A	4,800	10,900	11,900
4/divided	N/A	N/A	7,800	27,800	33,600	4/divided	N/A	N/A	11,600	23,800	25,400
6/divided	N/A	N/A	12,100	43,300	50,500						
8/divided	N/A	N/A	15,300	54,200	62,100						
Class IV (> 4.5 signalized intersections per mile within CBD)						Adjustments (Divided/Undivided)					
Lanes	Level of Service					(After corresponding two-way volumes by indicated percentage)					
/Divided	A**	B**	C	D	E	Left Turn			Adjustment		
2/undivided	N/A	N/A	3,700	13,800	15,300	Lanes	Median	Bays	Factor		
4/divided	N/A	N/A	8,900	29,900	32,600	2	divided	Yes	+5%		
6/divided	N/A	N/A	14,000	45,500	49,000	2	undivided	No	-20%		
8/divided	N/A	N/A	17,500	56,200	60,100	Multi	undivided	Yes	-5%		
						Multi	undivided	No	-25%		
* This table is based on the 1997 Highway Capacity Manual and data generated by the Florida DOT. For the purposes of GRTA review this table can be used for Level of Service Analysis in Section 2.2.						One-Way					
** Cannot be achieved.						(After corresponding two-way volumes by indicated percentage)					
*** Volumes are comparable because intersection capacities have been reached.						One-Way	Equivalent	Adjustment			
						Lanes	2-Way Lanes	Factor			
						2	4	-40%			
						3	6	-40%			
						4	8	-40%			
						5	8	-25%			

CLASSIFICATION LEGEND

- TOMMY LEE COOK RD / WELDON RD
- SR 14/US 29

According to Figure 16 the roadway capacity at LOS 'D' for the study roadways are as follows:

- Tommy Lee Cook Rd & Weldon Rd – 14,600 - 20% adjustment factor = 11,680 vehicles per day
- SR 14/US 29 – 16,600 – 20% adjustment factor = 13,280 vehicles per day

Table 14 illustrates the percentage of the current roadway capacity compared to the LOS ‘D’ standard, as well as how the Bledsoe Road development volumes compare.

Table 14: ROADWAY CAPACITY							
INTERSECTION	AADT CAPACITY	EXISTING		2026 BACKGROUND		TOMMY LEE COOK RD DEVELOPMENT	
		VOLUME	%	VOLUME	%	VOLUME	%
Tommy Lee Cook Rd	11,680	4,577	39.2%	4,646	39.8%	114	1.0%
Weldon Rd		10,562*	90.4%	10,721	91.8%	88	0.8%
SR 14/US 29	13,280	14,411*	108.5%	14,627	110.1%	88	0.7%

*: Existing volume based on 2024 AADT count station data grown to the year 2025.

Table 14 demonstrates that the Tommy Lee Cook Road development will have little impact on the existing roadway facilities.

CONCLUSIONS

- This study includes an analysis of the traffic related impacts for an outdoor truck parking facility with two paved areas totaling 178 parking spaces that is proposed to be constructed on Tommy Lee Cook Road. The development is proposed to be opened by 2026.
- The site plan proposes a single full access driveway that intersects Tommy Lee Cook Road opposite Alpine Way. A second driveway not shown on the layout proposes a second full access driveway approximately 400 feet west of Alpine Way.
- Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, December 16, 2025 from 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM. The observed peak hours are 7:30 to 8:30 AM and 5:15 to 6:15 PM.
- An Automatic Traffic Recorder (ATR) was placed on Tommy Lee Cook Road to collect bi-directional traffic data on Tuesday, December 16, 2025. Bi-directional ATR data was collected to record daily volumes and truck percentages.
 - Tommy Lee Cook Road: daily volume of 4,577 vehicles per day, and average truck percentage of 4.4%
- The development is in a “Priority Development” Land Use Category.
- The development is in the ‘M’ Zoning District that is listed as an Industrial District.
- Based on census data, GDOT count station data, and the area, an annual growth rate of 1.5% was established for the study.
- The development is projected to generate 126 total daily trips (63 entering and exiting).
 - The AM peak hour produces 7 total trips (4 entering, 3 exiting).
 - The PM peak hour produces 7 total trips (3 entering, 4 exiting).
- Capacity analysis results under Existing conditions indicate that all the intersections operate at LOS ‘D’ or better during both peak hours.
- Capacity analysis results under projected No-Build conditions indicate that all the intersections are projected to operate at LOS ‘D’ or better during both peak hours.
- Capacity analysis results under projected Build conditions indicate that all the intersections are projected to operate at LOS ‘D’ or better during both peak hours.
- The estimated 2026 background growth daily volume is approximately:
 - 39.8% of the total capacity of Tommy Lee Cook Road
 - 91.8% of the total capacity of Weldon Road
 - 110.1% of the total capacity of SR 14/US 29

- The development is expected to take up approximately:
 - 1.0% of the available capacity on Tommy Lee Cook Road
 - 0.8% of the available capacity on Weldon Road
 - 0.7% of the available capacity on SR 14/US 29

APPENDICES

SITE PLAN	A
TURNING MOVEMENT DATA	B
ATR DATA	C
GDOT COUNT STATION DATA	D
TRIP GENERATION DATA	E
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS	F
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS	G
CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS	H

APPENDIX A

SITE PLAN





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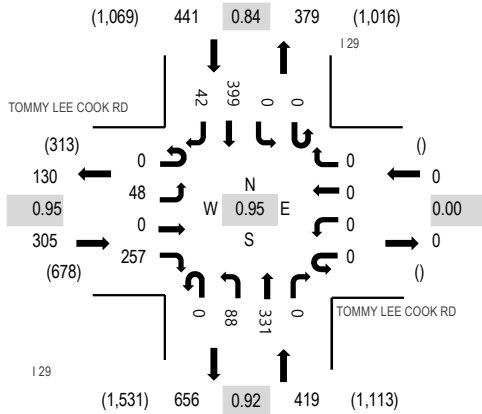
Location: 2 I 29 & TOMMY LEE COOK RD AM

Date: Tuesday, December 16, 2025

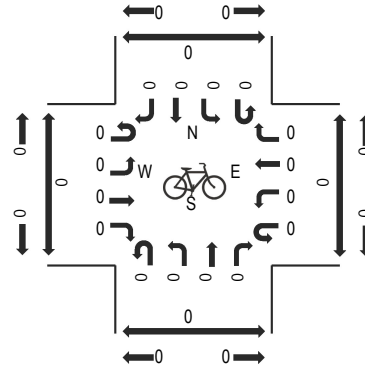
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

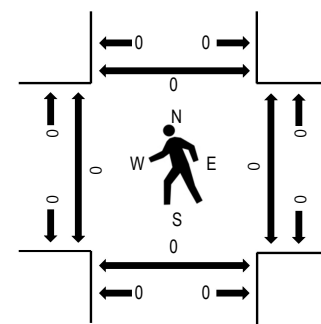
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TOMMY LEE COOK RD Eastbound				TOMMY LEE COOK RD Westbound				I 29 Northbound				I 29 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	7	0	31	0	0	0	0	0	7	57	0	0	0	45	2	149	717	0	0	0	0
6:15 AM	0	8	0	30	0	0	0	0	0	9	55	0	0	0	45	2	149	786	0	0	0	0
6:30 AM	0	10	0	42	0	0	0	0	0	14	69	0	0	0	56	8	199	882	0	0	0	0
6:45 AM	0	10	0	26	0	0	0	0	0	17	92	0	0	0	66	9	220	989	0	0	0	0
7:00 AM	0	18	0	43	0	0	0	0	0	13	51	0	0	0	86	7	218	1,047	0	0	0	0
7:15 AM	0	9	0	51	0	0	0	0	0	14	74	0	0	0	91	6	245	1,119	0	0	0	0
7:30 AM	0	13	0	64	0	0	0	0	0	17	80	0	0	0	120	12	306	1,165	0	0	0	0
7:45 AM	0	17	0	62	0	0	0	0	0	21	75	0	0	0	97	6	278	1,126	0	0	0	0
8:00 AM	0	12	0	68	0	0	0	0	0	20	84	0	0	0	96	10	290	1,096	0	0	0	0
8:15 AM	0	6	0	63	0	0	0	0	0	30	92	0	0	0	86	14	291		0	0	0	0
8:30 AM	0	4	0	44	0	0	0	0	0	30	92	0	0	0	86	11	267		0	0	0	0
8:45 AM	0	6	0	34	0	0	0	0	0	25	75	0	0	0	99	9	248		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	1	0	0	0	0	0	1	16	0	0	0	23	1	45
Lights	0	38	0	247	0	0	0	0	0	83	300	0	0	0	360	33	1,061
Mediums	0	7	0	9	0	0	0	0	0	4	15	0	0	0	16	8	59
Total	0	48	0	257	0	0	0	0	0	88	331	0	0	0	399	42	1,165

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.6%				0.0%				8.6%				10.9%			8.9%
Heavy Vehicle %	0.0%	20.8%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	5.7%	9.4%	0.0%	0.0%	0.0%	9.8%	21.4%	8.9%
Peak Hour Factor		0.95				0.00				0.92				0.84			0.95
Peak Hour Factor	0.00	0.79	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.88	0.93	0.00	0.00	0.00	0.84	0.79	0.95



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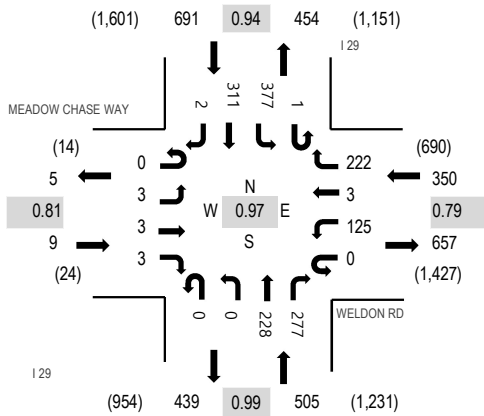
Location: 3 I 29 & WELDON RD AM

Date: Tuesday, December 16, 2025

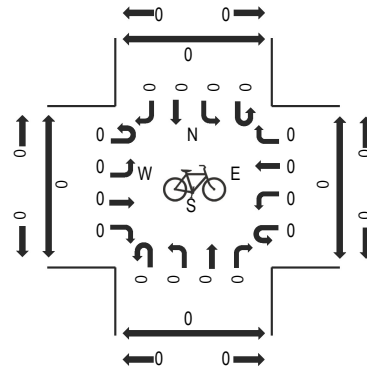
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

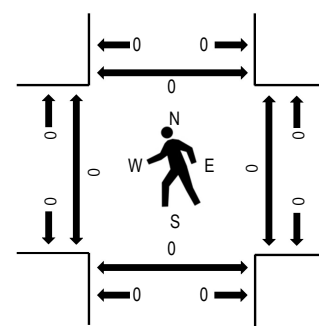
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MEADOW CHASE WAY Eastbound				WELDON RD Westbound				I 29 Northbound				I 29 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	0	0	3	0	20	0	0	49	26	0	34	36	0	168	833	0	0	0	0
6:15 AM	0	0	0	0	0	5	0	9	0	0	46	33	1	39	39	0	172	918	0	0	0	0
6:30 AM	0	0	2	0	0	3	1	25	0	0	63	46	0	62	46	0	248	1,058	0	0	0	0
6:45 AM	0	0	2	0	0	9	0	41	0	1	60	33	0	54	43	2	245	1,211	0	0	0	0
7:00 AM	0	2	0	0	0	13	0	24	0	1	39	39	0	71	64	0	253	1,352	0	0	0	0
7:15 AM	0	2	1	1	0	16	2	40	0	1	57	42	0	92	58	0	312	1,466	0	0	0	0
7:30 AM	0	1	2	1	0	34	0	56	0	0	50	73	0	92	92	0	401	1,555	0	0	0	0
7:45 AM	0	1	1	1	0	29	1	54	0	0	48	80	1	96	74	0	386	1,461	0	0	0	0
8:00 AM	0	1	0	1	0	19	1	45	0	0	68	59	0	103	68	2	367	1,361	0	0	0	0
8:15 AM	0	0	0	0	0	43	1	67	0	0	62	65	0	86	77	0	401		0	0	0	0
8:30 AM	0	1	2	1	0	19	1	58	0	0	66	37	0	59	63	0	307		0	0	0	0
8:45 AM	0	0	1	0	0	15	0	36	0	0	58	29	0	66	81	0	286		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	7	0	0	8	3	0	7	17	0	44
Lights	0	2	3	3	0	100	2	204	0	0	212	265	1	360	279	1	1,432
Mediums	0	1	0	0	0	23	1	11	0	0	8	9	0	10	15	1	79
Total	0	3	3	3	0	125	3	222	0	0	228	277	1	377	311	2	1,555

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		11.1%				12.6%				5.5%				7.2%			7.9%
Heavy Vehicle %	0.0%	33.3%	0.0%	0.0%	0.0%	20.0%	33.3%	8.1%	0.0%	0.0%	7.0%	4.3%	0.0%	4.5%	10.3%	50.0%	7.9%
Peak Hour Factor		0.81				0.79				0.99				0.94			0.97
Peak Hour Factor	0.00	0.75	0.63	1.00	0.00	0.73	0.50	0.84	0.00	0.75	0.93	0.87	0.25	0.93	0.85	0.25	0.97



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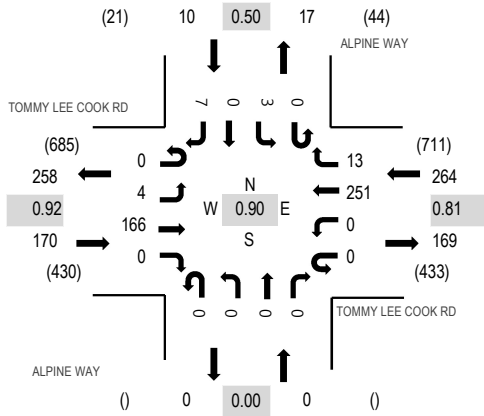
Location: 1 ALPINE WAY & TOMMY LEE COOK RD PM

Date: Tuesday, December 16, 2025

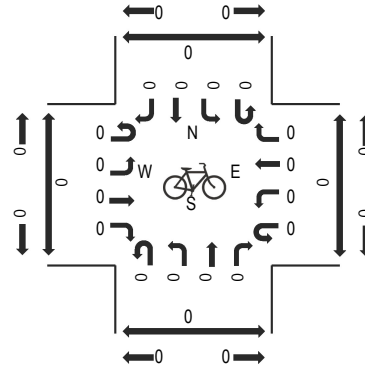
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

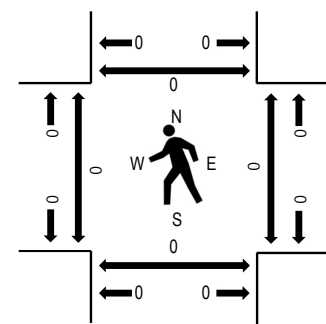
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TOMMY LEE COOK RD Eastbound				TOMMY LEE COOK RD Westbound				ALPINE WAY Northbound				ALPINE WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	38	0	0	0	69	3	0	0	0	0	0	4	0	0	114	422	0	0	0	0
4:15 PM	0	1	36	0	0	0	50	4	0	0	0	0	0	0	0	2	93	418	0	0	0	0
4:30 PM	0	1	28	0	0	0	55	6	0	0	0	0	0	1	0	0	91	430	0	0	0	0
4:45 PM	0	4	30	0	0	0	75	8	0	0	0	0	0	2	0	5	124	444	0	0	0	0
5:00 PM	0	0	45	0	0	0	59	3	0	0	0	0	0	1	0	2	110	408	0	0	0	0
5:15 PM	0	0	45	0	0	0	58	2	0	0	0	0	0	0	0	0	105	398	0	0	0	0
5:30 PM	0	0	46	0	0	0	59	0	0	0	0	0	0	0	0	0	105	399	0	0	0	0
5:45 PM	0	0	31	0	0	0	54	2	0	0	0	0	0	1	0	0	88	368	0	0	0	0
6:00 PM	0	1	38	0	0	0	60	1	0	0	0	0	0	0	0	0	100	332	0	0	0	0
6:15 PM	0	0	35	0	0	0	67	3	0	0	0	0	0	1	0	0	106		0	0	0	0
6:30 PM	0	0	32	0	0	0	38	3	0	0	0	0	0	1	0	0	74		0	0	0	0
6:45 PM	0	1	18	0	0	0	31	1	0	0	0	0	0	0	0	1	52		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	165	0	0	0	248	13	0	0	0	0	0	3	0	6	439
Mediums	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	5
Total	0	4	166	0	0	0	251	13	0	0	0	0	0	3	0	7	444

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.6%				1.1%				0.0%				10.0%				1.1%
Heavy Vehicle %	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%		1.1%
Peak Hour Factor	0.92				0.81				0.00				0.50				0.90
Peak Hour Factor	0.00	0.38	0.91	0.00	0.00	0.00	0.84	0.66	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.45	0.90



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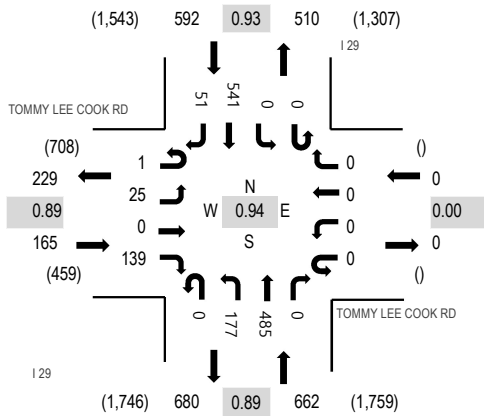
Location: 2 I 29 & TOMMY LEE COOK RD PM

Date: Tuesday, December 16, 2025

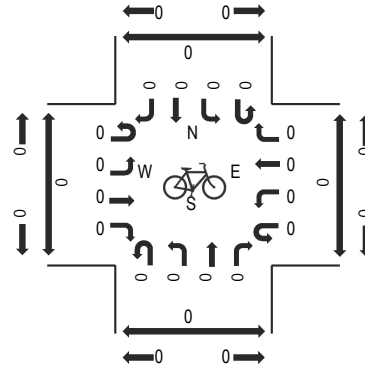
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 06:00 PM - 06:15 PM

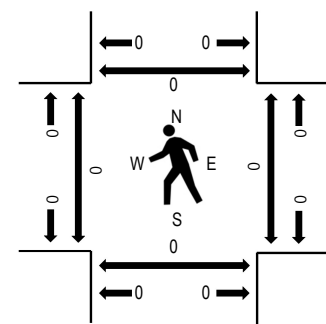
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TOMMY LEE COOK RD Eastbound				TOMMY LEE COOK RD Westbound				I 29 Northbound				I 29 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	0	31	0	0	0	0	0	52	107	0	0	0	96	18	312	1,257	0	0	0	0
4:15 PM	0	10	0	31	0	0	0	0	0	41	92	0	0	0	113	9	296	1,282	0	0	0	0
4:30 PM	0	7	0	27	0	0	0	0	0	37	113	0	0	0	108	26	318	1,350	0	0	0	0
4:45 PM	1	9	0	27	0	0	0	0	0	53	100	0	0	0	115	26	331	1,350	0	0	0	0
5:00 PM	0	6	0	44	0	0	0	0	0	55	104	0	0	0	111	17	337	1,380	0	0	0	0
5:15 PM	0	7	0	38	0	0	0	0	0	41	127	0	0	0	133	18	364	1,419	0	0	0	0
5:30 PM	0	11	0	34	0	0	0	0	0	45	92	0	0	0	125	11	318	1,381	0	0	0	0
5:45 PM	0	6	0	25	0	0	0	0	0	46	125	0	0	0	148	11	361	1,295	0	0	0	0
6:00 PM	1	1	0	42	0	0	0	0	0	45	141	0	0	0	135	11	376	1,124	0	0	0	0
6:15 PM	0	3	0	34	0	0	0	0	0	59	94	0	0	0	123	13	326		0	0	0	0
6:30 PM	0	3	0	29	0	0	0	0	0	31	69	0	0	0	90	10	232		0	0	0	0
6:45 PM	0	4	0	20	0	0	0	0	0	22	68	0	0	0	67	9	190		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	9	0	0	0	14	0	23
Lights	1	25	0	138	0	0	0	0	0	177	469	0	0	0	516	50	1,376
Mediums	0	0	0	1	0	0	0	0	0	0	7	0	0	0	11	1	20
Total	1	25	0	139	0	0	0	0	0	177	485	0	0	0	541	51	1,419

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.6%				0.0%				2.4%				4.4%				3.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	4.6%	2.0%	3.0%
Peak Hour Factor	0.89				0.00				0.89				0.93				0.94
Peak Hour Factor	0.25	0.85	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.83	0.86	0.00	0.00	0.00	0.91	0.84	0.94



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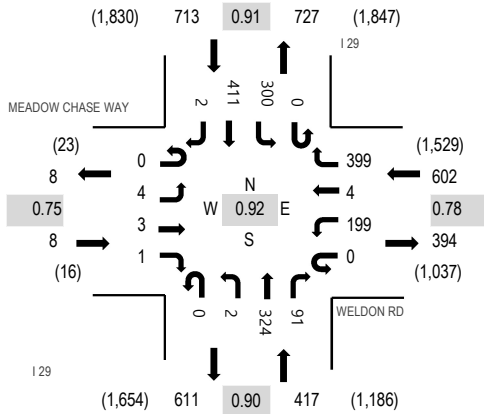
Location: 3 I 29 & WELDON RD PM

Date: Tuesday, December 16, 2025

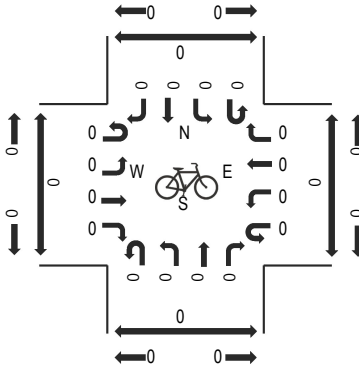
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

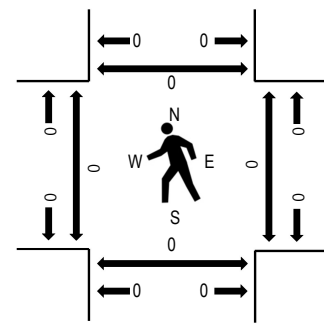
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MEADOW CHASE WAY Eastbound				WELDON RD Westbound				I 29 Northbound				I 29 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	67	1	88	0	1	70	22	0	53	81	2	385	1,547	0	0	0	0
4:15 PM	0	0	0	1	0	57	1	72	0	0	66	22	0	48	96	0	363	1,572	0	0	0	0
4:30 PM	0	2	0	1	0	52	0	78	0	1	81	29	0	55	81	1	381	1,680	0	0	0	0
4:45 PM	0	0	1	1	0	58	0	86	0	0	77	42	0	67	85	1	418	1,692	0	0	0	0
5:00 PM	0	0	1	0	0	51	3	80	0	0	86	30	0	67	92	0	410	1,699	0	0	0	0
5:15 PM	0	1	2	0	0	70	1	69	0	1	99	33	0	81	114	0	471	1,740	0	0	0	0
5:30 PM	0	0	0	0	0	51	2	79	0	0	70	29	0	69	93	0	393	1,616	0	0	0	0
5:45 PM	0	0	0	0	0	43	1	94	0	1	90	19	0	77	99	1	425	1,503	0	0	0	0
6:00 PM	0	3	1	1	0	35	0	157	0	0	65	10	0	73	105	1	451	1,315	0	0	0	0
6:15 PM	0	0	0	0	0	28	0	61	0	0	71	22	0	65	100	0	347		0	0	0	0
6:30 PM	0	1	0	0	0	29	0	49	0	1	62	15	0	51	69	3	280		0	0	0	0
6:45 PM	0	0	0	0	0	31	0	35	0	0	55	16	0	37	63	0	237		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	5	0	0	4	0	0	4	9	0	22
Lights	0	4	3	1	0	198	4	390	0	2	317	90	0	292	394	2	1,697
Mediums	0	0	0	0	0	1	0	4	0	0	3	1	0	4	8	0	21
Total	0	4	3	1	0	199	4	399	0	2	324	91	0	300	411	2	1,740

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				1.7%				1.9%				3.5%				2.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	2.3%	0.0%	0.0%	2.2%	1.1%	0.0%	2.7%	4.1%	0.0%	2.5%
Peak Hour Factor	0.75				0.78				0.90				0.91				0.92
Peak Hour Factor	0.00	0.33	0.50	0.75	0.00	0.87	0.58	0.64	0.00	0.50	0.87	0.80	0.00	0.93	0.90	0.42	0.92

APPENDIX C

ATR DATA



Vehicle Classification Report - Hourly

Site Description: Tommy Lee Cook Rd

Site Number: 1

Start Date: 12/16/2025

End Date: 12/16/2025

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Eastbound	2303	0	1684	518	15	61	16	1	0	8	0	0	0	0
Percent	100.0%	0.0%	73.1%	22.5%	0.7%	2.6%	0.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%
Westbound	2274	0	1648	523	20	64	14	0	0	5	0	0	0	0
Percent	100.0%	0.0%	72.5%	23.0%	0.9%	2.8%	0.6%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Total	4577	0	3332	1041	35	125	30	1	0	13	0	0	0	0
Percent	100.0%	0.0%	72.8%	22.7%	0.8%	2.7%	0.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%

Site Description: Tommy Lee Cook Rd
 Site Number: 1
 Start Date: 12/16/2025
 End Date: 12/16/2025

Vehicle Classification Report (Eastbound - 12/16/2025)

Tuesday	Total	Eastbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12/16/25														
12:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
3:00 AM	14	0	9	5	0	0	0	0	0	0	0	0	0	0
4:00 AM	42	0	29	13	0	0	0	0	0	0	0	0	0	0
5:00 AM	101	0	68	31	0	2	0	0	0	0	0	0	0	0
6:00 AM	166	0	113	47	1	4	0	0	0	1	0	0	0	0
7:00 AM	277	0	203	59	1	8	4	1	0	1	0	0	0	0
8:00 AM	208	0	165	39	2	1	1	0	0	0	0	0	0	0
9:00 AM	132	0	105	20	4	2	1	0	0	0	0	0	0	0
10:00 AM	120	0	80	34	0	4	2	0	0	0	0	0	0	0
11:00 AM	128	0	82	38	0	6	2	0	0	0	0	0	0	0
12:00 PM	140	0	97	34	1	6	0	0	0	2	0	0	0	0
1:00 PM	112	0	76	30	2	2	2	0	0	0	0	0	0	0
2:00 PM	123	0	90	27	0	3	2	0	0	1	0	0	0	0
3:00 PM	149	0	99	40	3	6	0	0	0	1	0	0	0	0
4:00 PM	140	0	105	23	1	8	2	0	0	1	0	0	0	0
5:00 PM	168	0	128	35	0	4	0	0	0	1	0	0	0	0
6:00 PM	131	0	106	25	0	0	0	0	0	0	0	0	0	0
7:00 PM	48	0	42	4	0	2	0	0	0	0	0	0	0	0
8:00 PM	37	0	30	4	0	3	0	0	0	0	0	0	0	0
9:00 PM	22	0	21	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	26	0	20	6	0	0	0	0	0	0	0	0	0	0
11:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	651	0	481	145	4	13	5	1	0	2	0	0	0	0
3:00 PM - 6:00 PM	457	0	332	98	4	18	2	0	0	3	0	0	0	0
6:00 AM - 7:00 PM	1994	0	1449	451	15	54	16	1	0	8	0	0	0	0
12:00 AM - 12:00 AM	2303	0	1684	518	15	61	16	1	0	8	0	0	0	0
Percent	100%	0.0%	73.1%	22.5%	0.7%	2.6%	0.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%

Site Description: Tommy Lee Cook Rd
 Site Number: 1
 Start Date: 12/16/2025
 End Date: 12/16/2025

Vehicle Classification Report (Westbound - 12/16/2025)

Tuesday	Total	Westbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
12/16/25														
12:00 AM	10	0	7	2	1	0	0	0	0	0	0	0	0	0
1:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	46	0	28	16	0	2	0	0	0	0	0	0	0	0
7:00 AM	76	0	52	16	3	4	1	0	0	0	0	0	0	0
8:00 AM	118	0	70	37	4	5	2	0	0	0	0	0	0	0
9:00 AM	97	0	63	29	1	3	0	0	0	1	0	0	0	0
10:00 AM	111	0	76	32	0	3	0	0	0	0	0	0	0	0
11:00 AM	104	0	72	25	2	4	1	0	0	0	0	0	0	0
12:00 PM	122	0	85	34	1	1	1	0	0	0	0	0	0	0
1:00 PM	152	0	100	39	3	6	1	0	0	3	0	0	0	0
2:00 PM	150	0	108	33	0	8	1	0	0	0	0	0	0	0
3:00 PM	220	0	167	43	0	7	2	0	0	1	0	0	0	0
4:00 PM	249	0	166	67	4	9	3	0	0	0	0	0	0	0
5:00 PM	235	0	172	58	0	4	1	0	0	0	0	0	0	0
6:00 PM	197	0	156	35	0	6	0	0	0	0	0	0	0	0
7:00 PM	119	0	100	18	0	1	0	0	0	0	0	0	0	0
8:00 PM	104	0	88	15	0	1	0	0	0	0	0	0	0	0
9:00 PM	73	0	60	12	0	0	1	0	0	0	0	0	0	0
10:00 PM	52	0	44	7	1	0	0	0	0	0	0	0	0	0
11:00 PM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	240	0	150	69	7	11	3	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	704	0	505	168	4	20	6	0	0	1	0	0	0	0
6:00 AM - 7:00 PM	1877	0	1315	464	18	62	13	0	0	5	0	0	0	0
12:00 AM - 12:00 AM	2274	0	1648	523	20	64	14	0	0	5	0	0	0	0
Percent	100%	0.0%	72.5%	23.0%	0.9%	2.8%	0.6%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%

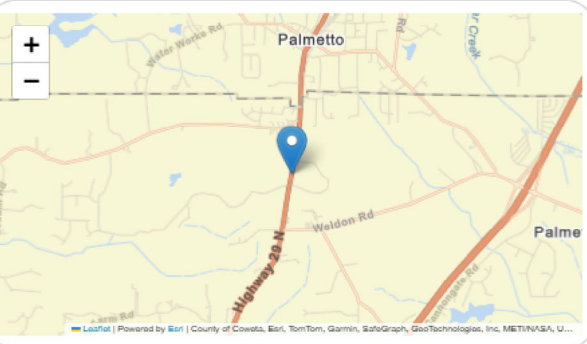
APPENDIX D

GDOT COUNT STATION DATA



0000077_0217 - 077-0217 - CRX 098000LCR0552R
County: Coweta
Route number: 00001400
LRS section: 0771001400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.50191501, -84.67224668

Site Data

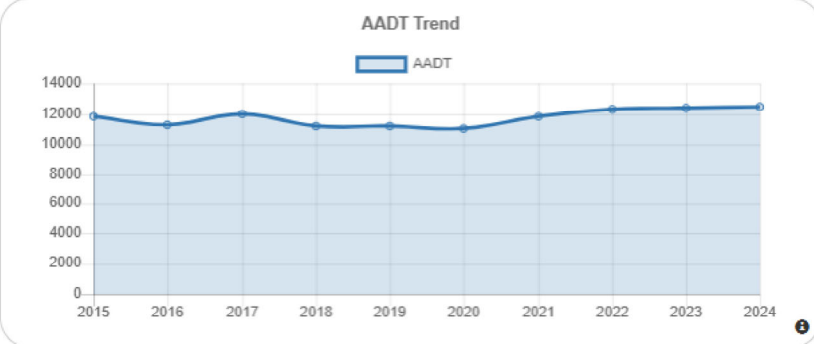
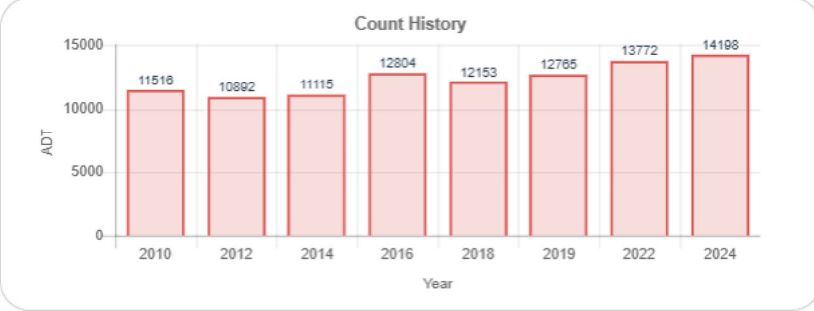
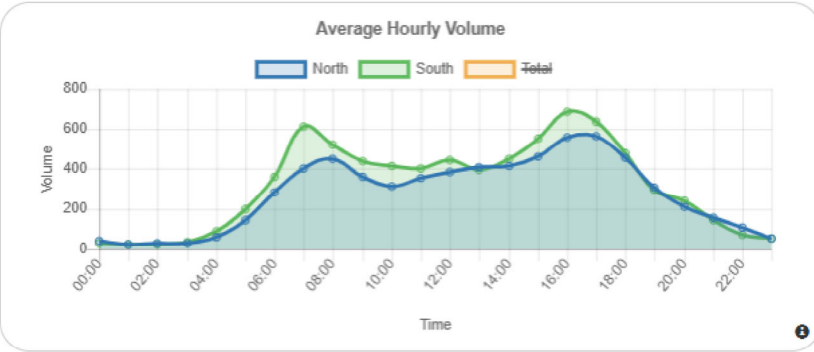


Count History

Year	Month	Count type	Duration	Count	ADT
2024	February	Volume	48 hours	28,397	14,198
2022	January	Volume	48 hours	27,544	13,772
2019	November	Volume	48 hours	25,530	12,765
2018	October	Class	48 hours	24,306	12,153
2016	March	Volume	48 hours	25,608	12,804
2014	August	Volume	48 hours	22,230	11,115
2012	April	Volume	48 hours	21,784	10,892
2010	May	Class	48 hours	23,031	11,516

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	11,800	11,300	12,000	11,200	11,200	11,000	11,800	12,300	12,400	12,500
SU AADT	-	-	-	795	801	781	844	880	887	891
CU AADT	-	-	-	352	355	346	374	390	393	395
K-Factor	0.092	0.109	-	0.106	0.106	0.102	0.102	0.093	0.093	0.096
D-Factor	0.500	0.500	-	0.570	0.570	0.550	0.550	0.530	0.530	0.560
Future AADT	-	16,300	16,900	14,900	14,200	14,200	17,100	16,100	15,600	15,800

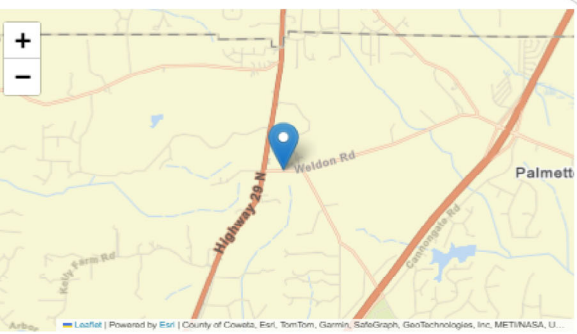


0000077_0310 - 077-0310 - Weldon Rd

County: Coweta
LRS section: 0772055200
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.495357, -84.670795



Site Data



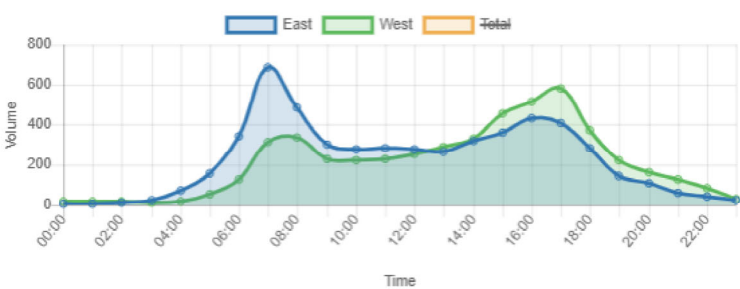
Count History

Year	Month	Count type	Duration	Count	ADT
2024	February	Volume	48 hours	20,813	10,406
2022	January	Volume	48 hours	20,131	10,066
2018	July	Volume	48 hours	17,316	8,658
2014	July	Volume	48 hours	14,066	7,033
2010	May	Volume	48 hours	14,145	7,072

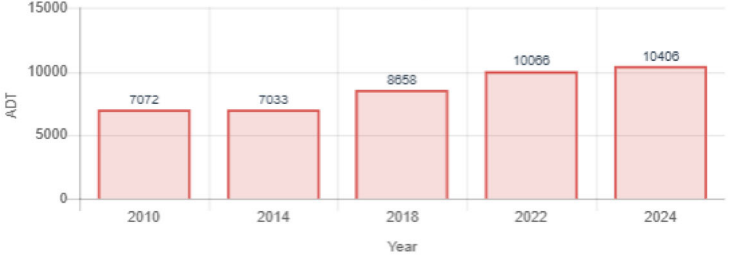
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual
AADT	5,810	6,000	6,350	8,040	8,100	7,470	8,070	9,020	9,080	9,150
K-Factor	0.145	0.145	-	0.113	0.113	0.113	0.113	0.113	0.113	0.107
D-Factor	0.500	0.500	-	0.570	0.570	0.570	0.570	0.580	0.580	0.590
Future AADT	-	6,990	8,000	10,100	11,000	11,000	14,600	17,300	18,400	17,800

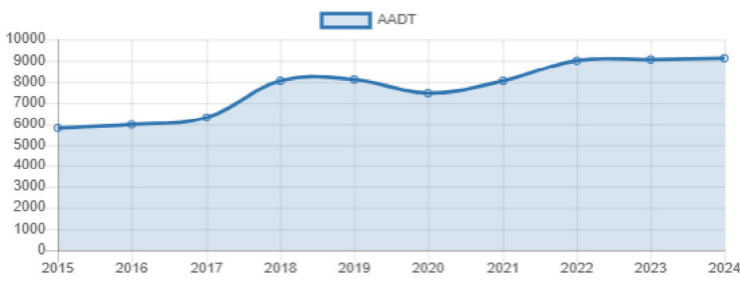
Average Hourly Volume



Count History



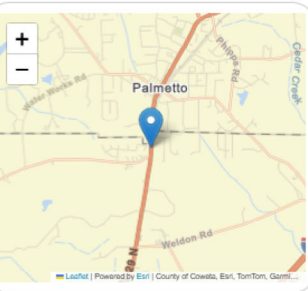
AADT Trend



0000077_0421 - 077-0421 - CST 061111 L
County: Coweta
Route number: 00001400
LRS section: 0771001400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.5094606287526, -84.6709927793483



Site Data

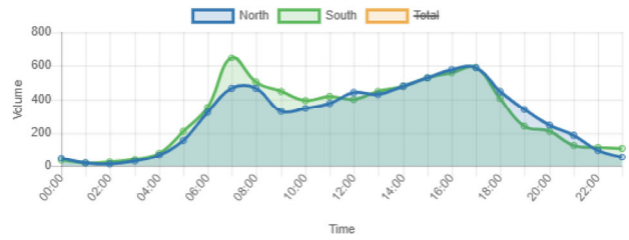


Year	Month	Count type	Duration	Count	ADT
2025	May	Class	48 hours	29,012	14,506
2023	February	Volume	48 hours	23,225	11,612
2021	January	Volume	48 hours	20,874	10,437
2019	February	Volume	48 hours	20,613	10,306
2017	April	Volume	48 hours	24,984	12,492
2015	March	Class	48 hours	20,043	10,022
2013	June	Class	48 hours	18,310	9,155
2011	June	Class	48 hours	20,009	10,004
2010	May	Class	48 hours	21,524	10,762

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	9,110	9,410	11,100	11,100	9,480	8,740	10,800	11,000	10,400	10,500
SU AADT	606	626	671	670	-	-	651	665	628	633
CU AADT	414	428	459	458	-	-	445	455	429	433
K-Factor	0.107	0.107	0.099	0.099	0.104	0.104	0.093	0.093	0.098	0.098
D-Factor	0.600	0.600	0.500	0.500	0.650	0.650	0.580	0.580	0.530	0.530
Future AADT	-	10,900	14,000	14,000	11,900	11,900	15,600	16,900	14,800	14,000

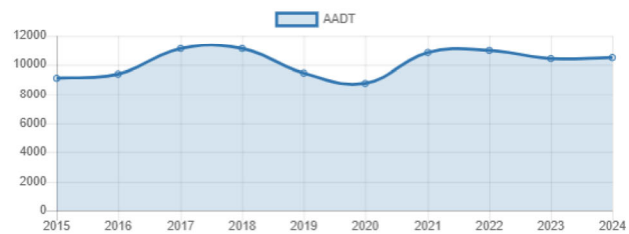
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2026

1. Motorcycles 2 axes, 2 or 3 wheels.		0.31%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		75.28%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		15.9%
4. Buses 2- or 3-axle, full length.		0.41%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single unit trucks.		2.34%
6. Single-unit trucks 3-axle, single-unit trucks.		1.89%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.13%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.06%
9. Single-trailer trucks 5-axle, single-trailer trucks.		2.28%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.22%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.03%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.05%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.11%

0000077_0423 - 077-0423 - SR 001400 BEG AT

County: Coweta

Route number: 00055300

LRS section: 0772055300

Functional class: 6U - Minor Collector (Urban)

Coordinates: 33.50745789, -84.6754185



Site Data



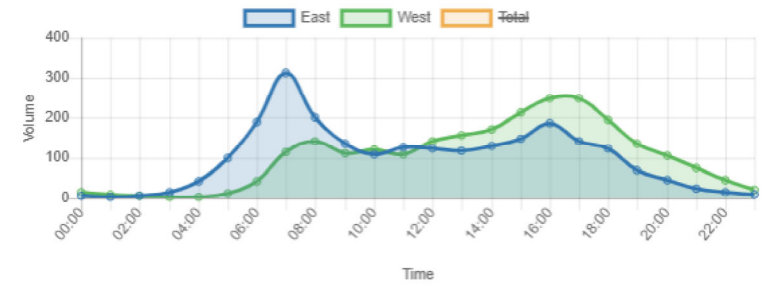
Count History

Year	Month	Count type	Duration	Count	ADT
2024	February	Volume	48 hours	9,613	4,806
2022	January	Volume	48 hours	9,363	4,682
2018	July	Volume	48 hours	7,226	3,613
2014	August	Volume	48 hours	6,988	3,494

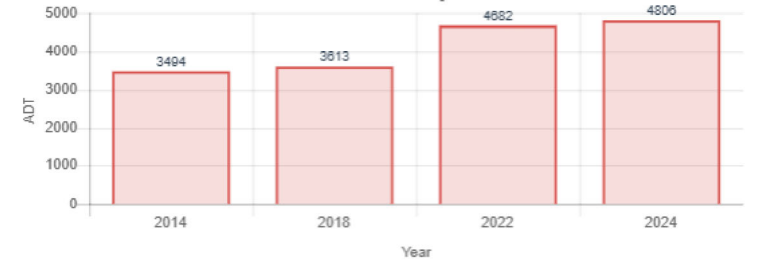
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual
AADT	3,450	3,530	3,600	3,540	3,610	3,350	3,560	4,510	4,630	4,170
K-Factor	0.100	0.100	-	0.099	0.099	0.099	0.099	0.091	0.091	0.103
D-Factor	0.500	0.500	-	0.660	0.660	0.660	0.660	0.680	0.680	0.600
Future AADT	-	5,720	6,760	7,410	7,650	7,650	8,390	8,130	7,420	6,890

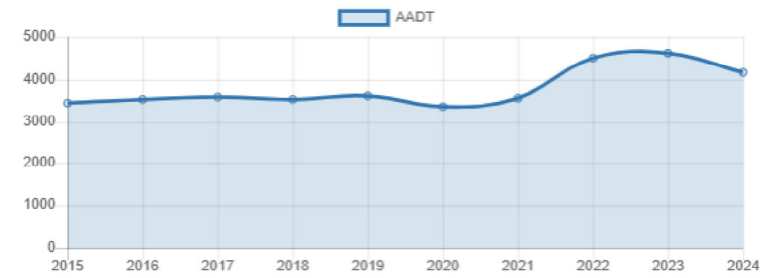
Average Hourly Volume



Count History



AADT Trend



APPENDIX E

TRIP GENERATION DATA



Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

035

LAND USE GROUP:

(000-099) Port and Terminal

LAND USE :

035 - Truck and Trailer Parking

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Parking Spaces

TIME PERIOD:

Weekday

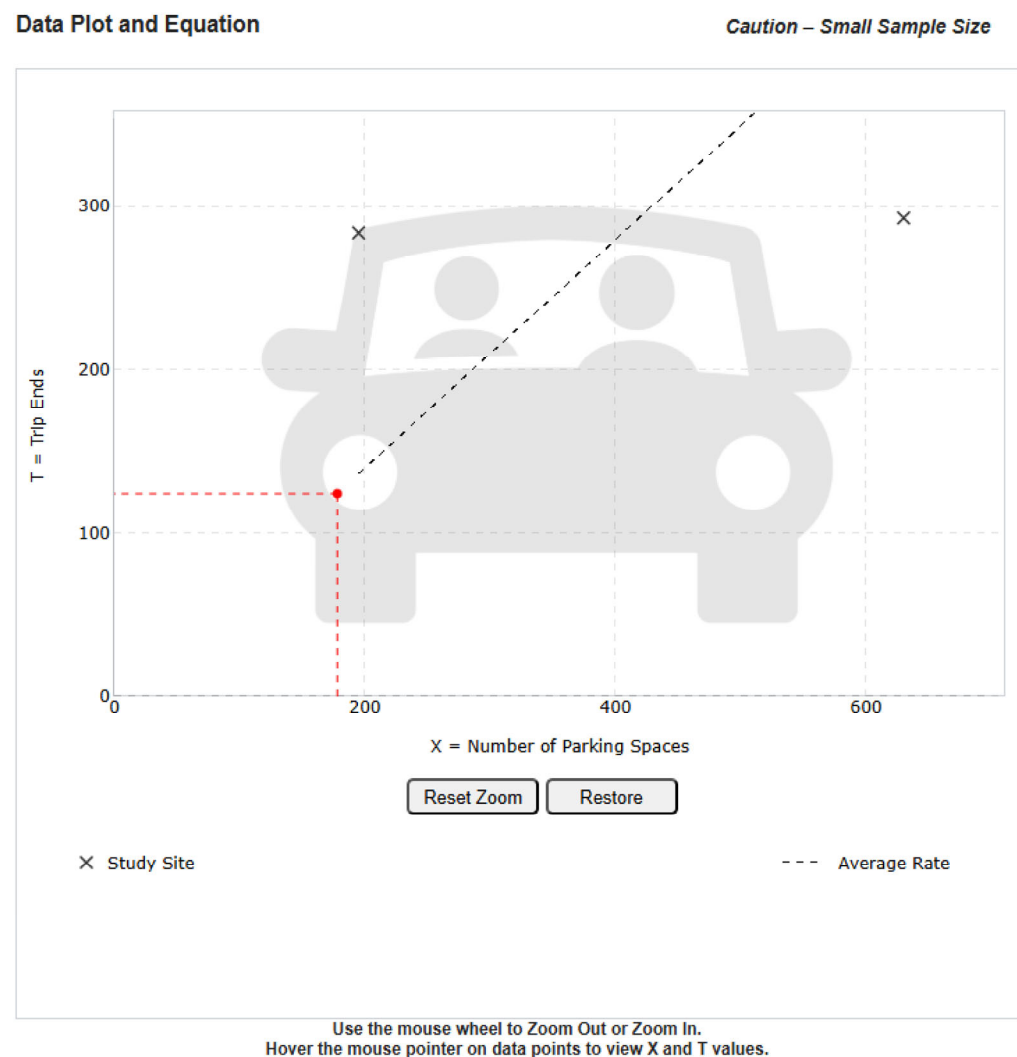
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

178

Calculate



DATA STATISTICS
Land Use:
Truck and Trailer Parking (035) Click for Description and Data Plots
Independent Variable:
Parking Spaces
Time Period:
Weekday
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
2
Avg. Num. of Parking Spaces:
413
Average Rate:
0.70
Range of Rates:
0.47 - 1.46
Standard Deviation:

Fitted Curve Equation:
Not Given
R ² :

Directional Distribution:
50% entering, 50% exiting
Calculated Trip Ends:
Average Rate: 125 (Total), 62 (Entry), 63 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

035

LAND USE GROUP:

(000-099) Port and Terminal

LAND USE :

035 - Truck and Trailer Parking

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Parking Spaces

TIME PERIOD:

Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:

Vehicle

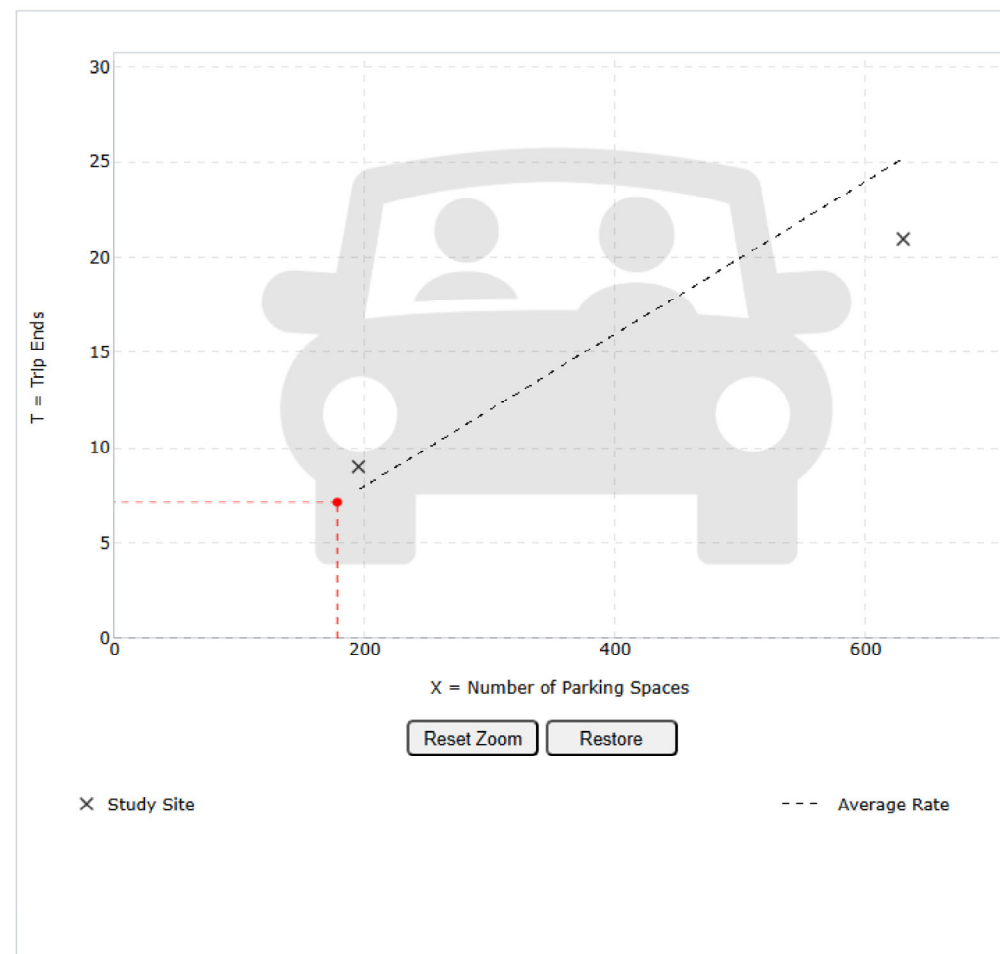
ENTER IV VALUE TO CALCULATE TRIPS:

178

Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:	Truck and Trailer Parking (035) Click for Description and Data Plots
Independent Variable:	Parking Spaces
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	2
Avg. Num. of Parking Spaces:	413
Average Rate:	0.04
Range of Rates:	0.03 - 0.05
Standard Deviation:	****
Fitted Curve Equation:	Not Given
R ² :	****
Directional Distribution:	53% entering, 47% exiting
Calculated Trip Ends:	Average Rate: 7 (Total), 4 (Entry), 3 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

035

LAND USE GROUP:

(000-099) Port and Terminal

LAND USE :

035 - Truck and Trailer Parking

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Parking Spaces

TIME PERIOD:

Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:

Vehicle

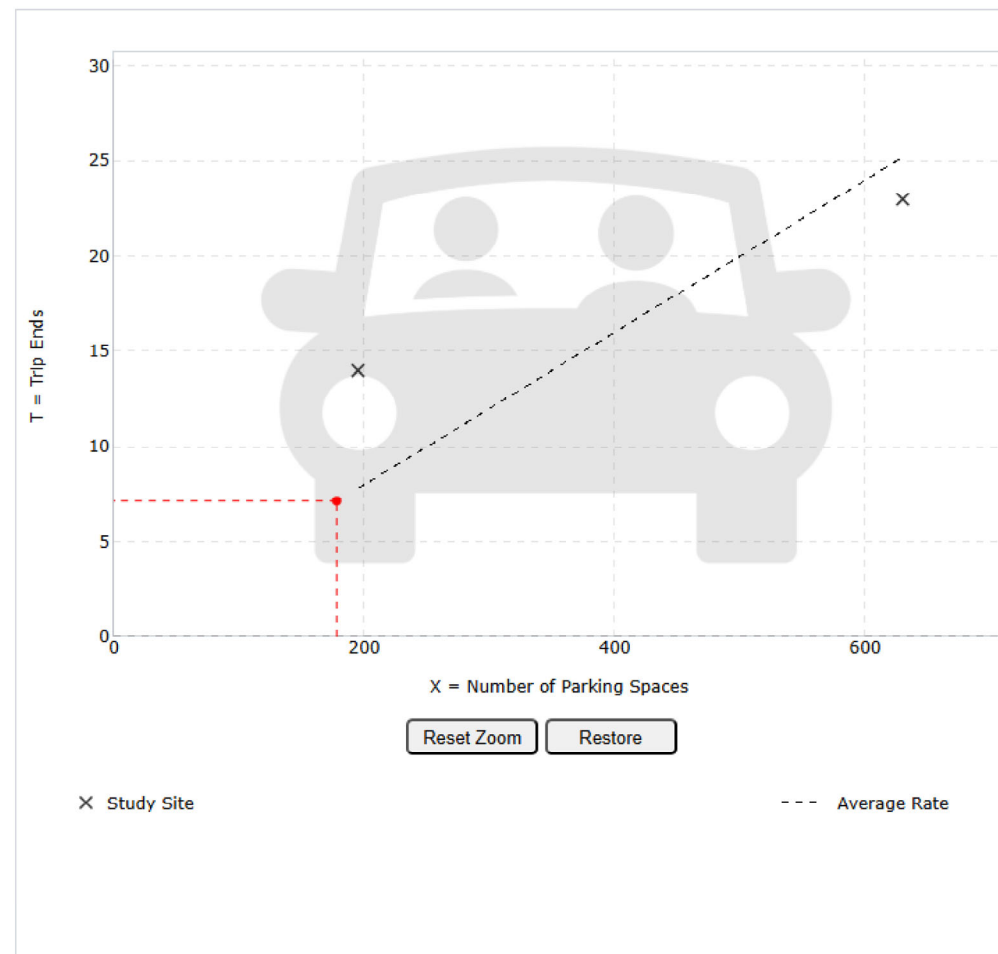
ENTER IV VALUE TO CALCULATE TRIPS:

178

Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:	Truck and Trailer Parking (035) Click for Description and Data Plots
Independent Variable:	Parking Spaces
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	2
Avg. Num. of Parking Spaces:	413
Average Rate:	0.04
Range of Rates:	0.04 - 0.07
Standard Deviation:	****
Fitted Curve Equation:	Not Given
R ² :	****
Directional Distribution:	46% entering, 54% exiting
Calculated Trip Ends:	Average Rate: 7 (Total), 3 (Entry), 4 (Exit)

APPENDIX F

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS



HCM 7th TWSC
1: Tommy Lee Cook Rd & Alpine Way

2025 - Existing Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	286	107	8	2	2
Future Vol, veh/h	18	286	107	8	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	5	10	13	0	0
Mvmt Flow	20	318	119	9	2	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	128	0	-	0	477	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1434	-	-	-	551	938
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1434	-	-	-	541	938
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	712	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.45	0		10.28		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	107	-	-	-	687	
HCM Lane V/C Ratio	0.014	-	-	-	0.006	
HCM Ctrl Dly (s/v)	7.5	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	7.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	257	88	331	399	42
Future Vol, veh/h	48	257	88	331	399	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	21	4	6	9	10	21
Mvmt Flow	51	271	93	348	420	44

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	976	442	464	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Critical Hdwy	6.61	6.24	4.16	-	-	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.336	2.254	-	-	-
Pot Cap-1 Maneuver	257	611	1076	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	611	1076	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.82	1.82	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	378	-	485	-	-
HCM Lane V/C Ratio	0.086	-	0.662	-	-
HCM Ctrl Dly (s/v)	8.7	0	25.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	4.8	-	-

HCM 7th Signalized Intersection Summary

3: US 29 & Meadow Chase Way/Weldon Rd

2025 - Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	3	3	125	3	222	0	228	277	1	377	311
Future Volume (veh/h)	3	3	3	125	3	222	0	228	277	1	377	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No			No				No	
Adj Sat Flow, veh/h/ln	1411	1900	1900	1604	1411	1781	1900	1796	1841		1826	1752
Adj Flow Rate, veh/h	3	3	0	129	3	229	0	235	0		389	321
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97
Percent Heavy Veh, %	33	0	0	20	33	8	0	7	4		5	10
Cap, veh/h	67	52		215	4	302	588	870			754	1177
Arrive On Green	0.20	0.20	0.00	0.20	0.20	0.20	0.00	0.48	0.00		0.13	0.67
Sat Flow, veh/h	88	260	0	752	20	1510	1810	1796	1560		1739	1752
Grp Volume(v), veh/h	6	0	0	132	0	229	0	235	0		389	321
Grp Sat Flow(s),veh/h/ln	349	0	0	773	0	1510	1810	1796	1560		1739	1752
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	15.7	0.0	8.5	0.0		11.5	8.1
Cycle Q Clear(g_c), s	19.4	0.0	0.0	19.3	0.0	15.7	0.0	8.5	0.0		11.5	8.1
Prop In Lane	0.50		0.00	0.98		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	119	0		219	0	302	588	870			754	1177
V/C Ratio(X)	0.05	0.00		0.60	0.00	0.76	0.00	0.27			0.52	0.27
Avail Cap(c_a), veh/h	192	0		274	0	379	909	870			1061	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	36.7	0.0	0.0	42.9	0.0	41.5	0.0	16.8	0.0		10.1	7.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.6	0.0	6.7	0.0	0.8	0.0		0.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.0	6.2	0.0	10.1	0.0	6.3	0.0		7.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	0.0	0.0	45.6	0.0	48.2	0.0	17.6	0.0		10.7	7.8
LnGrp LOS	D			D		D		B			B	A
Approach Vol, veh/h	6			361			235			710		
Approach Delay, s/veh	36.9			47.2			17.6			9.4		
Approach LOS	D			D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	80.6		29.4	20.6	60.0		29.4				
Change Period (Y+Rc), s	5.4	6.7		7.4	5.8	6.7		7.4				
Max Green Setting (Gmax), s	19.6	68.3		27.6	34.2	53.3		27.6				
Max Q Clear Time (g_c+I1), s	0.0	10.1		21.3	13.5	10.5		21.4				
Green Ext Time (p_c), s	0.0	2.4		0.7	1.3	1.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	21.4											
HCM 7th LOS	C											
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report
Lumin8

HCM 7th Signalized Intersection Summary
3: US 29 & Meadow Chase Way/Weldon Rd

2025 - Existing Conditions
AM Peak Hour

Movement	SBR
Lane Configurations	↗
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1159
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	50
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	982
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	982
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	160	231	5	1	0
Future Vol, veh/h	1	160	231	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	168	243	5	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	248	0	-	0	414	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	171	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1329	-	-	-	599	801
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1329	-	-	-	598	801
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	864	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.05	0		11.03		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	11	-	-	-	598	
HCM Lane V/C Ratio	0.001	-	-	-	0.002	
HCM Ctrl Dly (s/v)	7.7	0	-	-	11	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection							
Int Delay, s/veh	4.8						
Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	25	139	177	485	541	51
Future Vol, veh/h	1	25	139	177	485	541	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	3	5	2
Mvmt Flow	1	27	148	188	516	576	54
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	0	1495	603	630	0	-	0
Stage 1	0	603	-	-	-	-	-
Stage 2	0	893	-	-	-	-	-
Critical Hdwy	-	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	-	5.4	-	-	-	-	-
Critical Hdwy Stg 2	-	5.4	-	-	-	-	-
Follow-up Hdwy	-	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	0	137	501	962	-	-	-
Stage 1	0	550	-	-	-	-	-
Stage 2	0	403	-	-	-	-	-
Platoon blocked, %	-				-	-	-
Mov Cap-1 Maneuver	0	99	501	962	-	-	-
Mov Cap-2 Maneuver	0	99	-	-	-	-	-
Stage 1	0	399	-	-	-	-	-
Stage 2	0	403	-	-	-	-	-
Approach	EB		NB		SB		
HCM Ctrl Dly, s/v	30.61		2.58		0		
HCM LOS	D						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	481	-	310	-	-		
HCM Lane V/C Ratio	0.196	-	0.563	-	-		
HCM Ctrl Dly (s/v)	9.6	0	30.6	-	-		
HCM Lane LOS	A	A	D	-	-		
HCM 95th %tile Q(veh)	0.7	-	3.2	-	-		

HCM 7th Signalized Intersection Summary

3: US 29 & Meadow Chase Way/Weldon Rd

2025 - Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3	1	199	4	399	2	324	91	300	411	2
Future Volume (veh/h)	4	3	1	199	4	399	2	324	91	300	411	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1870	1900	1870	1885	1856	1841	1900
Adj Flow Rate, veh/h	4	3	0	216	4	434	2	352	0	326	447	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	0	2	0	2	1	3	4	0
Cap, veh/h	82	50		334	5	377	508	888		626	1085	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.24	0.00	0.47	0.00	0.12	0.59	0.00
Sat Flow, veh/h	140	208	0	1146	21	1585	1810	1870	1598	1767	1841	1610
Grp Volume(v), veh/h	7	0	0	220	0	434	2	352	0	326	447	0
Grp Sat Flow(s),veh/h/ln	348	0	0	1167	0	1585	1810	1870	1598	1767	1841	1610
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	27.6	0.1	14.1	0.0	10.3	15.3	0.0
Cycle Q Clear(g_c), s	22.2	0.0	0.0	22.1	0.0	27.6	0.1	14.1	0.0	10.3	15.3	0.0
Prop In Lane	0.57		0.00	0.98		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	0		340	0	377	508	888		626	1085	
V/C Ratio(X)	0.05	0.00		0.65	0.00	1.15	0.00	0.40		0.52	0.41	
Avail Cap(c_a), veh/h	132	0		340	0	377	807	888		944	1085	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.6	0.0	0.0	42.0	0.0	44.1	15.8	19.7	0.0	12.6	12.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.3	0.0	93.7	0.0	1.3	0.0	0.7	1.2	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(95%),veh/ln	0.3	0.0	0.0	10.1	0.0	29.5	0.0	10.2	0.0	6.7	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.8	0.0	0.0	46.3	0.0	137.9	15.8	21.0	0.0	13.3	14.1	0.0
LnGrp LOS	D			D		F	B	C		B	B	
Approach Vol, veh/h	7			654			354			773		
Approach Delay, s/veh	35.8			107.1			21.0			13.7		
Approach LOS	D			F			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	75.0		35.0	19.2	61.7		35.0				
Change Period (Y+Rc), s	5.4	6.7		7.4	5.8	6.7		7.4				
Max Green Setting (Gmax), s	19.6	68.3		27.6	34.2	53.3		27.6				
Max Q Clear Time (g_c+I1), s	2.1	17.3		29.6	12.3	16.1		24.2				
Green Ext Time (p_c), s	0.0	3.6		0.0	1.1	2.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.4											
HCM 7th LOS	D											
Notes												
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report
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APPENDIX G

CAPACITY ANALYSIS RESULTS - NO-BUILD CONDITIONS



Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	290	109	8	2	2
Future Vol, veh/h	18	290	109	8	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	5	10	13	0	0
Mvmt Flow	20	322	121	9	2	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	130	0	-	0	483	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1431	-	-	-	546	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1431	-	-	-	537	936
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	709	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.44	0		10.31		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	105	-	-	-	682	
HCM Lane V/C Ratio	0.014	-	-	-	0.007	
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	7.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	261	89	336	405	43
Future Vol, veh/h	49	261	89	336	405	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	21	4	6	9	10	21
Mvmt Flow	52	275	94	354	426	45

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	990	449	472
Stage 1	449	-	-
Stage 2	541	-	-
Critical Hdwy	6.61	6.24	4.16
Critical Hdwy Stg 1	5.61	-	-
Critical Hdwy Stg 2	5.61	-	-
Follow-up Hdwy	3.689	3.336	2.254
Pot Cap-1 Maneuver	252	606	1070
Stage 1	605	-	-
Stage 2	547	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	225	606	1070
Mov Cap-2 Maneuver	225	-	-
Stage 1	539	-	-
Stage 2	547	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	27.25	1.82	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	377	-	478	-	-
HCM Lane V/C Ratio	0.088	-	0.683	-	-
HCM Ctrl Dly (s/v)	8.7	0	27.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	5.1	-	-

HCM 7th Signalized Intersection Summary 3: US 29 & Meadow Chase Way/Weldon Rd

2026 - No-Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	3	3	127	3	225	0	231	281	1	383	316
Future Volume (veh/h)	3	3	3	127	3	225	0	231	281	1	383	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1411	1900	1900	1604	1411	1781	1900	1796	1841		1826	1752
Adj Flow Rate, veh/h	3	3	0	131	3	232	0	238	0		395	326
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97
Percent Heavy Veh, %	33	0	0	20	33	8	0	7	4		5	10
Cap, veh/h	66	52		216	4	306	581	863			751	1174
Arrive On Green	0.20	0.20	0.00	0.20	0.20	0.20	0.00	0.48	0.00		0.14	0.67
Sat Flow, veh/h	85	254	0	750	20	1510	1810	1796	1560		1739	1752
Grp Volume(v), veh/h	6	0	0	134	0	232	0	238	0		395	326
Grp Sat Flow(s),veh/h/ln	339	0	0	770	0	1510	1810	1796	1560		1739	1752
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	16.1	0.0	8.8	0.0		11.9	8.4
Cycle Q Clear(g_c), s	19.9	0.0	0.0	19.9	0.0	16.1	0.0	8.8	0.0		11.9	8.4
Prop In Lane	0.50		0.00	0.98		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	118	0		220	0	306	581	863			751	1174
V/C Ratio(X)	0.05	0.00		0.61	0.00	0.76	0.00	0.28			0.53	0.28
Avail Cap(c_a), veh/h	184	0		270	0	376	899	863			1048	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	43.1	0.0	41.6	0.0	17.3	0.0		10.3	7.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.7	0.0	6.9	0.0	0.8	0.0		0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.0	6.4	0.0	10.3	0.0	6.5	0.0		7.3	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.0	0.0	0.0	45.8	0.0	48.5	0.0	18.0	0.0		10.9	8.0
LnGrp LOS	D			D		D		B			B	A
Approach Vol, veh/h	6				366		238		721			
Approach Delay, s/veh	37.0				47.5		18.0		9.6			
Approach LOS	D				D		B		A			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	0.0	81.0	29.9		21.0	60.0	29.9					
Change Period (Y+Rc), s	5.4	6.7	7.4		5.8	6.7	7.4					
Max Green Setting (Gmax), s	19.6	68.3	27.6		34.2	53.3	27.6					
Max Q Clear Time (g_c+I1), s	0.0	10.4	21.9		13.9	10.8	21.9					
Green Ext Time (p_c), s	0.0	2.5	0.7		1.3	1.7	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh			21.7									
HCM 7th LOS			C									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report
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HCM 7th Signalized Intersection Summary
3: US 29 & Meadow Chase Way/Weldon Rd

2026 - No-Build Conditions
AM Peak Hour

Movement	SBR
Lane Configurations	↗
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1159
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	50
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	982
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	982
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	162	234	5	1	0
Future Vol, veh/h	1	162	234	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	171	246	5	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	252	0	-	0	419	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1326	-	-	-	595	797
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	594	797
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	862	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.05	0		11.07		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	11	-	-	-	594	
HCM Lane V/C Ratio	0.001	-	-	-	0.002	
HCM Ctrl Dly (s/v)	7.7	0	-	-	11.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection							
Int Delay, s/veh	5						
Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	25	141	180	492	549	52
Future Vol, veh/h	1	25	141	180	492	549	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	3	5	2
Mvmt Flow	1	27	150	191	523	584	55

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	0	1518	612	639	0	-	0
Stage 1	0	612	-	-	-	-	-
Stage 2	0	906	-	-	-	-	-
Critical Hdwy	-	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	-	5.4	-	-	-	-	-
Critical Hdwy Stg 2	-	5.4	-	-	-	-	-
Follow-up Hdwy	-	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	0	132	495	954	-	-	-
Stage 1	0	545	-	-	-	-	-
Stage 2	0	397	-	-	-	-	-
Platoon blocked, %	-				-	-	-
Mov Cap-1 Maneuver	0	95	495	954	-	-	-
Mov Cap-2 Maneuver	0	95	-	-	-	-	-
Stage 1	0	391	-	-	-	-	-
Stage 2	0	397	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	32.25	2.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	482	-	303	-	-
HCM Lane V/C Ratio	0.201	-	0.583	-	-
HCM Ctrl Dly (s/v)	9.7	0	32.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.7	-	3.4	-	-

HCM 7th Signalized Intersection Summary

3: US 29 & Meadow Chase Way/Weldon Rd

2026 - No-Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3	1	202	4	405	2	329	92	305	417	2
Future Volume (veh/h)	4	3	1	202	4	405	2	329	92	305	417	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1870	1900	1870	1885	1856	1841	1900
Adj Flow Rate, veh/h	4	3	0	220	4	440	2	358	0	332	453	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	0	2	0	2	1	3	4	0
Cap, veh/h	79	47		333	5	377	504	884		623	1085	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.24	0.00	0.47	0.00	0.12	0.59	0.00
Sat Flow, veh/h	126	198	0	1139	21	1585	1810	1870	1598	1767	1841	1610
Grp Volume(v), veh/h	7	0	0	224	0	440	2	358	0	332	453	0
Grp Sat Flow(s),veh/h/ln	324	0	0	1160	0	1585	1810	1870	1598	1767	1841	1610
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	27.6	0.1	14.5	0.0	10.5	15.5	0.0
Cycle Q Clear(g_c), s	22.7	0.0	0.0	22.6	0.0	27.6	0.1	14.5	0.0	10.5	15.5	0.0
Prop In Lane	0.57		0.00	0.98		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	0		338	0	377	504	884		623	1085	
V/C Ratio(X)	0.06	0.00		0.66	0.00	1.17	0.00	0.40		0.53	0.42	
Avail Cap(c_a), veh/h	126	0		338	0	377	802	884		937	1085	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	42.2	0.0	44.1	15.9	19.9	0.0	12.7	13.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.8	0.0	99.7	0.0	1.4	0.0	0.7	1.2	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(95%),veh/ln	0.3	0.0	0.0	10.3	0.0	30.5	0.0	10.4	0.0	6.9	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.9	0.0	0.0	47.0	0.0	143.8	15.9	21.3	0.0	13.4	14.1	0.0
LnGrp LOS	D			D		F	B	C		B	B	
Approach Vol, veh/h	7			664			360			785		
Approach Delay, s/veh	35.9			111.2			21.3			13.9		
Approach LOS	D			F			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	75.0		35.0	19.4	61.5		35.0				
Change Period (Y+Rc), s	5.4	6.7		7.4	5.8	6.7		7.4				
Max Green Setting (Gmax), s	19.6	68.3		27.6	34.2	53.3		27.6				
Max Q Clear Time (g_c+I1), s	2.1	17.5		29.6	12.5	16.5		24.7				
Green Ext Time (p_c), s	0.0	3.6		0.0	1.1	2.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	51.0											
HCM 7th LOS	D											
Notes												
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report
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APPENDIX H

CAPACITY ANALYSIS RESULTS - BUILD CONDITIONS



Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	18	291	0	3	110	8	0	0	2	2	0	2
Future Vol, veh/h	18	291	0	3	110	8	0	0	2	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	5	2	100	10	13	2	2	100	0	2	0
Mvmt Flow	20	323	0	3	122	9	0	0	2	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	131	0	0	323	0	0	492	501	323	492	492	122
Stage 1	-	-	-	-	-	-	363	363	-	129	129	-
Stage 2	-	-	-	-	-	-	129	138	-	363	363	-
Critical Hdwy	4.16	-	-	5.1	-	-	7.12	6.52	7.2	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.254	-	-	3.1	-	-	3.518	4.018	4.2	3.5	4.018	3.3
Pot Cap-1 Maneuver	1430	-	-	842	-	-	487	472	539	490	478	934
Stage 1	-	-	-	-	-	-	656	624	-	880	789	-
Stage 2	-	-	-	-	-	-	875	783	-	660	624	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1430	-	-	842	-	-	475	462	539	478	467	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	475	462	-	478	467	-
Stage 1	-	-	-	-	-	-	644	614	-	876	786	-
Stage 2	-	-	-	-	-	-	869	779	-	646	614	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.44	0.23	11.71	10.73
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	539	105	-	-	48	-	-	632
HCM Lane V/C Ratio	0.004	0.014	-	-	0.004	-	-	0.007
HCM Ctrl Dly (s/v)	11.7	7.6	0	-	9.3	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	8.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	263	92	336	405	44
Future Vol, veh/h	50	263	92	336	405	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	21	4	7	9	10	21
Mvmt Flow	53	277	97	354	426	46

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	997	449	473
Stage 1	449	-	-
Stage 2	547	-	-
Critical Hdwy	6.61	6.24	4.17
Critical Hdwy Stg 1	5.61	-	-
Critical Hdwy Stg 2	5.61	-	-
Follow-up Hdwy	3.689	3.336	2.263
Pot Cap-1 Maneuver	250	605	1064
Stage 1	604	-	-
Stage 2	543	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	221	605	1064
Mov Cap-2 Maneuver	221	-	-
Stage 1	536	-	-
Stage 2	543	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.13	1.88	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	387	-	474	-	-
HCM Lane V/C Ratio	0.091	-	0.695	-	-
HCM Ctrl Dly (s/v)	8.7	0	28.1	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	5.3	-	-

HCM 7th Signalized Intersection Summary 3: US 29 & Meadow Chase Way/Weldon Rd

2026 - Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	3	3	127	3	228	0	231	281	1	385	316
Future Volume (veh/h)	3	3	3	127	3	228	0	231	281	1	385	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1411	1900	1900	1604	1411	1767	1900	1796	1841		1826	1752
Adj Flow Rate, veh/h	3	3	0	131	3	235	0	238	0		397	326
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97
Percent Heavy Veh, %	33	0	0	20	33	9	0	7	4		5	10
Cap, veh/h	66	51		216	4	304	580	862			751	1174
Arrive On Green	0.20	0.20	0.00	0.20	0.20	0.20	0.00	0.48	0.00		0.14	0.67
Sat Flow, veh/h	85	254	0	750	20	1497	1810	1796	1560		1739	1752
Grp Volume(v), veh/h	6	0	0	134	0	235	0	238	0		397	326
Grp Sat Flow(s),veh/h/ln	339	0	0	770	0	1497	1810	1796	1560		1739	1752
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	16.5	0.0	8.8	0.0		12.0	8.4
Cycle Q Clear(g_c), s	20.0	0.0	0.0	19.9	0.0	16.5	0.0	8.8	0.0		12.0	8.4
Prop In Lane	0.50		0.00	0.98		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	117	0		220	0	304	580	862			751	1174
V/C Ratio(X)	0.05	0.00		0.61	0.00	0.77	0.00	0.28			0.53	0.28
Avail Cap(c_a), veh/h	183	0		269	0	372	898	862			1047	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	43.2	0.0	41.8	0.0	17.3	0.0		10.4	7.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.7	0.0	7.9	0.0	0.8	0.0		0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.0	6.4	0.0	10.5	0.0	6.5	0.0		7.3	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.0	0.0	0.0	45.9	0.0	49.7	0.0	18.1	0.0		10.9	8.0
LnGrp LOS	D			D		D		B			B	A
Approach Vol, veh/h	6		369				238		723			
Approach Delay, s/veh	37.0		48.3				18.1		9.6			
Approach LOS	D		D				B		A			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	81.1		29.9	21.1	60.0		29.9				
Change Period (Y+Rc), s	5.4	6.7		7.4	5.8	6.7		7.4				
Max Green Setting (Gmax), s	19.6	68.3		27.6	34.2	53.3		27.6				
Max Q Clear Time (g_c+I1), s	0.0	10.4		21.9	14.0	10.8		22.0				
Green Ext Time (p_c), s	0.0	2.5		0.7	1.3	1.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	21.9											
HCM 7th LOS	C											
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report
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HCM 7th Signalized Intersection Summary
3: US 29 & Meadow Chase Way/Weldon Rd

2026 - Build Conditions
AM Peak Hour

Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1159
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	50
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	982
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	982
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	308	0	1	111	0	1
Future Vol, veh/h	308	0	1	111	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	100	10	0	100
Mvmt Flow	335	0	1	121	0	1
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	335	0	458	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	123	-
Critical Hdwy	-	-	5.1	-	6.4	7.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3.1	-	3.5	4.2
Pot Cap-1 Maneuver	-	-	832	-	565	530
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	832	-	564	530
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	906	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.08		11.81		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	530	-	-	16	-	
HCM Lane V/C Ratio	0.002	-	-	0.001	-	
HCM Ctrl Dly (s/v)	11.8	-	-	9.3	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	1	163	0	2	235	5	0	0	3	1	0	0
Future Vol, veh/h	1	163	0	2	235	5	0	0	3	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	2	100	1	0	2	2	100	0	2	0
Mvmt Flow	1	172	0	2	247	5	0	0	3	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	172	0	0	425	431	172	425	425	247
Stage 1	-	-	-	-	-	-	174	174	-	252	252	-
Stage 2	-	-	-	-	-	-	252	257	-	174	174	-
Critical Hdwy	4.1	-	-	5.1	-	-	7.12	6.52	7.2	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	3.1	-	-	3.518	4.018	4.2	3.5	4.018	3.3
Pot Cap-1 Maneuver	1324	-	-	980	-	-	539	517	671	543	521	796
Stage 1	-	-	-	-	-	-	828	755	-	757	699	-
Stage 2	-	-	-	-	-	-	753	695	-	833	755	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1324	-	-	980	-	-	538	516	671	538	519	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	516	-	538	519	-
Stage 1	-	-	-	-	-	-	827	755	-	755	697	-
Stage 2	-	-	-	-	-	-	751	693	-	828	755	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.07			10.39			11.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	671	11	-	-	15	-	-	538
HCM Lane V/C Ratio	0.005	0.001	-	-	0.002	-	-	0.002
HCM Ctrl Dly (s/v)	10.4	7.7	0	-	8.7	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection							
Int Delay, s/veh	5.3						
Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	26	144	182	492	549	53
Future Vol, veh/h	1	26	144	182	492	549	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	1	3	5	3
Mvmt Flow	1	28	153	194	523	584	56

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	0	1523	612	640	0	-	0
Stage 1	0	612	-	-	-	-	-
Stage 2	0	911	-	-	-	-	-
Critical Hdwy	-	6.44	6.22	4.11	-	-	-
Critical Hdwy Stg 1	-	5.44	-	-	-	-	-
Critical Hdwy Stg 2	-	5.44	-	-	-	-	-
Follow-up Hdwy	-	3.536	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	0	129	493	949	-	-	-
Stage 1	0	537	-	-	-	-	-
Stage 2	0	389	-	-	-	-	-
Platoon blocked, %	-				-	-	-
Mov Cap-1 Maneuver	0	92	493	949	-	-	-
Mov Cap-2 Maneuver	0	92	-	-	-	-	-
Stage 1	0	383	-	-	-	-	-
Stage 2	0	389	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	34.7	2.64	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	486	-	295	-	-
HCM Lane V/C Ratio	0.204	-	0.612	-	-
HCM Ctrl Dly (s/v)	9.8	0	34.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.8	-	3.8	-	-

HCM 7th Signalized Intersection Summary 3: US 29 & Meadow Chase Way/Weldon Rd

2026 - Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3	1	202	4	407	2	329	92	308	417	2
Future Volume (veh/h)	4	3	1	202	4	407	2	329	92	308	417	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1870	1900	1870	1885	1841	1841	1900
Adj Flow Rate, veh/h	4	3	0	220	4	442	2	358	0	335	453	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	0	2	0	2	1	4	4	0
Cap, veh/h	79	47		333	5	377	504	880		619	1085	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.24	0.00	0.47	0.00	0.12	0.59	0.00
Sat Flow, veh/h	126	198	0	1139	21	1585	1810	1870	1598	1753	1841	1610
Grp Volume(v), veh/h	7	0	0	224	0	442	2	358	0	335	453	0
Grp Sat Flow(s),veh/h/ln	324	0	0	1160	0	1585	1810	1870	1598	1753	1841	1610
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	27.6	0.1	14.5	0.0	10.7	15.5	0.0
Cycle Q Clear(g_c), s	22.7	0.0	0.0	22.6	0.0	27.6	0.1	14.5	0.0	10.7	15.5	0.0
Prop In Lane	0.57		0.00	0.98		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	0		338	0	377	504	880		619	1085	
V/C Ratio(X)	0.06	0.00		0.66	0.00	1.17	0.00	0.41		0.54	0.42	
Avail Cap(c_a), veh/h	126	0		338	0	377	802	880		927	1085	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	42.2	0.0	44.1	16.0	20.1	0.0	12.8	13.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.8	0.0	101.7	0.0	1.4	0.0	0.7	1.2	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(95%),veh/ln	0.3	0.0	0.0	10.3	0.0	30.8	0.0	10.4	0.0	7.0	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.9	0.0	0.0	47.0	0.0	145.8	16.0	21.5	0.0	13.5	14.1	0.0
LnGrp LOS	D			D		F	B	C		B	B	
Approach Vol, veh/h	7			666			360			788		
Approach Delay, s/veh	35.9			112.6			21.4			13.9		
Approach LOS	D			F			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	75.0		35.0	19.6	61.2		35.0				
Change Period (Y+Rc), s	5.4	6.7		7.4	5.8	6.7		7.4				
Max Green Setting (Gmax), s	19.6	68.3		27.6	34.2	53.3		27.6				
Max Q Clear Time (g_c+I1), s	2.1	17.5		29.6	12.7	16.5		24.7				
Green Ext Time (p_c), s	0.0	3.6		0.0	1.1	2.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	51.6											
HCM 7th LOS	D											
Notes												
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report
Lumin8

HCM 7th TWSC
4: Driveway #2 & Tommy Lee Cook Rd

2026 - Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	0	1	234	0	1
Future Vol, veh/h	163	0	1	234	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	100	2	2	100
Mvmt Flow	177	0	1	254	0	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	177	0	434	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	-	-	5.1	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	3.1	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	974	-	579	666
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	786	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	974	-	579	666
Mov Cap-2 Maneuver	-	-	-	-	579	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	785	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.04		10.42		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	666	-	-	8	-	
HCM Lane V/C Ratio	0.002	-	-	0.001	-	
HCM Ctrl Dly (s/v)	10.4	-	-	8.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Synchro 12 Report
Lumin8

October 29, 2025

Coweta County Board of Zoning Appeals
22 East Broad Street
Newnan, GA 30263

Dear Board Members,

I, Jeff Talley the owner of 401 Tommy Lee Cook Road (Parcel ID 117A 116), understand that the adjacent property at 498 Tommy Lee Cook Road, owned by Nick Crawford, is being considered for development as an outdoor storage facility.

Per the Coweta County Zoning Ordinance, the property at 498 Tommy Lee Cook Road is required to provide a 100-foot zoning buffer to provide adequate screening and separation from my property. I understand that Mr. Crawford, or his affiliates, intend to submit a variance to reduce or remove this buffer requirement, which would allow outdoor storage to be located immediately adjacent to my property.

I am submitting this letter to formally express my support for Mr. Crawford's variance request. Please feel free to contact me with any questions.

Sincerely,

Signature: Jeff Talley

Name: Jeff Talley

Phone Number: 678 207 7206

Email Address: cat.96390@yahoo.com

AFFP

84966- March 26

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA } SS

Notice of Public Hearing

Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an appeal filed by Randall (Nick) Crawford requesting the following variance: Art. 25 – Buffer Reduction for property located at 498 Tommy Lee Cook Rd, Palmetto (Tax ID #: 117A-084). The meeting will be held on Thursday, March 26, 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 lying and being in Land Lot 63, District 7, Coweta County, Georgia, being shown as 15.68 acres per boundary survey prepared by Gaskins + LeCraw for Randall Crawford dated 8/22/2025 and revised 10/24/2025. 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 25th day of February 2026 Coweta County Community Development Department
No: 84966-2-25

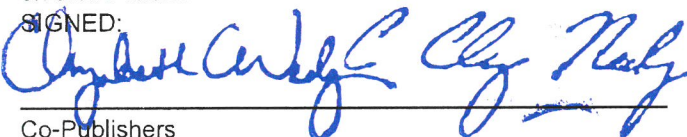
C. Clayton Neely & Elizabeth C. Neely, being duly sworn,
says:

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

February 25, 2026

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

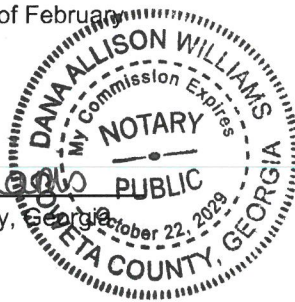
SIGNED:


Co-Publishers

Subscribed to and sworn to me this 25th day of February, 2026.


Dana Allison Williams, Notary, Coweta County, Georgia

My commission expires: October 22, 2029



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