



Board of Zoning Appeals

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Public Hearing

Agenda

Shannon Zerangue
Fran Collins
770.254.2601

April 23, 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 March 26, 2026

Petitions

2. Public Hearing Regarding Petition # VAR 26-002 Filed by Virginia Singh Requesting a Buffer Variance for Property Located at the Southwest Corner of SR 34 West and Bruce Jackson Road, Newnan - District 2
3. Public Hearing Regarding Petition # VAR 26-003 Filed by Virginia Singh Requesting a Front Building Setback Variance for Property Located at the Southwest Corner of SR 34 West and Bruce Jackson Road, Newnan - District 2
4. Public Hearing Regarding Petition # VAR-26-009 Filed by Bryan Cahoon Requesting a Front Building Setback Variance for Property Located at 1640 Hines Road, Moreland - District 2
5. Public Hearing Regarding Petition # VAR 26-001 Filed by Blue Frog Engineering, LLC on Behalf of TSP, LLC Requesting a Front Yard Setback Variance for Property Located at the Northwest Corner of Highway 29 and Pine Road, Newnan - District 2

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: April 23, 2026
RE: Minutes from the Public Hearing Held on March 26, 2026

Issue:

Minutes from the Public Hearing held on March 26, 2026

Discussion:

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

Fiscal Impact:

N/A

Recommendation:

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

DRAFT



Board of Zoning Appeals

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Public Hearing

Minutes

Lisa Eschman
770.254.2635

March 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	Absent
Russell Berry	District 3	Present
Dee Crouch	District 5	Absent
Ben Sewell	Community Development Director	Present
Lisa Eschman	Zoning Manager	Absent
Nicole Blackwell	Zoning Coordinator	Present
Rebekah Graham	Community Development Clerk	Present

The Coweta County Board of Zoning Appeals conducted a Public Hearing on Thursday, March 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 County's website and on the table in the lobby outside the meeting room.

Chairperson Mitchum explained that the Board of Zoning Appeals serves as a recommending board to the Coweta County Board of Commissioners. She informed everyone that the Board of Commissioners will consider all of tonight's cases for a final decision on Tuesday, April 21, 2026.

Approval of Minutes

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

Motion to: Approve

The Board voted to approve the minutes from the Public Hearing held on Thursday, February 26, 2026.

RESULT: Passed (3-0)

MOVER: Billy Cranford

SECONDER: Russell Berry

AYES: Lisa Mitchum, Russell Berry, Billy Cranford

ABSENT: Dee Crouch, Mike Yeager

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**

Chairperson Mitchum explained that Petition # CONDUSE 26-01 filed by Philip Beegle requesting a Conditional Use Permit for property located at 848 Copeland Road, Newnan [Parcel # 044-5255-003 (partial)] was formally withdrawn by the applicant on March 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**

Zoning Coordinator Nicole Blackwell presented Petition # VAR-26-04 filed by Christopher Hembree requesting a front yard setback variance for property located at 9 Ivy Springs Drive, Newnan (Parcel # 120-6055-136). She explained that the subject property is Lot A-5 in the Ivy Trace Subdivision, consists of 0.82± acres, is zoned *RC (Rural Conservation)*, 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 four (4) feet from the front of the residence and measure approximately six (6) feet in width. The associated steps and concrete landing pad will extend an additional eight (8) feet, two (2) inches beyond the porch, resulting in a total projection of twelve (12) feet, two (2) inches from the front of the home. As proposed, the porch would encroach five (5) feet into the required 50-foot setback, resulting in a 45-foot front setback from the right-of-way of Ivy Trace Boulevard.

Ms. Blackwell highlighted 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 the public facilities or the surrounding area.

Ms. Blackwell explained that should the Board of Zoning Appeals recommend approval of the request, the Community Development Department submits the following condition 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.

Ms. Blackwell asked if there were any questions from the Board for staff. There were none.

Chairperson Mitchum asked if the applicant was present.

Mr. Christopher Hembree, applicant, explained that the plan is to reduce the current porch size. By repositioning the stairs and concrete entry pad, access to the home and the use of equipment will be easier.

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

Motion to: Close the Public Hearing

The Board voted to close the Public Hearing regarding Petition # VAR-26-04 filed by Christopher Hembree requesting a front yard setback variance for property located at 9 Ivy Springs Drive, Newnan (Parcel # 120-6055-136).

RESULT: Passed (3-0)

MOVER: Billy Cranford

SECONDER: Russell Berry

AYES: Lisa Mitchum, Russell Berry, Billy Cranford

ABSENT: Dee Crouch, Mike Yeager

Motion to: Recommend Approval

The Board voted to recommend that the Board of Commissioners approve a 5-foot front yard setback reduction (from 50 feet to 45 feet) for property located at 9 Ivy Springs Drive, Newnan (Parcel No. 120-6055-136), as requested in Petition # VAR-26-04 filed by Christopher Hembree, subject to the following condition:

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.

RESULT: Passed (3-0)

MOVER: Billy Cranford

SECONDER: Russell Berry

AYES: Lisa Mitchum, Russell Berry, Billy Cranford

ABSENT: Dee Crouch, Mike Yeager

Chairperson Mitchum reminded the applicant that a final decision regarding this variance request will be rendered by the Board of Commissioners on Tuesday, April 21, 2026.

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**

Zoning Coordinator Blackwell presented Petition # VAR-25-26 filed by Randall (Nick) Crawford requesting a buffer variance for property located at 489 Tommy Lee Cook Road, Palmetto (Parcel # 117A-084). She explained that the subject property consists of 15.68± acres and was zoned *M (Industrial)* when the *Coweta County Zoning and Development Ordinance* was established in 1969. She further explained that the subject property is bordered by residential properties along the northernmost segment of the eastern property line (*RC – Rural Conservation*) and to the south (*CC – Cedar Creek*). To the west, the property is bordered by *M (Industrial)* zoned property, and 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 is proposing outdoor storage with 178 tractor-trailer parking spaces, and is requesting an 80-foot buffer reduction from the required 100-foot buffer along the northernmost segment of the eastern property line where the site adjoins property zoned residential.

Ms. Blackwell highlighted 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 power line 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 as a hardship.

Ms. Blackwell explained that 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 to minimize impacts to the operations of the intersection of Tommy Lee Cook Road 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 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*.

Ms. Blackwell also stated that a letter of support was received from Jeff Talley of Tommy Lee Cook Road, Palmetto. Mr. Talley is the owner of the property most affected, located to the east of the subject property on Tommy Lee Cook Road.

Ms. Blackwell asked if there were any questions from the Board for staff.

In response to questions from the Board regarding a discrepancy in the address stated in the letter of support from Mr. Jeff Talley, Ms. Blackwell explained that, upon further research, the discrepancy appeared to be a typographical error.

Chairperson Mitchum asked if the applicant was present.

Mr. Crawford, applicant, was not present. However, Mr. Ray Nestlehutt, the buyer of the subject property, was present and requested that the Board allow civil engineer, Robert Barcliff of Atlanta, Georgia, to speak on their behalf.

In response to a question from Chairperson Mitchum, Mr. Barcliff explained the hardships associated with the property. He stated that the proposed use would be tractor-trailer storage and that the property has significant topographic changes requiring grade adjustments from the front to the back. He also noted that approximately one-third of the property is encumbered by utility easements.

In response to follow-up questions from Vice Chairperson Cranford, Mr. Barcliff explained that, if the variance is not granted, it would limit the functional area for which the property is zoned. He acknowledged that the property would remain functional; however, without the variance, limitations on its functional use would be created.

Mr. Nestlehutt requested to address the Board. He explained that the property already has an existing land berm, which they would like to continue utilizing as a buffer.

In response to a question from Chairperson Mitchum, Community Development Director, Ben Sewell explained the location of the land berm on the property.

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

Motion to: Close the Public Hearing

The Board voted to close the Public Hearing regarding Petition # VAR-25-26 filed by Randall (Nick) Crawford requesting a buffer variance for property located at 489 Tommy Lee Cook Road, Palmetto (Parcel # 117A-084).

RESULT: Passed (3-0)

MOVER: Billy Cranford

SECONDER: Russell Berry

AYES: Lisa Mitchum, Russell Berry, Billy Cranford

ABSENT: Dee Crouch, Mike Yeager

Motion to: Recommend Denial

The Board voted to recommend that the Board of Commissioners deny Petition # VAR-25-26 filed by Randall (Nick) Crawford requesting a buffer variance for property located at 489 Tommy Lee Cook Road, Palmetto (Parcel # 117A-084).

RESULT: Passed (3-0)

MOVER: Lisa Mitchum

SECONDER: Russell Berry

AYES: Lisa Mitchum, Russell Berry, Billy Cranford

ABSENT: Dee Crouch, Mike Yeager

Chairperson Mitchum reminded the applicant that a final decision regarding this variance

request will be rendered by the Board of Commissioners on Tuesday, April 21, 2026.

Additional Business

Zoning Coordinator Blackwell explained that the next Board of Zoning Appeals meeting is scheduled on Thursday, April 23, 2026, at 6:00 p.m.

Adjournment

Motion to: Adjourn

The Board voted to adjourn the meeting.

RESULT: Passed (3-0)

MOVER: Billy Cranford

SECONDER: Russell Berry

AYES: Lisa Mitchum, Russell Berry, Billy Cranford

ABSENT: Dee Couch, Mike Yeager



Community Development

To: Board of Zoning Appeals
From: Lisa Eschman, Zoning Manager
Date: April 23, 2026
RE: Petition #: VAR 26-002
Applicant: Virginia Singh
Property Owners: Lot Development Georgia, LLC
Location: Southwest Corner of SR 34 West and Bruce Jackson Road
Commission District: 2nd - McKenzie
Tax Parcel(s): 026-3101-001 {partial}
Property Size: 1.83
Current Zoning: C (Old Commercial)
Requested Zoning: N/A
Proposed Use: Seeking a Buffer Reduction for the Construction of a Convenience Store
Public Hearing (Date, Time, Location): Thursday, April 23, 2026, at 6:00 p.m. — 37 Perry Street, Newnan

Issue:

Petition # VAR 26-002 Filed by Virginia Singh Requesting a Buffer Variance for Property Located at the Southwest Corner of SR 34 West and Bruce Jackson Road, Newnan

Discussion:

Virginia Singh, represented by Manny Singh, has filed a variance application for a buffer reduction along the western and southern property lines for property located at the southwest corner of SR 34 West and Bruce Jackson Road, Newnan

Fiscal Impact:

N/A

Recommendation:

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

1. A 15-foot buffer shall be planted along the western property line. The buffer plantings shall meet the requirements of *Article 25*.
2. A 25-foot buffer shall be planted along the southern property line. The buffer plantings shall meet the requirements of *Article 25*.

Variance Application

COWETA COUNTY BOARD OF ZONING APPEALS

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

Name of Applicant(s): VIRGINIA SINGH
Address of Applicant(s): 425 LAKEVIEW WAY, LAGRANGE, GA 30241
Phone: [REDACTED] E-mail address: [REDACTED]
Address of Subject Property: SOUTHWEST CORNER OF HIGHWAY 34 & BRUCE JACKSON.
Property Tax I.D. #: 1.83 ACRES - A PORTION OF PARCEL 026 3101 001 & 027 3100 001
NEWNAN, GA 30263

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 251 Item 0

① Brief description of requested use: The buyer proposes to construct a small Convenience store (C-Store) on this site. Requesting a Reduction in Buffer Setback South Property Line from 50 feet to 25 feet and 50 feet to 15 feet on West Property Line.

Applicant's reason for not conforming to the Zoning Ordinance: PARALLELOGRAM shaped site makes it difficult to design a good building site plan. This is a pre-existing condition and is a physical hardship.

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

Angled property lines make it hard to fit a rectangular building while meeting required setbacks on all sides. Setbacks measured from angled lot lines can significantly reduce the buildable envelope, especially on a smaller lot like this one with a septic system and detention pond.

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

- ① We can increase the setbacks on other sides of the property as we own those lots also.
- ② Add a privacy fence.

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 unusually shaped?

The Property is a Parallelogram and the unusual shape is preexisting.

II. Does property contain exceptional topographic conditions?

- ① Good Soil for Septic system is in the rear of the property.
- ② Sloping towards the highway limits where we can have the detention pond.

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

IV. Are there other existing extraordinary or exceptional circumstances?

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.

A feasible building cannot be placed without this setback reduction. Leaves no space for Septic Tank.

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.

2 lots adjacent to the commercial lot will be owned by the buyer providing options for minimizing privacy impact and neighborhood character. These lots are large and provide ample space for minor accommodations. The C Store will only operate from 6 AM to 10 PM.

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.

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

To: Coweta County Board of Zoning Appeals

From: Lisa J Eschman, Zoning Manager

Re: Variance Request – *Art. 25. Buffer Requirements*
Applicant: Virginia Singh
Applicant Representative: Manny Singh
Location: Southwest Corner of SR 34 West and Bruce Jackson Road
Petition: VARIANCE 26-003
Tax ID #: 026-3101-001 {Partial}
"2nd" Commission District

Date: April 9, 2026

The subject property is comprised of approximately 1.83± acres and is located at the southwest corner of SR 34 West and Bruce Jackson Road. The site is approximately 300 feet by 300 feet, parallelogram in shape, and zoned **C (Old Commercial)**. This zoning designation has been in place since the adoption of the Coweta County Zoning and Development Ordinance in 1969.

The applicant is under contract with Lot Development Georgia, LLC to purchase approximately 12.56± acres, including the subject property identified as Lot 300 (1.83± acres), zoned **C (Old Commercial)**, as well as Lot 6 (5.30± acres) to the west and Lot 7 (5.43± acres) to the south, both zoned **RC (Rural Conservation)**. The applicant proposes to develop a convenience store with gasoline sales on the commercially zoned portion of the property, which requires a 50-foot buffer adjacent to the residentially zoned properties.

The conceptual site plan depicts a 4,725-square-foot convenience store with associated gasoline pumps. The septic system is proposed at the southwest corner of the property. Access is provided via two driveways: a right-in/right-out driveway on SR 34 and a full-access driveway on Bruce Jackson Road. A 15-foot undisturbed buffer is shown along the western property line, and a 25-foot undisturbed buffer is shown along the southern property line.

A convenience store is permitted within the **C (Old Commercial)** zoning district, subject to compliance with all applicable zoning regulations, including, but not limited to, buffer requirements. According to the applicant, the property's configuration limits the ability to accommodate the required 50-foot buffer; therefore, a variance from *Article 25* is requested to reduce the buffer requirements as outlined below:

- Buffer Reduction to 15 feet along the western property line, resulting in a reduction of 35 feet.
- Buffer Reduction to 25 feet along the southern property line, resulting in a reduction of 25 feet.

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

Public Safety

Public Works:

A left turn lane will be required from West Bound SR 34 onto Bruce Jackson Road meeting the requirements of the County and the Georgia Department of Transportation (GDOT). This turn lane shall be constructed and approved prior to Certificate of Occupancy issuance for this Dresden Corner Market.

Community Development

Development Review:

It is the applicant's burden to demonstrate to the Board of Zoning Appeals that a functional hardship exists which materially inhibits the reasonable development of the property in support of a variance request. In this case, we acknowledge that the lot is shallow and parallelogram in shape, and that this configuration appears to date back to the County's original zoning in 1969. However, the property still contains a viable building envelope that can meet the applicable buffer requirements.

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: All four quadrants at the intersection of SR 34 West, Bruce Jackson Road, and Pierce Chapel Road were zoned **C (Old Commercial)** in 1969 as part of the original adoption of the Coweta County Zoning and Development Ordinance. The subject property, approximately 1.83± acres in size, is located within the southwest quadrant. An occupied property is located across Bruce Jackson Road within the southeast quadrant. The northeast and northwest quadrants, across SR 34 West, are encumbered by a utility easement. Sanders Davis Road traverses the area, dividing the northern quadrants and intersecting with Pierce Chapel Road. All other surrounding properties are zoned **RC (Rural Conservation)**.*

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

Response: The subject property, comprising approximately 1.83± acres, is zoned C (Old Commercial), which permits the proposed convenience store with associated gasoline sales, provided the development complies with all applicable requirements of the Coweta County Code of Ordinances. Staff recommend that the Board consider the potential impact on adjacent property owners when evaluating the proposed request.

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

Response: Staff acknowledge that the lot is shallow and parallelogram-shaped, a configuration that appears to date to the County's original 1969 zoning. However, the property retains a viable building envelope capable of accommodating the applicable buffer requirements.

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: Although the requested buffer reduction will not directly have an impact on transportation infrastructure, the Public Works Division recommends installation of a left-turn lane from westbound SR 34 onto Bruce Jackson Road. All costs associated with this improvement shall be the responsibility of the developer.

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 lot is shallow and parallelogram-shaped, a configuration that appears to date to the County's original 1969 zoning. However, the property retains a viable building envelope capable of meeting all applicable buffer requirements.

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

Response: The site is currently vacant and can be designed to implement the 50-foot buffer requirements along the western and southern property lines. The Board should consider whether the request is justified by a hardship as the ordinance requires.

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

Response: This request does not result from any intentional action of the applicant to violate the 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 on record, all of the following exist:

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

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

According to the applicant, the property has a parallelogram shape, and the unusual shape is preexisting.

- II. Does the property contain exceptional topographic conditions?

According to the applicant, suitable soils require the septic system to be in the rear of the property. Additionally, the site slopes toward the highway, which limits feasible locations for the detention pond.

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

No

- IV. Are there other existing extraordinary or exceptional circumstances?

No

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

Response: *According to the applicant, a reasonable building cannot be placed on the site without buffer reductions along the western and southern property lines.*

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

Response: *According to the applicant, the buffer requirement is intended to protect privacy, reduce visual impacts, and maintain compatibility between commercial development and adjacent residential areas through thoughtful site design. The applicant asserts that the requested reduction will not result in adverse impacts related to noise, lighting, drainage, or neighborhood character.*

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

1. The lot is shallow and parallelogram-shaped, a configuration that appears to date to the County's original 1969 zoning. However, the property retains a viable building envelope capable of meeting the applicable buffer requirements.
2. Consideration should be given to the potential impacts on adjacent property owners.
3. The Board should consider whether the request to reduce the buffer requirements along the western and southern property lines is justified by a hardship as the ordinance requires.

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

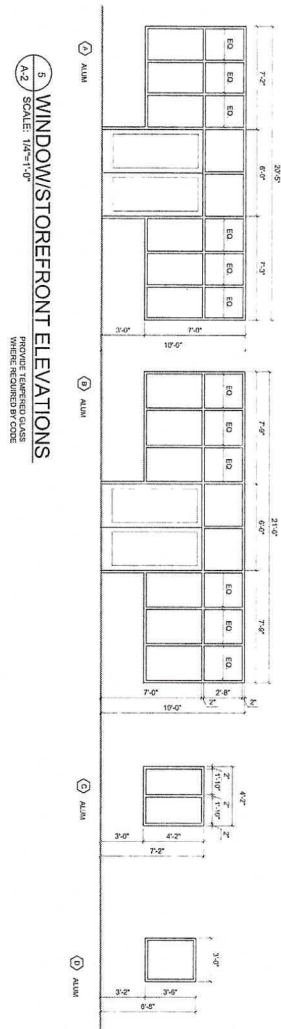
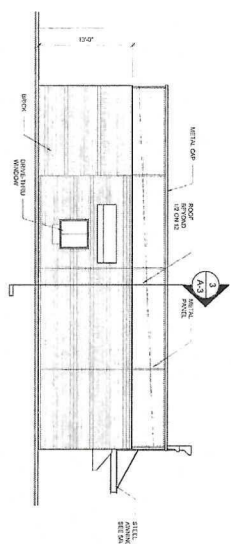
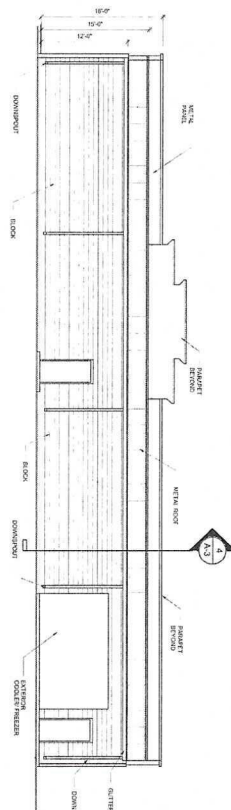
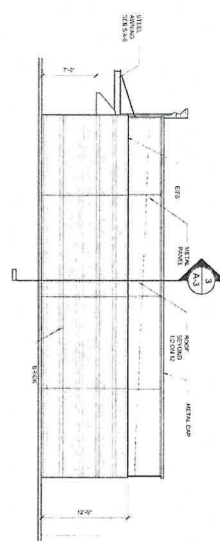
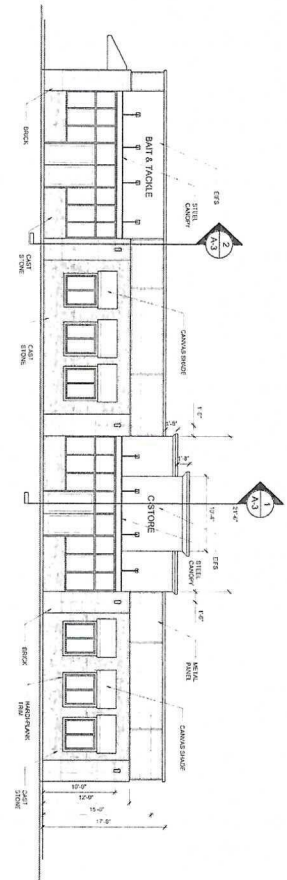
- 1) A 15-foot buffer shall be planted along the western property line. The buffer plantings shall meet the requirements of *Article 25*.
- 2) A 25-foot buffer shall be planted along the southern property line. The buffer plantings shall meet the requirements of *Article 25*.

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

- Public Hearing with the Board of Zoning Appeals – **Thursday, April 23, 2026**
- Final Decision with the Board of Commissioners – **Tuesday, May 19, 2026**

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

- c: Virgina Singh – virsimman@yahoo.com
Manny Singh – mannysingh1@comcast.net



Point of Beginning "A" from a rebar found at the southwest corner of the intersection of Highway 34 and Bruce Jackson Road. The parcel described herein: thence South 00°16'02" West, a distance of 300.00 feet to a point, thence South 62°33'43" West, a distance of 300.00 feet to a point, thence North 00°16'02" East, a distance of 339.11 feet to a point, thence North 62°33'43" East, a distance of 300.00 feet to the point of beginning. Said parcel containing 1.83 acres.



Hr CONTACT:
Manny Singh
78-230-6563
mnh1@comcast.net

1

6-Dec-25

TRAFFIC IMPACT STUDY

FOR

DRESDEN CORNER MARKET DEVELOPMENT

COWETA COUNTY, GA

Prepared By:



2470 Sandy Plains Road
Marietta, GA 30066

February 6, 2026

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Appendix D: Growth Rate Summary
Appendix E: Trip Generation Report



EXECUTIVE SUMMARY

The Dresden Corner Market Development is planned for the southwest corner of SR 34 and Bruce Jackson Road/Pierce Chapel Road in Coweta County, Georgia. The project will feature a gas station with 8 fueling positions and a 4,725-square-foot convenience store. Access will be provided by two driveways: Driveway A on SR 34 will allow right-in and right-out movements, while Driveway B on Bruce Jackson Road will be a full access driveway with a minor-street stop control. This study assesses the expected traffic impact at full buildout, scheduled for 2027.

This study analyzed the impacts the development generated trips are expected to have on the surrounding roadway network and study intersections. The study intersections are listed below:

1. SR 34 at Bruce Jackson Road/Pierce Chapel Road
2. SR 34 at **Driveway A**
3. Bruce Jackson Road at **Driveway B**

The ITE Trip Generation Manual, 12th Edition, was referenced to estimate the number of trips generated by the development. The expected trips were added to the future projected traffic volumes to analyze the delay and level of service at each study intersection in the build condition. The traffic operations at the study intersections were evaluated for the existing year 2026 and future year 2027 with and without the development generated trips.

Traffic operations at the study intersection were evaluated for 2026 and 2027, considering both current and projected development traffic. The intersection currently operates at an acceptable level of service (LOS B). In the future no-build scenario, all approaches at the study intersections are expected to maintain LOS B, similar to existing conditions.

The development minimally impacts the study network. All study intersections are expected to maintain LOS A–B, except for the northbound approach of Bruce Jackson Road at SR 34 and the southbound approach of Pierce Chapel Road at SR 34, which degrade to LOS C during peak hours.

The study intersection of Bruce Jackson Road at Driveway B was analyzed for the need for left turn lane. Based on the analysis, a left-turn is not warranted along Bruce Jackson Road at its study intersection with Driveway B.

Based on auxiliary lane and operational analysis of the study intersections, the following are the recommended improvements and driveway configurations:

SR 34 at Driveway A

- Driveway A should be Right-In & Right-Out controlled.
- Driveway A should include one entry lane and one exit lane.
- Right turn lane proposed on the site plan along SR 34 can be provided in accordance with GDOT minimum design standards.

Bruce Johnson Road at Driveway B

- Driveway B should be stop controlled.
- Driveway B should include one entry lane and one exit lane.
- The right-turn lane proposed on the site plan along Bruce Johnson Road can be included with the proposed storage length from the site plan.

No additional roadway improvements are recommended for this development.



INTRODUCTION

Southeastern Engineering, Inc. completed a traffic impact study for the proposed Dresden Corner Market development in Coweta County, Georgia. Scheduled for completion in 2027, the project will include a gas station with a convenience store at the southwest corner of the intersection of SR 34/Franklin Road (SR 34) and Bruce Jackson Road/Pierce Chapel Road. The development will include a main full-access driveway along Bruce Jackson Road and a Right-In & Right-Out (RIRO) driveway on SR 34. An overall location map of the area near the site location is shown in **Figure 1**.

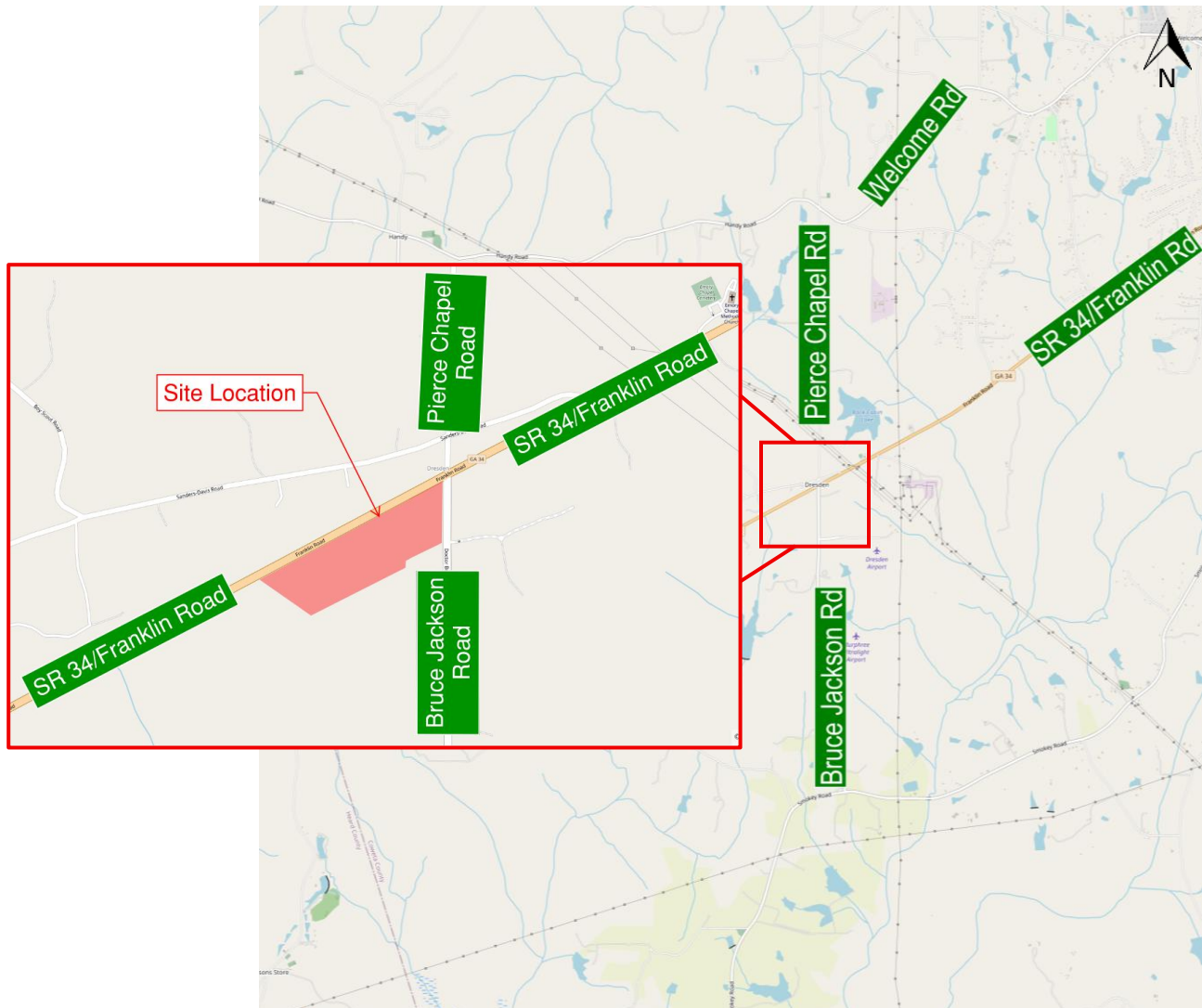


Figure 1 Overall Site Location

This study will identify the potential impacts of the proposed development traffic on the surrounding roadway network. The study includes the existing and future peak hour traffic operation and capacity analysis for the study intersections. As necessary, operational improvements will be identified and analyzed to mitigate the traffic impacts caused by the development. Based on the results of the analysis for the study intersections, recommendations will be made for intersection geometry and control method. This study will follow the methodology agreed to in the pre-application meeting.



PROJECT DESCRIPTION

The Dresden Corner Market Development is planned for the southwest quadrant of the SR 34 and Bruce Jackson Road/Pierce Chapel Road intersection in Coweta County, Georgia. The project includes a gas station with 8 vehicle fueling positions and a 4,725-square-foot convenience store. Access will be provided by two driveways: Driveway A on SR 34 will be controlled using a right-in & right-out control, and Driveway B on Bruce Jackson Road will be a full access driveway with a stop control. This study evaluates the anticipated traffic impact upon full buildout, scheduled for 2027. The site plan for this development is attached in **Appendix A**.

Study Network

The traffic study analyzes the traffic operations for the intersections in the vicinity of the proposed development and the driveways. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing (2026), future no-build (2027) and build (2027) scenarios. The study intersections and their control types are listed below and an aerial is shown in **Figure 2**.

4. SR 34 at Bruce Jackson Road/Pierce Chapel Road – Minor-Street Stop Control
5. SR 34 at **Driveway A** – Right-In & Right-Out Control (*New Intersection*)
6. Bruce Jackson Road at **Driveway B** – Minor-Street Stop Control (*New Intersection*)

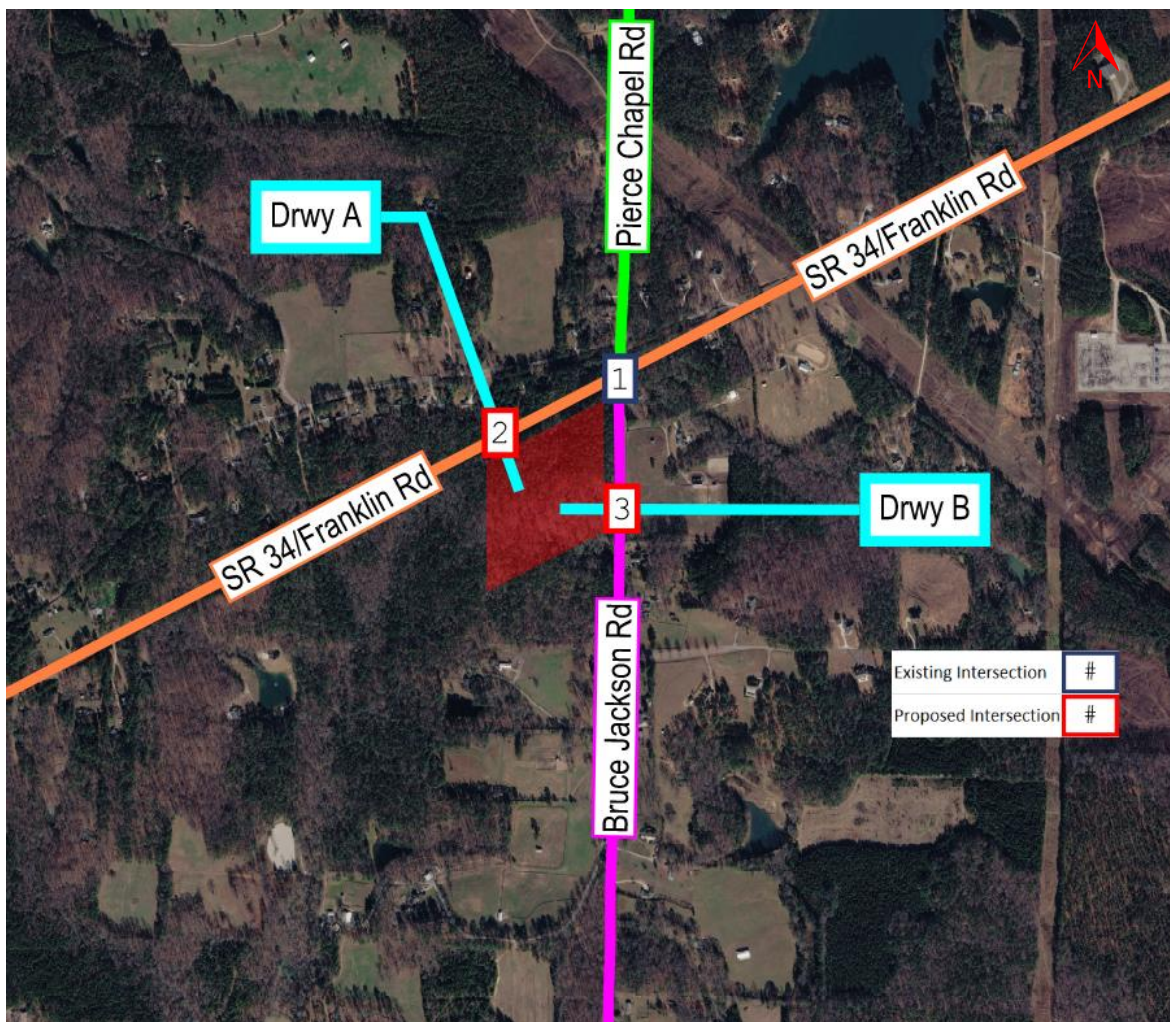


Figure 2 Aerial of Study Area

Roadway Conditions

The roadway network adjacent to the development was analyzed for its current characteristics, and are summarized below:

SR 30/Franklin Road

SR 30/Franklin Road (SR 30) is a two-lane undivided roadway with a posted speed limit of 55 MPH. It is functionally classified by GDOT as a principal arterial. Curb, gutter, and sidewalks are not provided along the roadway.

Bruce Jackson Road

Bruce Jackson Road is a two-lane undivided roadway with a posted speed limit of 45 MPH in the study area. It is functionally classified by GDOT as a major collector. Curb, gutter, and sidewalks are not provided along the roadway.

Pierce Chapel Road

Pierce Chapel Road is a two-lane undivided roadway with a posted speed limit of 45 MPH in the study area. It is functionally classified by GDOT as a major collector. Curb, gutter, and sidewalks are not provided along the roadway.

EXISTING TRAFFIC CONDITIONS

Traffic data were collected on Thursday, January 29, 2026. This included 24-hour volumes on primary roadways and peak-period turning movement counts at the study intersection near the development. The count data indicated that for the study network the AM peak hour is 7:00 – 8:00 AM and the PM peak hour is 4:45 – 5:45 PM. 24-hour existing daily traffic volumes collected in the study area are summarized in **Table 1** and existing AM and PM peak hour turning movement volumes are shown in **Figure 4**. The collected count data is attached in **Appendix B**.

Table 1: Existing Daily Traffic Volumes			
Location	Northbound/ Eastbound	Southbound/ Westbound	Total
SR 34 west of Bruce Jackson Road/Pierce Chapel Road	2,643	2,636	5,279
Bruce Jackson Road south of SR 34	449	464	913

Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the *Highway Capacity Manual, 7th Edition* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro 12 was used. This software conforms to the methodology of the HCM.

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

For unsignalized intersections, where stop signs control side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on input data including intersection geometry, lane configuration, and turning movement volumes.



For the signalized intersections, LOS is based on input data including intersection geometry, lane configuration, turning movement volumes, and traffic signal timing.

Table 2 below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

Table 2: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Existing Level of Service

The level of service for the existing conditions was determined using existing geometric configuration and intersection control. The existing study intersection and approaches operate at an acceptable level of service (LOS B) in existing conditions. The existing intersection capacity analysis results are summarized in **Table 3** and detailed Synchro reports are attached in **Appendix C**.

Table 3: Level of Service and Delay for Existing Year (2026)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop Control	Northbound	11.66 (B)	12.52 (B)
		Southbound	13.45 (B)	14.56 (B)

FUTURE CONDITIONS – WITHOUT THE PROPOSED DEVELOPMENT (NO BUILD)

The impact of the proposed development on the roadway network in the year 2027 was analyzed with and without the development to compare the future conditions.

Growth Rate

A growth rate for the study area was calculated using annual volume statistics from GDOT's Traffic Analysis & Data Application, Georgia Governor's Office of Planning and Budget, ARC Employment and Population Projections, and Coweta County census data to project future year traffic volumes. Historical data and calculations from all sources are attached in **Appendix D**.

The overall project growth rate for this project was determined by reviewing the different sources. An average annual growth rate of 2.0% was calculated for the study network to project future year (2027) traffic volumes.

Adjacent Projects

There are no planned short-term or long-term projects near the proposed development.



Future No - Build Traffic Volumes

The future background traffic volumes (2027) were calculated by applying the annual exponential growth rate over a year to the existing traffic volumes (2026). Future no-build volumes are shown in **Figure 4**.

Future No - Build Level of Service

The future background traffic volumes were used to analyze the future no-build levels of service for the study intersections. The same LOS methodology discussed previously was applied to the 2027 background traffic volumes to analyze operations at the study intersections. Under the no-build conditions the all approaches of the study intersection are expected to operate at the same level of service as in the existing year with slightly higher delay. **Table 4** summarizes the results of the intersection operational analysis for the future no-build year, and detailed Synchro reports are attached in **Appendix C**.

Table 4: Level of Service and Delay for No-Build Year (2027)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop-Control	Northbound	11.74 (B)	12.65 (B)
		Southbound	13.58 (B)	14.76 (B)

Proposed Development

The Dresden Corner Market Development will be located to the south of SR 34 and to the west of Bruce Jackson Road and will have a gas station with 8 vehicle fueling positions and a 4,725 SF of convenience store in Coweta County, Georgia. The development will have two driveways; Driveway A will be a Right-In & Right-Out controlled along SR 34 and Driveway B will be the primary access with a minor-street stop-control along Bruce Johnson Road. This study assesses the traffic impact expected upon the full completion of the proposed development, scheduled for 2027.

Trip Generation

Trip generation for the development was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Due to the land use, pass-by trip reductions are anticipated for the proposed gas station. As agreed at the methodology meeting, the pass-by trip reduction will not exceed 10% of the existing traffic volume on the adjacent street. Pass-by trips were recalculated using current traffic volumes, and the ITE-recommended reductions (76% AM peak, 75% PM peak) were not applied. The trip generation for the development is summarized in **Table 5**, and the trip generation report is attached in **Appendix E**.

Table 5: Proposed Site Trip Generation										
Land Use (ITE Code)	Unit of Measure	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Gas Station w/ Convenience Store (945)	8 fueling stations	814	814	1,628	81	78	159	77	76	153
Gas Station Pass by Reduction		264	264	528	27	27	54	31	31	62
Total New Trips		550	550	1,100	54	51	105	46	45	91



Trip Distribution and Assignment

The trips expected to be generated from the proposed development were distributed on the study roadway network based on observed traffic patterns in the area from the collected traffic volume data. Trips generated by the development assigned to the study network are shown in **Figure 4**.

Auxiliary Lane Analysis

The need for auxiliary lanes at the development driveways was evaluated based on the guidelines from GDOT's *Regulations for Driveway and Encroachment Control Manual* and AASHTO's *Policy on Geometric Design of Highways and Streets, 7th Edition (Greenbook)*. Per the GDOT manual, auxiliary lanes are used on approaches to intersections when the daily turning traffic volumes exceed minimum levels. The site plan includes right-turn lanes at both driveways. Therefore, the analysis will focus only on a left-turn lane for the northbound approach on Bruce Jackson Road at Driveway B. Driveway A, located along SR 34, will be limited to right-in and right-out movements, which restricts left turns into the development at Driveway B. Per the GDOT manual, a left-turn lane is warranted at an intersection if the daily left-turn volumes shown in **Table 6** are met or exceeded.

Table 6: Left-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT < 6,000	ADT ≥ 6,000	ADT < 10,000	ADT ≥ 10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
≥ 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Bruce Jackson Road is a two-lane undivided roadway with average daily traffic volume (ADT) less than 6,000 vehicles per day (vpd) and has a posted speed limit of 45 MPH. Based on the trip generation, the ADT is not expected to increase beyond 6,000 vpd. Therefore, the threshold for a left-turn is set at 250 LTV per day.

Based on the expected daily trip distribution, a left turn lane is not warranted along Bruce Jackson Road. The results of the auxiliary lane analysis are shown in **Table 7**.

Table 7: Results for Auxiliary Lane Analysis (GDOT)				
Roadway	GDOT Turning Movement Thresholds (vpd)		Site Expected Turning Volumes (vpd)	
	LTV	RTV	LTV	RTV
Bruce Jackson Road at Driveway B	250	N/A	81	-

AASHTO's Greenbook guidelines were used to determine whether a left-turn lane is warranted at the intersection of Bruce Johnson Road at Driveway B. These guidelines evaluate the need for left-turn lanes based on several factors: (a) the number of lanes on the arterial/major road, (b) the roadway design and operating speeds, (c) the peak hour volume of left-turning traffic, and (d) the peak hour volume of opposing traffic. The volume-based guidelines indicate scenarios where a left-turn lane may be beneficial, though they do not necessarily indicate cases where a left-turn lane is strictly required. **Figure 3** shows AASHTO criteria for two-lane roadways at unsignalized intersections. The highest peak hour volumes for the development are shown in **Table 8**. For this analysis referencing AASHTO criteria for 40 mph operating speed with opposing volumes approximated to 100 veh/hr was used for the AM peak hour and an approximated 100 veh/hr was used for the PM peak hour. 30% left turns were reviewed for the AM peak hour and 20% left turns



were reviewed for the PM peak hour. Based on the build year peak hour volumes a left-turn lane is not warranted on Bruce Johnson Road at Driveway B intersection.

Table 8: Results Peak Hour for Auxiliary Lane Analysis (AASHTO)

Roadway	Peak Hour	Opposing Volume	% Left Turns	Advancing Volume	Operating Speed	Criteria Satisfied
Bruce Johnson Road at Driveway B	AM	48	24%	38	45 mph	No
	PM	97	20%	40	45 mph	No

Metric					U.S. Customary				
Opposing Volume (veh/h)	Advancing Volume (veh/h)				Opposing Volume (veh/h)	Advancing Volume (veh/h)			
	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns		5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
60-km/h Operating Speed					40-mph Operating Speed				
800	330	240	180	160	800	330	240	180	160
600	410	305	225	200	600	410	305	225	200
400	510	380	275	245	400	510	380	275	245
200	640	470	350	305	200	640	470	350	305
100	720	515	390	340	100	720	515	390	340
80-km/h Operating Speed					50-mph Operating Speed				
800	280	210	165	135	800	280	210	165	135
600	350	260	195	170	600	350	260	195	170
400	430	320	240	210	400	430	320	240	210
200	550	400	300	270	200	550	400	300	270
100	615	445	335	295	100	615	445	335	295
100-km/h Operating Speed					60-mph Operating Speed				
800	230	170	125	115	800	230	170	125	115
600	290	210	160	140	600	290	210	160	140
400	365	270	200	175	400	365	270	200	175
200	450	330	250	215	200	450	330	250	215
100	505	370	275	240	100	505	370	275	240

Figure 3 Left-Turn Treatment at Unsignalized Intersection

FUTURE CONDITIONS – WITH THE PROPOSED DEVELOPMENT (BUILD)

To assess the traffic impact of the development, the site-generated trips were added to the future background traffic, and the combined volumes were analyzed.

Future Build Traffic Volumes

This future build (2027) analysis was conducted to determine any impacts to the study intersection resulting from the traffic after the full build-out of the development. The site-generated trips were assigned to the adjacent roadway network and added to the future background traffic volumes and are shown in **Figure 4**.



Future Build Level of Service

The future background traffic volumes were used to analyze the future build levels of service for the study intersections to determine the impacts of future background traffic volumes plus the site-generated volumes. Under the build conditions at the intersection of SR 34 at Bruce Jackson Road/Pierce Chapel Road, the northbound approach is expected to operate at LOS C during both peak hours compared to LOS B and the southbound approach is expected to operate at LOS C during PM peak hour, but still expected to operate acceptably. Both driveway approaches are expected to operate at LOS A-B during both peak hours. **Table 9** summarizes the results of the intersection operational analysis for the future build year, and detailed Synchro reports are attached in **Appendix C**.

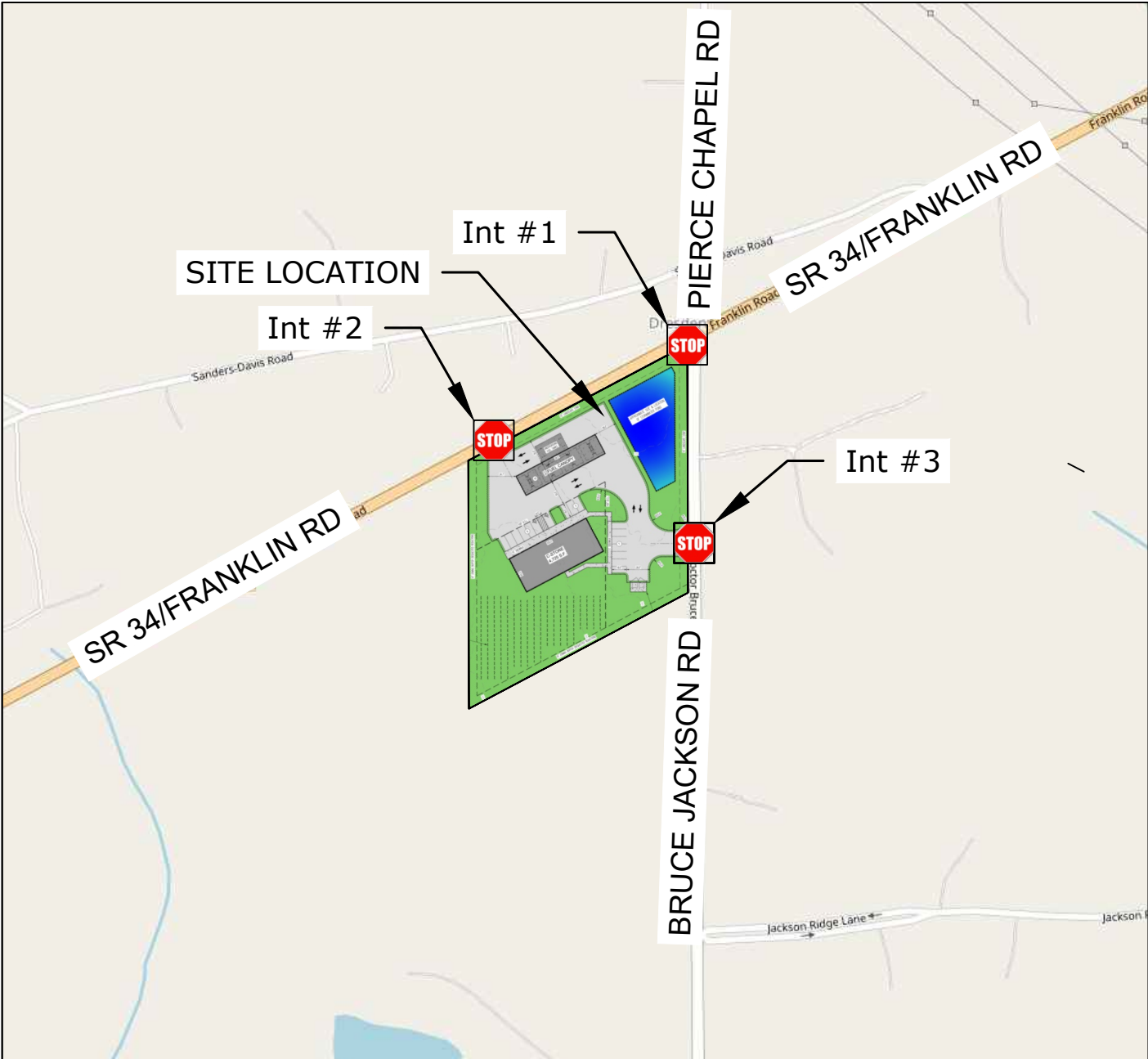
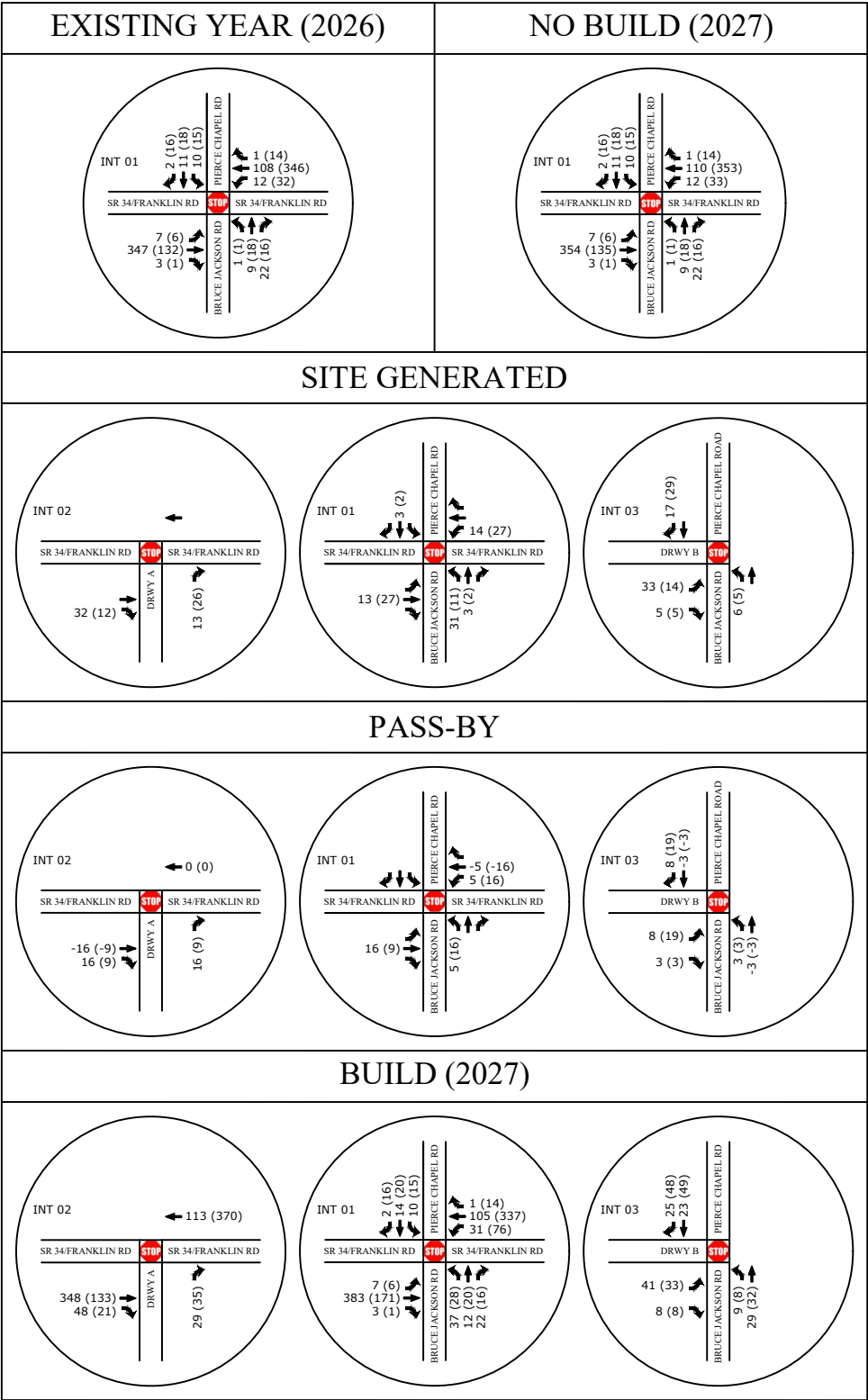
Table 9: Level of Service and Delay for Build Year (2027)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop-Control	Northbound	15.24 (C)	18.36 (C)
		Southbound	14.83 (B)	17.17 (C)
SR 34 at Driveway A	RIRO	Northbound	10.65 (B)	9.16 (A)
Bruce Jackson Road at Driveway B	Minor-Street Stop-Control	Eastbound	9.06 (A)	9.16 (A)

Level of Service Comparison

The results of the capacity analysis for the no-build and build conditions are compared in **Table 10**. The development will have minimal impact on the study network. In the AM peak hour, the northbound approach of Bruce Jackson Road at SR 34 will drop from LOS B (no-build) to LOS C (build), with only a 4-second increase in delay. In the PM peak hour, both northbound and southbound approaches of Bruce Jackson Road/Pierce Chapel Road at SR 34 will drop from LOS B to LOS C, with an added delay of 2 to 6 seconds, which is negligible. All other study intersection approaches are expected to continue operating acceptably with the development traffic.

Table 10: Level of Service Comparison (2027)						
Intersection	Control	Approach	Delay (LOS)		Delay (LOS)	
			AM	AM	AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop-Control	Northbound	11.74 (B)	12.65 (B)	15.24 (C)	18.36 (C)
		Southbound	13.58 (B)	14.76 (B)	14.83 (B)	17.17 (C)
SR 34 at Driveway A	RIRO	Northbound			10.65 (B)	9.16 (A)
Bruce Jackson Road at Driveway B	Minor-Street Stop-Control	Eastbound			9.06 (A)	9.16 (A)





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FIGURE 4



PEAK HOUR VOLUMES

REVISION DATES		

DATE:
DRESDEN CORNER MARKET
DEVELOPMENT

CONCLUSION

The Dresden Corner Market Development will be located in the southwest quadrant of the intersection of SR 34 and Bruce Jackson Road/Pierce Chapel Road in Coweta County, Georgia. The project will include a gas station with 8 fueling positions and a 4,725-square-foot convenience store. Two driveways are proposed: Driveway A on SR 34 with right-in and right-out access, and Driveway B on Bruce Jackson Road, which will serve as the primary entrance with minor-street stop control. This study assesses the traffic impact expected upon the full completion of the proposed development, scheduled for 2027.

Traffic operations at the study intersection were evaluated for the existing year (2026) and the future year (2027) with and without the additional development traffic. Based on the operational analysis, the existing study intersection operates at an acceptable level of service in the existing condition at LOS B. In the future no-build condition all approaches of all study intersections are expected to operate acceptably at the same levels of service, LOS B, as in the existing condition.

The development has minimal impacts to the study network. All study intersections are expected to operate acceptably at the same levels of service, LOS A – B, as in the existing and no-build conditions with the exception of the northbound approach of Bruce Jackson Road at SR 34 which degrades to LOS C from LOS B during both peak hours and the southbound approach of Pierce Chapel Road at SR 34 which also degrades to LOS C from LOS B during PM peak hour.

The study intersection of Bruce Jackson Road at Driveway B was analyzed for the need for left turn lane. Based on the analysis, a left-turn is warranted along Bruce Jackson Road at its study intersection with Driveway B.

Based on auxiliary lane and operational analysis of the study intersections, the following are the recommended improvements and driveway configurations:

SR 34 at Driveway A

- Driveway A should be Right-In & Right-Out controlled.
- Driveway A should include one entry lane and one exit lane.
- Right turn lane proposed on the site plan along SR 34 can be provided in accordance with GDOT minimum design standards.

Bruce Johnson Road at Driveway B

- Driveway B should be stop controlled.
- Driveway B should include one entry lane and one exit lane.
- The right-turn lane proposed on the site plan along Bruce Johnson Road can be included with the proposed storage length from the site plan.

No additional roadway improvements are recommended for this development.



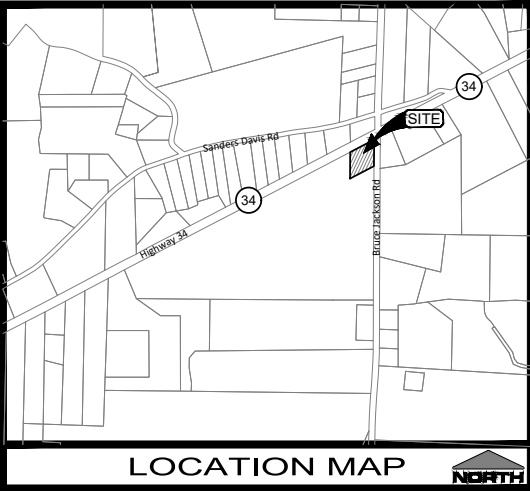
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Appendix A

Site Plan



LEVEL II CERTIFIED DESIGN PROFESSIONAL

GEORGIA SOIL AND WATER CONSERVATION COMMISSION

CERTIFICATION NUMBER: 0000039604
EXPIRES: 05/21/2026

PREPARED BY

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Virginia Singh

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DRESDEN CORNER MARKET

LAND LOT 100 - 3rd DISTRICT
PARCEL ID: 026 3101 001
COWETA COUNTY, GEORGIA

SHEET TITLE:
CONCEPT PLAN

SIGNED / SEALED

DATE:

REVISION

DESIGNED BY: RAC

DRAWN BY: JAM

CHECKED BY: RAC

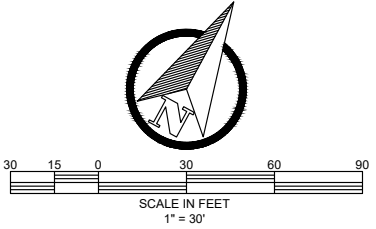
SCALE: AS SHOWN

C-1

SHEET

25-014

19-Nov-25



Appendix B

Background Traffic Data

24-Hr Bi-Directional Class Count
SR 34 west of Pierce Chapel Rd

Bi-Directional Class Count || Location Overview

Newnan, GA

Site 1

GA-34 Franklin Rd,
west of Pierce Chapel Rd

Lat/Long

33.350989°, -84.919245°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☒	4
Bi-Directional Class Count	60min	☒	4
Graphical Analysis	-	☒	3
Base Data	15min	☒	2
Base Data	60min	☒	2

Daily & Monthly Factors

	Thu
	01/29
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Newnan, GA

Site 1
 GA-34 Franklin Rd,
 west of Pierce Chapel Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350989°, -84.919245°

[Click here for Detailed Weather](#)

[Click here for Map](#)
0000 - 2400 (Weekday 24h Session) (01-29-2026)
 NB EB 15min

Time	Eastbound (Movement 1,1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	1	1	0	0	1	0	0	0	0	0	0	0	3	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	1	0	3	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	10
0300 - 0315	0	3	2	0	1	0	0	0	1	0	0	0	0	7	
0315 - 0330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0345 - 0400	0	7	1	0	0	0	0	0	0	0	0	0	0	8	31
0400 - 0415	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0415 - 0430	0	11	4	0	1	0	0	0	0	0	0	0	0	16	
0430 - 0445	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
0445 - 0500	0	20	2	0	2	0	0	1	0	0	0	0	0	25	72
0500 - 0515	0	29	3	0	0	0	0	1	0	0	0	0	0	33	
0515 - 0530	0	35	2	0	3	0	0	3	0	0	0	0	0	43	
0530 - 0545	0	35	9	0	0	0	0	0	0	0	0	0	0	44	
0545 - 0600	0	50	8	0	8	0	0	0	0	0	0	0	0	66	186
0600 - 0615	0	56	7	1	4	0	0	2	0	0	0	0	0	70	
0615 - 0630	0	69	9	1	5	0	0	0	1	0	0	0	0	85	
0630 - 0645	0	53	1	2	2	0	0	1	0	12	0	0	0	69	
0645 - 0700	0	54	14	1	4	0	0	0	1	0	0	0	0	74	298
0700 - 0715	0	62	14	0	2	1	0	0	0	0	0	0	0	79	
0715 - 0730	0	83	15	1	2	0	0	1	0	0	0	0	0	102	
0730 - 0745	0	65	25	0	3	1	0	0	0	0	0	0	0	94	
0745 - 0800	0	54	26	0	3	1	0	0	0	0	0	0	0	82	357
0800 - 0815	0	44	11	0	0	0	0	0	0	0	0	0	0	55	
0815 - 0830	0	30	8	0	0	0	0	0	0	0	0	0	0	38	
0830 - 0845	0	30	10	0	0	0	0	0	2	0	0	0	0	42	
0845 - 0900	0	27	11	0	0	4	1	0	1	0	0	0	0	44	179
0900 - 0915	0	21	5	0	1	4	0	0	2	0	0	0	0	33	
0915 - 0930	0	30	14	0	1	1	0	0	0	0	0	0	0	46	
0930 - 0945	0	26	15	0	1	1	0	1	0	0	0	0	0	44	
0945 - 1000	0	33	13	0	1	0	0	0	1	0	0	0	0	48	171
1000 - 1015	0	27	10	1	1	0	0	1	1	0	0	0	0	41	
1015 - 1030	0	22	6	0	4	1	0	0	0	0	0	0	0	33	
1030 - 1045	0	30	15	0	3	4	0	0	0	0	0	0	0	52	
1045 - 1100	0	19	7	1	0	4	0	0	1	1	0	0	0	32	158
1100 - 1115	0	15	4	1	1	0	0	0	0	0	0	0	0	20	
1115 - 1130	0	17	10	1	2	0	0	0	0	0	0	0	0	30	
1130 - 1145	0	18	6	0	3	5	0	0	0	0	0	0	0	32	
1145 - 1200	0	19	12	0	1	0	0	1	1	0	0	0	0	34	116
1200 - 1215	0	18	8	0	2	0	0	0	1	0	0	0	0	29	
1215 - 1230	0	16	7	0	1	0	0	1	0	0	7	0	0	25	
1230 - 1245	0	18	7	0	1	0	0	0	0	0	0	0	0	26	
1245 - 1300	0	22	7	0	1	1	0	0	0	0	0	0	0	31	111
1300 - 1315	0	18	14	0	0	1	0	0	1	0	0	0	0	34	
1315 - 1330	0	16	5	0	2	0	0	0	1	0	0	0	0	24	
1330 - 1345	0	19	10	1	0	1	0	0	0	0	0	0	0	31	
1345 - 1400	0	23	8	0	2	5	0	0	0	1	0	0	0	39	128
1400 - 1415	0	21	7	1	0	2	0	1	1	1	0	0	0	33	
1415 - 1430	0	21	11	0	0	5	0	0	2	0	0	0	0	39	
1430 - 1445	0	18	6	0	0	0	0	1	0	0	0	0	0	25	
1445 - 1500	0	20	11	1	0	1	0	0	1	0	0	0	0	34	131
1500 - 1515	0	21	12	1	2	0	0	0	1	0	0	0	0	37	
1515 - 1530	0	30	15	0	1	0	0	1	0	0	0	0	0	47	
1530 - 1545	0	25	6	0	0	2	0	1	0	0	0	0	0	34	
1545 - 1600	0	30	9	1	0	0	0	0	0	0	0	0	0	40	158
1600 - 1615	0	21	11	0	0	0	0	0	0	0	0	0	0	32	
1615 - 1630	0	20	15	0	0	3	0	0	0	0	0	0	0	38	
1630 - 1645	0	21	8	0	1	0	0	0	0	0	0	0	0	30	
1645 - 1700	0	18	12	0	0	0	0	0	0	0	0	0	0	30	130
1700 - 1715	0	25	10	0	1	1	0	0	0	0	0	0	0	37	
1715 - 1730	0	24	13	0	1	1	0	1	0	0	0	0	0	40	
1730 - 1745	0	21	8	1	2	0	0	0	0	0	0	0	0	32	
1745 - 1800	0	10	9	0	0	0	0	0	0	0	0	0	0	19	128
1800 - 1815	0	22	9	0	1	0	0	0	1	1	0	0	0	34	
1815 - 1830	0	19	13	0	0	0	0	0	1	1	0	0	0	33	
1830 - 1845	0	15	10	0	1	0	0	0	0	0	0	0	0	26	
1845 - 1900	0	12	5	0	0	0	0	0	0	0	0	0	0	17	110
1900 - 1915	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1915 - 1930	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
1930 - 1945	0	9	3	0	2	0	0	0	0	0	0	0	0	12	
1945 - 2000	0	7	3	0	0	0	0	0	0	0	0	0	0	10	62
2000 - 2015	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2015 - 2030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2030 - 2045	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2045 - 2100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	37
2100 - 2115	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2115 - 2130	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2130 - 2145	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	31
2200 - 2215	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2215 - 2230	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	24
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7

Session Total	0	1836	621	15	75	53	1	18	24	0	0	0	0	2643
Session Average	0.00	19.13	6.47	0.16	0.78	0.55	0.01	0.19	0.25	0.00	0.00	0.00	0.00	27.53
Session Percentage	0.00	69.47	23.50	0.57	2.84	2.01	0.04	0.68	0.91	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0645 - 0745	0700 - 0800	0600 - 0700	0545 - 0645	0845 - 0945	0800 - 0900	0515 - 0615	0815 - 0915	-	-	-	-	0700 - 0800
AM Peak Volume	0	264	80	4	19	10	1	5	5	0	0	0	0	357
AM Peak %age	0.00	73.95	22.41	1.12	5.32	2.80	0.28	1.40	1.40	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Newnan, GA

Site 1
 GA-34 Franklin Rd,
 west of Pierce Chapel Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350989°, -84.919245°

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0000 - 2400 (Weekday 24h Session) (01-29-2026)
 SB WB 15min

Time	Westbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	20
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	10
0200 - 0215	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	7
0400 - 0415	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	0	0	0	0	0	1	0	0	0	0	0	2	3
0500 - 0515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0515 - 0530	0	1	0	0	0	1	0	0	0	0	0	0	0	2	
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	8	3	0	0	0	0	0	0	0	0	0	0	11	19
0600 - 0615	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0615 - 0630	0	11	3	0	0	1	0	0	0	0	0	0	0	15	
0630 - 0645	0	9	1	0	0	1	0	0	0	0	0	0	0	11	
0645 - 0700	0	13	5	0	0	0	0	1	0	0	0	0	0	19	56
0700 - 0715	0	16	5	0	1	1	0	0	0	0	0	0	0	23	
0715 - 0730	0	21	9	0	1	0	0	0	0	0	0	0	0	31	
0730 - 0745	0	11	12	0	1	2	0	0	1	0	0	0	0	27	
0745 - 0800	0	14	6	0	0	8	0	1	1	0	0	0	0	30	111
0800 - 0815	0	15	12	0	4	3	0	1	0	0	0	0	0	35	
0815 - 0830	0	17	10	1	1	3	0	0	0	0	0	0	0	32	
0830 - 0845	0	14	11	0	0	1	0	0	0	0	0	0	0	26	
0845 - 0900	0	13	7	0	0	0	0	2	0	0	0	0	0	22	115
0900 - 0915	0	7	4	0	0	0	0	2	0	0	0	0	0	13	
0915 - 0930	0	14	8	2	0	0	0	2	0	0	0	0	0	26	
0930 - 0945	0	8	4	0	2	1	0	0	0	0	0	0	0	15	
0945 - 1000	0	10	7	0	2	4	0	0	0	0	0	0	0	23	77
1000 - 1015	0	20	4	0	2	1	0	0	1	0	0	0	0	28	
1015 - 1030	0	14	5	0	1	4	0	0	0	0	0	0	0	24	
1030 - 1045	0	16	8	1	1	0	0	0	0	0	0	0	0	26	
1045 - 1100	0	13	5	0	2	0	0	0	1	0	0	0	0	25	103
1100 - 1115	0	11	5	0	0	1	0	0	0	0	0	0	0	17	
1115 - 1130	0	15	4	0	1	2	0	0	3	0	0	0	0	25	
1130 - 1145	0	12	5	0	1	0	0	0	0	0	0	0	0	18	
1145 - 1200	0	20	11	0	2	1	0	0	0	0	0	0	0	34	94
1200 - 1215	0	20	3	0	1	4	0	0	1	0	0	0	0	29	
1215 - 1230	0	18	9	0	0	2	0	0	1	0	0	0	0	30	
1230 - 1245	0	14	3	0	1	5	0	1	0	0	0	0	0	24	
1245 - 1300	0	19	11	1	0	1	0	0	0	0	0	0	0	32	115
1300 - 1315	0	23	18	1	2	6	0	0	2	0	0	0	0	52	
1315 - 1330	0	30	10	0	1	0	0	0	0	0	0	0	0	41	
1330 - 1345	0	25	7	0	1	0	0	0	0	0	0	0	0	33	
1345 - 1400	0	21	12	0	0	0	0	0	0	0	0	0	0	33	159
1400 - 1415	0	23	20	0	2	0	0	0	2	0	0	0	0	47	
1415 - 1430	0	27	11	0	1	2	0	0	2	0	0	0	0	43	
1430 - 1445	0	28	18	0	0	0	0	0	0	0	0	0	0	46	
1445 - 1500	0	31	18	0	1	5	0	0	1	0	0	0	0	56	192
1500 - 1515	0	27	25	0	0	2	0	1	0	0	0	0	0	55	
1515 - 1530	0	34	24	0	0	0	0	0	0	0	0	0	0	58	
1530 - 1545	0	33	17	0	0	5	0	0	0	0	0	0	0	55	
1545 - 1600	0	56	20	0	0	0	0	0	0	0	0	0	0	76	244
1600 - 1615	0	47	12	1	3	0	0	0	1	0	0	0	0	64	
1615 - 1630	0	60	24	1	0	1	0	1	2	0	0	0	0	89	
1630 - 1645	0	61	26	1	3	1	0	1	0	0	0	0	0	93	
1645 - 1700	0	66	12	0	0	0	0	0	0	0	0	0	0	78	324
1700 - 1715	0	64	18	0	0	0	0	0	1	0	0	0	0	83	
1715 - 1730	0	78	20	0	1	0	0	0	1	0	0	0	0	100	
1730 - 1745	0	74	25	0	2	1	0	0	0	0	0	0	0	102	
1745 - 1800	0	46	24	1	0	0	0	0	3	0	0	0	0	74	359
1800 - 1815	0	47	15	0	0	0	0	0	0	0	0	0	0	62	
1815 - 1830	0	51	15	0	0	0	0	0	0	0	0	0	0	66	
1830 - 1845	0	44	6	1	0	0	0	0	0	0	0	0	0	51	
1845 - 1900	0	44	6	0	0	0	0	0	0	0	0	0	0	50	229
1900 - 1915	0	31	8	0	2	0	0	0	0	0	0	0	0	41	
1915 - 1930	0	32	9	0	0	0	0	0	0	0	0	0	0	41	
1930 - 1945	0	34	8	0	0	0	0	0	1	0	0	0	0	43	
1945 - 2000	0	22	9	0	1	0	0	0	0	0	0	0	0	32	157
2000 - 2015	0	25	7	0	0	0	0	0	0	0	0	0	0	32	
2015 - 2030	0	20	5	0	0	0	0	0	0	0	0	0	0	25	
2030 - 2045	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
2045 - 2100	0	10	3	0	0	0	0	0	1	0	0	0	0	14	94
2100 - 2115	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
2115 - 2130	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2130 - 2145	0	12	4	0	1	0	0	0	0	0	0	0	0	17	
2145 - 2200	0	8	3	0	0	0	0	0	0	0	0	0	0	11	61
2200 - 2215	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2215 - 2230	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2230 - 2245	0	16	4	0	1	0	0	0	1	0	0	0	0	22	
2245 - 2300	0	7	2	0	0	0	0	0	0	0	0	0	0	9	53
2300 - 2315	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	4	1	0	0	0	0	0	0	0	0	0	0	5	23

Session Total	0	1784	684	11	48	68	0	12	29	0	0	0	0	2636
Session Average	0.00	18.58	7.13	0.11	0.50	0.71	0.00	0.13	0.30	0.00	0.00	0.00	0.00	27.46
Session Percentage	0.00	67.68	25.95	0.42	1.82	2.58	0.00	0.46	1.10	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0730 - 0830	0830 - 0930	0930 - 1030	1030 - 0830	-	0815 - 0915	0915 - 1015	-	-	-	-	0730 - 0830
AM Peak Volume	0	62	40	2	7	15	0	6	3	0	0	0	0	124
AM Peak %age	0.00	50.00	32.26	1.61	5.65	12.90	0.00	3.23	2.42	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Newnan, GA

Site 1
 GA-34 Franklin Rd,
 west of Pierce Chapel Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350989°, -84.919245°

[Click here for Detailed Weather](#)
0000 - 2400 (Weekday 24h Session) (01-29-2026)
 Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	5	1	0	0	1	0	0	0	0	0	0	0	7	
0045 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	23
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15
0200 - 0215	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0215 - 0230	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	21
0300 - 0315	0	4	2	0	1	0	0	0	1	0	0	0	0	8	
0315 - 0330	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0330 - 0345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0345 - 0400	0	10	1	0	0	0	0	0	0	0	0	0	0	11	38
0400 - 0415	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0415 - 0430	0	11	4	0	1	0	0	0	0	0	0	0	0	16	
0430 - 0445	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
0445 - 0500	0	21	2	0	2	0	0	2	0	0	0	0	0	27	75
0500 - 0515	0	32	4	0	0	0	32	1	0	0	0	0	0	37	
0515 - 0530	0	36	2	0	3	1	0	3	0	0	0	0	0	45	
0530 - 0545	0	36	10	0	0	0	0	0	0	0	0	0	0	46	
0545 - 0600	0	58	11	0	8	0	0	0	0	0	0	0	0	77	205
0600 - 0615	0	66	8	1	4	0	0	2	0	0	0	0	0	81	
0615 - 0630	0	80	12	1	5	1	0	0	1	0	0	0	0	100	
0630 - 0645	0	62	13	1	2	1	0	1	0	0	0	0	0	80	
0645 - 0700	0	67	19	1	4	0	0	1	1	0	0	0	0	93	354
0700 - 0715	0	78	19	0	3	2	0	0	0	0	0	0	0	102	
0715 - 0730	0	104	24	1	3	0	0	1	0	0	0	0	0	133	
0730 - 0745	0	76	37	0	4	3	0	0	1	0	0	0	0	121	
0745 - 0800	0	68	32	0	1	9	0	1	1	0	0	0	0	112	468
0800 - 0815	0	59	23	0	4	3	0	1	0	0	0	0	0	90	
0815 - 0830	0	47	18	1	1	3	0	0	0	0	0	0	0	70	
0830 - 0845	0	44	21	0	0	1	0	0	2	0	0	0	0	68	
0845 - 0900	0	40	18	0	0	4	1	2	1	0	0	0	0	66	294
0900 - 0915	0	28	9	0	1	4	0	2	2	0	0	0	0	46	
0915 - 0930	0	44	22	2	1	0	0	2	2	0	0	0	0	72	
0930 - 0945	0	34	19	0	3	2	0	1	0	0	0	0	0	59	
0945 - 1000	0	43	20	0	3	4	0	0	1	0	0	0	0	71	248
1000 - 1015	0	47	14	1	3	1	0	1	2	0	0	0	0	69	
1015 - 1030	0	36	11	0	5	5	0	0	0	0	0	0	0	57	
1030 - 1045	0	46	23	1	4	4	0	0	0	0	0	0	0	78	
1045 - 1100	0	32	16	1	2	4	0	0	2	0	0	0	0	57	261
1100 - 1115	0	26	9	1	0	1	0	0	0	0	0	0	0	37	
1115 - 1130	0	32	14	1	3	2	0	0	3	0	0	0	0	55	
1130 - 1145	0	30	11	0	4	5	0	0	0	0	0	0	0	50	
1145 - 1200	0	39	23	0	3	1	0	1	1	0	0	0	0	68	210
1200 - 1215	0	38	11	0	3	4	0	0	2	0	0	0	0	58	
1215 - 1230	0	34	16	0	2	1	0	0	2	0	0	0	0	55	
1230 - 1245	0	32	10	0	2	5	0	1	0	0	0	0	0	50	
1245 - 1300	0	41	18	1	1	2	0	0	0	0	0	0	0	63	226
1300 - 1315	0	41	32	1	2	7	0	0	3	0	0	0	0	86	
1315 - 1330	0	46	15	0	3	0	0	0	1	0	0	0	0	65	
1330 - 1345	0	44	17	1	1	1	0	0	0	0	0	0	0	64	
1345 - 1400	0	44	20	0	2	5	0	0	1	0	0	0	0	72	287
1400 - 1415	0	44	27	1	2	2	0	1	3	0	0	0	0	80	
1415 - 1430	0	48	22	0	1	7	0	0	4	0	0	0	0	82	
1430 - 1445	0	46	24	0	0	0	0	1	0	0	0	0	0	71	
1445 - 1500	0	51	29	1	1	6	0	0	2	0	0	0	0	90	323
1500 - 1515	0	48	37	1	2	2	0	1	1	0	0	0	0	92	
1515 - 1530	0	64	39	0	0	1	0	0	0	0	0	0	0	105	
1530 - 1545	0	58	23	0	0	7	0	1	0	0	0	0	0	89	
1545 - 1600	0	86	29	1	0	0	0	0	0	0	0	0	0	116	402
1600 - 1615	0	68	23	1	3	0	0	0	1	0	0	0	0	96	
1615 - 1630	0	80	39	1	0	4	0	1	2	0	0	0	0	127	
1630 - 1645	0	82	34	1	4	1	0	1	0	0	0	0	0	123	
1645 - 1700	0	84	24	0	0	0	0	0	0	0	0	0	0	108	454
1700 - 1715	0	89	28	0	1	1	0	0	1	0	0	0	0	120	
1715 - 1730	0	102	33	0	2	1	0	1	1	0	0	0	0	140	
1730 - 1745	0	95	33	1	4	1	0	0	0	0	0	0	0	134	
1745 - 1800	0	56	33	1	0	0	0	0	3	0	0	0	0	93	487
1800 - 1815	0	69	24	0	1	0	0	1	1	0	0	0	0	96	
1815 - 1830	0	70	28	0	0	0	0	0	1	0	0	0	0	99	
1830 - 1845	0	59	16	1	1	0	0	0	0	0	0	0	0	77	
1845 - 1900	0	56	11	0	0	0	0	0	0	0	0	0	0	67	339
1900 - 1915	0	50	11	0	2	0	0	0	0	0	0	0	0	63	
1915 - 1930	0	47	12	0	0	0	0	0	0	0	0	0	0	59	
1930 - 1945	0	43	11	0	0	0	0	0	1	0	0	0	0	55	
1945 - 2000	0	29	12	0	1	0	0	0	0	0	0	0	0	42	219
2000 - 2015	0	37	10	0	0	0	0	0	0	0	0	0	0	47	
2015 - 2030	0	29	6	0	0	0	0	0	0	0	0	0	0	35	
2030 - 2045	0	24	5	0	0	0	0	0	0	0	0	0	0	29	
2045 - 2100	0	15	4	0	0	0	0	0	1	0	0	0	0	20	131
2100 - 2115	0	21	7	0	0	0	0	0	0	0	0	0	0	28	
2115 - 2130	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2130 - 2145	0	19	7	0	1	0	0	0	0	0	0	0	0	27	
2145 - 2200	0	11	4	0	0	0	0	0	0	0	0	0	0	15	92
2200 - 2215	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2215 - 2230	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2230 - 2245	0	25	5	0	1	0	0	0	1	0	0	0	0	32	
2245 - 2300	0	11	2	0	0	0	0	0	0	0	0	0	0	13	77
2300 - 2315	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2315 - 2330	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2330 - 2345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	5	1	0	0	0	0	0	0	0	0	0	0	6	30

Session Total	0	3620	1305	26	123	121	1	30	53	0	0	0	0	0	5279
Session Average	0.00	37.71	13.59	0.27	1.28	1.26	0.01	0.31	0.55	0.00	0.00	0.00	0.00	0.00	54.99
Session Percentage	0.00	68.57	24.72	0.49	2.33	2.29	0.02	0.57	1.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0715 - 0815	0600 - 0700	0545 - 0645	0730 - 0830	0800 - 0900	0515 - 0615	0830 - 0930	-	-	-	-	0700 - 0800
AM Peak Volume	0	326	116	4	19	18	1	5	7	0	0	0	0	468
AM Peak %age	0.00	69.66	24.79	0.85	4.06	3.85	0.21	1.07	1.50	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Newnan, GA

Site 1

GA-34 Franklin Rd,
west of Pierce Chapel Rd

Date

Thursday, January 29, 2026

Lat/Long

33.350989°, -84.919245°

Weather

Fair
35°F



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0000 - 2400 (Weekday 24h Session) (01-29-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	0	5	5	
0015 - 0030	0	7	7	
0030 - 0045	3	4	7	
0045 - 0100	0	4	4	23
0100 - 0115	1	3	4	
0115 - 0130	1	3	4	
0130 - 0145	3	1	4	
0145 - 0200	0	3	3	15
0200 - 0215	2	6	8	
0215 - 0230	3	3	6	
0230 - 0245	1	1	2	
0245 - 0300	4	1	5	21
0300 - 0315	7	1	8	
0315 - 0330	7	3	10	
0330 - 0345	9	0	9	
0345 - 0400	8	3	11	38
0400 - 0415	12	1	13	
0415 - 0430	16	0	16	
0430 - 0445	19	0	19	
0445 - 0500	25	2	27	75
0500 - 0515	33	4	37	
0515 - 0530	43	2	45	
0530 - 0545	44	2	46	
0545 - 0600	66	11	77	205
0600 - 0615	70	11	81	
0615 - 0630	85	15	100	
0630 - 0645	69	11	80	
0645 - 0700	74	19	93	354
0700 - 0715	79	23	102	
0715 - 0730	102	31	133	
0730 - 0745	94	27	121	
0745 - 0800	82	30	112	468
0800 - 0815	55	35	90	
0815 - 0830	38	32	70	
0830 - 0845	42	26	68	
0845 - 0900	44	22	66	294
0900 - 0915	33	13	46	
0915 - 0930	46	26	72	
0930 - 0945	44	15	59	
0945 - 1000	48	23	71	248
1000 - 1015	41	28	69	
1015 - 1030	33	24	57	
1030 - 1045	52	26	78	
1045 - 1100	32	25	57	261
1100 - 1115	20	17	37	
1115 - 1130	30	25	55	
1130 - 1145	32	18	50	
1145 - 1200	34	34	68	210

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	29	29	58	
1215 - 1230	25	30	55	
1230 - 1245	26	24	50	
1245 - 1300	31	32	63	226
1300 - 1315	34	52	86	
1315 - 1330	24	41	65	
1330 - 1345	31	33	64	
1345 - 1400	39	33	72	287
1400 - 1415	33	47	80	
1415 - 1430	39	43	82	
1430 - 1445	25	46	71	
1445 - 1500	34	56	90	323
1500 - 1515	37	55	92	
1515 - 1530	47	58	105	
1530 - 1545	34	55	89	
1545 - 1600	40	76	116	402
1600 - 1615	32	64	96	
1615 - 1630	38	89	127	
1630 - 1645	30	93	123	
1645 - 1700	30	78	108	454
1700 - 1715	37	83	120	
1715 - 1730	40	100	140	
1730 - 1745	32	102	134	
1745 - 1800	19	74	93	487
1800 - 1815	34	62	96	
1815 - 1830	33	66	99	
1830 - 1845	26	51	77	
1845 - 1900	17	50	67	339
1900 - 1915	22	41	63	
1915 - 1930	18	41	59	
1930 - 1945	12	43	55	
1945 - 2000	10	32	42	219
2000 - 2015	15	32	47	
2015 - 2030	10	25	35	
2030 - 2045	6	23	29	
2045 - 2100	6	14	20	131
2100 - 2115	7	21	28	
2115 - 2130	10	12	22	
2130 - 2145	10	17	27	
2145 - 2200	4	11	15	92
2200 - 2215	5	14	19	
2215 - 2230	5	8	13	
2230 - 2245	10	22	32	
2245 - 2300	4	9	13	77
2300 - 2315	1	8	9	
2315 - 2330	2	4	6	
2330 - 2345	3	6	9	
2345 - 0000	1	5	6	30

Session Total	2643	2636	5279
Session Average	27.53	27.46	54.99
Session Percentage	50.07	49.93	

24-Hr Bi-Directional Class Count
Bruce Jackson Rd south of SR 34

Bi-Directional Class Count || Location Overview

Newnan, GA

Site 2

Dr Bruce Jackson Rd,
south of GA-34 Franklin Rd

Lat/Long

33.350658°, -84.918379°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☒	4
Bi-Directional Class Count	60min	☒	4
Graphical Analysis	-	☒	3
Base Data	15min	☒	2
Base Data	60min	☒	2

Daily & Monthly Factors

	
	Thu
	01/29
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Newnan, GA

Site 2
 Dr Bruce Jackson Rd,
 south of GA-34 Franklin Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350658° - 84.918379°

[Click here for Map](#)
[Click here for Detailed Weather](#)
0000 - 2400 (Weekday 24h Session) (01-29-2026)
 NB EB 15min

Time	Northbound (Movement 2.11)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	2	1	0	0	0	0	0	0	0	0	0	0	3	4
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	2	3	0	1	0	0	0	0	0	0	0	0	6	17
0600 - 0615	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0615 - 0630	0	2	5	0	0	0	0	0	0	0	0	0	0	7	
0630 - 0645	0	1	1	0	0	0	0	0	0	0	0	1	0	2	
0645 - 0700	0	8	2	0	1	0	0	0	0	0	0	0	0	11	23
0700 - 0715	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
0715 - 0730	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0730 - 0745	0	3	3	0	0	1	0	0	0	0	0	0	0	7	
0745 - 0800	0	4	1	0	0	1	0	0	0	0	0	0	0	6	32
0800 - 0815	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0815 - 0830	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0830 - 0845	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0845 - 0900	0	4	2	0	0	2	0	0	0	0	0	0	0	8	30
0900 - 0915	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0915 - 0930	0	4	1	0	0	1	0	0	1	0	0	0	0	7	
0930 - 0945	0	3	5	0	0	0	0	0	0	0	0	0	0	8	
0945 - 1000	0	0	2	0	0	1	0	0	0	0	0	0	0	3	25
1000 - 1015	0	2	2	0	1	1	0	0	0	0	0	0	0	6	
1015 - 1030	0	3	4	1	0	0	0	0	0	0	0	0	0	8	
1030 - 1045	0	1	2	0	1	2	0	0	0	0	0	0	0	6	
1045 - 1100	0	1	3	0	3	3	0	0	0	0	0	0	0	7	27
1100 - 1115	0	2	0	0	1	1	0	0	0	0	0	0	0	4	
1115 - 1130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1130 - 1145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1145 - 1200	0	4	2	0	0	1	0	0	0	0	0	0	0	7	18
1200 - 1215	0	5	2	0	0	1	0	0	0	0	0	0	0	8	
1215 - 1230	0	3	1	0	0	1	0	0	0	0	0	0	0	5	
1230 - 1245	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1245 - 1300	0	2	3	0	0	2	0	0	0	0	0	0	0	7	23
1300 - 1315	0	1	2	0	0	0	0	0	1	0	0	0	0	4	
1315 - 1330	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1330 - 1345	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1345 - 1400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	24
1400 - 1415	0	3	1	0	1	0	0	0	0	1	0	0	0	6	
1415 - 1430	0	2	2	0	0	3	0	0	0	0	0	0	0	7	
1430 - 1445	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1445 - 1500	0	1	3	0	0	0	0	0	0	0	0	0	0	4	20
1500 - 1515	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1515 - 1530	0	6	1	1	0	0	0	0	0	0	0	1	0	8	
1530 - 1545	0	8	2	0	1	2	0	0	0	0	0	0	0	13	
1545 - 1600	0	10	1	0	0	1	0	0	0	0	0	0	0	12	40
1600 - 1615	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1615 - 1630	0	8	7	0	1	0	0	0	0	0	0	0	0	16	
1630 - 1645	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
1645 - 1700	0	6	3	0	0	0	0	0	0	0	0	3	0	9	51
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1715 - 1730	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1730 - 1745	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1745 - 1800	0	4	2	0	0	0	0	0	0	0	0	0	0	6	32
1800 - 1815	0	5	6	0	0	0	0	0	0	0	0	0	0	11	
1815 - 1830	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
1830 - 1845	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1845 - 1900	0	5	4	0	0	0	0	0	0	0	0	0	0	9	36
1900 - 1915	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1915 - 1930	0	2	3	0	0	0	0	1	0	0	0	0	0	6	
1930 - 1945	0	2	2	0	0	0	0	0	0	0	0	2	0	4	
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15
2000 - 2015	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
2015 - 2030	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2030 - 2045	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
2045 - 2100	0	2	2	0	0	0	0	0	0	0	0	0	0	4	13
2100 - 2115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2115 - 2130	0	0	1	0	1	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	1	1	0	0	0	0	0	0	0	0	0	0	2	7
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	6
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Session Total	0	258	151	2	10	24	0	1	2	1	0	0	0	449
Session Average	0.00	2.69	1.57	0.02	0.10	0.25	0.00	0.01	0.02	0.01	0.00	0.00	0.00	4.68
Session Percentage	0.00	57.46	33.63	0.45	2.23	5.35	0.00	0.22	0.45	0.22	0.00	0.00	0.00	

AM Peak Hour	-	0645 - 0745	0930 - 1030	0930 - 1030	0945 - 1045	0945 - 1045	-	-	0830 - 0930	-	-	-	-	0645 - 0745
AM Peak Volume	0	23	13	1	2	4	0	0	1	0	0	0	0	37
AM Peak %age	0.00	62.16	35.14	2.70	5.41	10.81	0.00	0.00	2.70	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1445 - 1545	1000 - 1100	1000 - 1100	1000 - 1100	1000 - 1100	-	-	1215 - 1315	1315 - 1415	-	-	-	1445 -
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Bi-Directional Class Count || SB WB 15min

Newnan, GA

Site 2
 Dr Bruce Jackson Rd,
 south of GA-34 Franklin Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350658° - 84.918379°

[Click here for Map](#)
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0000 - 2400 (Weekday 24h Session) (01-29-2026)
 SB WB 15min

Time	Southbound (Movement 2,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0500 - 0515	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	4	2	0	0	0	0	0	0	0	0	0	0	6	10
0600 - 0615	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
0615 - 0630	0	2	1	1	1	1	0	0	0	0	0	0	0	6	
0630 - 0645	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0645 - 0700	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0715 - 0730	0	6	1	1	0	0	0	0	0	0	0	0	0	8	
0730 - 0745	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0745 - 0800	0	6	1	0	1	0	0	0	0	0	0	0	0	8	26
0800 - 0815	0	4	5	0	0	0	0	0	0	0	0	0	0	9	
0815 - 0830	0	6	7	0	0	0	0	0	1	0	0	0	0	14	
0830 - 0845	0	3	2	0	0	1	1	0	0	0	0	0	0	6	
0845 - 0900	0	1	4	0	0	1	0	0	0	0	0	0	0	6	35
0900 - 0915	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0915 - 0930	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0930 - 0945	0	3	1	0	0	3	0	0	0	0	0	0	0	7	
0945 - 1000	0	2	3	0	0	0	0	0	0	0	0	0	0	5	18
1000 - 1015	0	2	0	0	0	1	0	0	0	0	0	0	0	3	
1015 - 1030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1030 - 1045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1045 - 1100	0	2	1	0	0	0	0	0	0	0	0	0	0	4	13
1100 - 1115	0	5	2	0	1	2	0	0	0	0	0	0	0	9	
1115 - 1130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1130 - 1145	0	1	4	0	0	1	0	0	0	0	0	0	0	6	
1145 - 1200	0	2	2	0	0	0	0	0	0	0	0	0	0	4	22
1200 - 1215	0	2	3	0	1	0	0	0	0	0	0	0	0	6	
1215 - 1230	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1230 - 1245	0	2	5	0	0	0	0	0	0	0	0	0	0	7	
1245 - 1300	0	2	4	0	0	0	0	0	0	0	0	0	0	6	24
1300 - 1315	0	3	4	0	0	1	0	0	0	0	0	0	0	8	
1315 - 1330	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
1330 - 1345	0	6	2	0	0	2	0	0	1	0	0	0	0	11	
1345 - 1400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	30
1400 - 1415	0	3	3	0	1	0	0	0	0	0	0	0	0	7	
1415 - 1430	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1430 - 1445	0	7	2	0	1	0	0	0	0	0	0	0	0	10	
1445 - 1500	0	4	3	0	0	0	0	0	0	0	0	0	0	7	29
1500 - 1515	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1515 - 1530	0	8	4	0	0	0	0	0	1	0	0	0	0	14	
1530 - 1545	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1545 - 1600	0	4	2	0	0	0	0	0	0	0	0	0	0	6	38
1600 - 1615	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1615 - 1630	0	8	3	1	0	0	0	0	0	0	0	0	0	12	
1630 - 1645	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
1645 - 1700	0	5	4	0	0	0	0	1	0	0	0	0	0	10	33
1700 - 1715	0	9	2	0	0	1	0	0	0	0	0	0	0	12	
1715 - 1730	0	7	3	0	1	0	0	0	0	0	0	0	0	11	
1730 - 1745	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
1745 - 1800	0	9	7	0	0	0	0	0	0	0	0	0	0	16	57
1800 - 1815	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1815 - 1830	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1830 - 1845	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1845 - 1900	0	5	1	0	0	0	0	0	0	0	0	0	0	6	31
1900 - 1915	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1915 - 1930	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1945 - 2000	0	8	3	0	0	0	0	0	0	0	0	0	0	11	27
2000 - 2015	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2015 - 2030	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2030 - 2045	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2045 - 2100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23
2100 - 2115	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Session Total	0	280	152	3	11	14	0	1	3	0	0	0	0	464	
Session Average	0.00	2.92	1.58	0.03	0.11	0.15	0.00	0.01	0.03	0.00	0.00	0.00	0.00	4.83	
Session Percentage	0.00	60.34	32.76	0.65	2.37	3.02	0.00	0.22	0.65	0.00	0.00	0.00	0.00		
AM Peak Hour	-	0715 - 0815	0800 - 0900	0530 - 0630	0530 - 0630	0845 - 0945	-	-	0730 - 0830	-	-	-	-	0730 - 0830	
AM Peak Volume	0	21	18	1	2	4	0	0	1	0	0	0	0	40	
AM Peak %age	0.00	52.50	45.00	2.50	5.00	10.00	0.00	0.00	2.50	0.00	0.00	0.00	0.00		
Noon Peak Hour	-	1430 - 1530	1215 - 1315	-	1315 - 1415	1045 - 1145	-	-	1245 - 1345	-	-	-	-		

Bi-Directional Class Count || Bi-Directional 15min

Newnan, GA

Site 2
 Dr Bruce Jackson Rd,
 south of GA-34 Franklin Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350658°, -84.918379°

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0000 - 2400 (Weekday 24h Session) (01-29-2026)
 Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0115 - 0130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	6
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
0430 - 0445	0	2	0	0	1	0	0	0	0	0	0	0	0	3	3
0445 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	9
0500 - 0515	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
0515 - 0530	0	5	2	0	0	0	0	0	0	0	0	0	0	7	7
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0545 - 0600	0	6	5	0	1	0	0	0	0	0	0	0	0	12	27
0600 - 0615	0	6	1	0	1	0	0	0	0	0	0	0	0	8	8
0615 - 0630	0	4	6	1	1	1	0	0	0	0	0	0	0	13	13
0630 - 0645	0	3	4	0	0	0	0	0	0	0	0	0	0	7	7
0645 - 0700	0	10	3	0	1	0	0	0	0	0	0	0	0	14	42
0700 - 0715	0	9	4	0	0	0	0	0	0	0	0	0	0	13	13
0715 - 0730	0	10	4	1	0	0	0	0	0	0	0	0	0	15	15
0730 - 0745	0	8	7	0	0	1	0	0	0	0	0	0	0	16	16
0745 - 0800	0	10	2	0	1	1	0	0	0	0	0	0	0	14	58
0800 - 0815	0	11	5	0	0	0	0	0	0	0	0	0	0	16	16
0815 - 0830	0	12	9	0	0	0	0	0	1	0	0	0	0	22	22
0830 - 0845	0	8	4	0	0	1	1	0	0	0	0	0	0	13	13
0845 - 0900	0	5	6	0	0	3	0	0	0	0	0	0	0	14	65
0900 - 0915	0	7	4	0	0	0	0	0	0	0	0	0	0	11	11
0915 - 0930	0	5	2	0	0	1	0	0	1	0	0	0	0	9	9
0930 - 0945	0	6	6	0	0	3	0	0	0	0	0	0	0	15	15
0945 - 1000	0	2	5	0	0	1	0	0	0	0	0	0	0	8	43
1000 - 1015	0	4	2	0	1	2	0	0	0	0	0	0	0	9	9
1015 - 1030	0	6	5	1	0	0	0	0	0	0	0	0	0	12	12
1030 - 1045	0	3	2	0	1	2	0	0	0	0	0	0	0	8	8
1045 - 1100	0	3	4	0	1	3	0	0	0	0	0	0	0	11	40
1100 - 1115	0	7	2	0	0	3	0	0	0	0	0	0	0	13	13
1115 - 1130	0	5	2	0	0	0	0	0	0	0	0	0	0	7	7
1130 - 1145	0	3	5	0	0	1	0	0	0	0	0	0	0	9	9
1145 - 1200	0	6	4	0	0	1	0	0	0	0	0	0	0	11	40
1200 - 1215	0	7	5	0	1	1	0	0	0	0	0	0	0	14	14
1215 - 1230	0	6	3	0	0	1	0	0	0	0	0	0	0	10	10
1230 - 1245	0	3	7	0	0	0	0	0	0	0	0	0	0	10	10
1245 - 1300	0	4	7	0	0	2	0	0	0	0	0	0	0	13	47
1300 - 1315	0	4	6	0	0	1	0	0	1	0	0	0	0	12	12
1315 - 1330	0	14	3	0	1	0	0	0	0	0	0	0	0	18	18
1330 - 1345	0	10	5	0	0	2	0	0	1	0	0	0	0	18	18
1345 - 1400	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
1400 - 1415	0	6	4	0	2	0	0	0	0	1	0	0	0	13	13
1415 - 1430	0	5	4	0	0	3	0	0	0	0	0	0	0	12	12
1430 - 1445	0	8	4	0	1	0	0	0	0	0	0	0	0	13	13
1445 - 1500	0	5	6	0	0	0	0	0	0	0	0	0	0	11	49
1500 - 1515	0	11	5	0	0	0	0	0	0	0	0	0	0	16	16
1515 - 1530	0	14	5	1	0	0	0	0	1	0	0	0	0	22	22
1530 - 1545	0	14	5	0	1	2	0	0	0	0	0	0	0	22	22
1545 - 1600	0	14	3	0	0	1	0	0	0	0	0	0	0	18	78
1600 - 1615	0	10	3	0	0	0	0	0	0	0	0	0	0	13	13
1615 - 1630	0	16	10	1	1	0	0	0	0	0	0	0	0	28	28
1630 - 1645	0	16	8	0	0	0	0	0	0	0	0	0	0	24	24
1645 - 1700	0	11	7	0	0	0	0	0	1	0	0	0	0	19	84
1700 - 1715	0	13	2	0	0	1	0	0	0	0	0	0	0	16	16
1715 - 1730	0	15	7	0	1	0	0	0	0	0	0	0	0	23	23
1730 - 1745	0	20	8	0	0	0	0	0	0	0	0	0	0	28	28
1745 - 1800	0	13	9	0	0	0	0	0	0	0	0	0	0	22	89
1800 - 1815	0	9	8	0	0	0	0	0	0	0	0	0	0	17	17
1815 - 1830	0	15	3	0	1	0	0	0	0	0	0	0	0	19	19
1830 - 1845	0	11	5	0	0	0	0	0	0	0	0	0	0	16	16
1845 - 1900	0	10	5	0	0	0	0	0	0	0	0	0	0	15	67
1900 - 1915	0	5	4	0	0	0	0	0	0	0	0	0	0	9	9
1915 - 1930	0	7	6	0	0	0	0	1	0	0	0	0	0	14	14
1930 - 1945	0	4	3	0	0	0	0	0	0	0	0	0	0	7	7
1945 - 2000	0	9	3	0	0	0	0	0	0	0	0	0	0	12	42
2000 - 2015	0	8	6	0	0	0	0	0	0	0	0	0	0	14	14
2015 - 2030	0	6	4	0	0	0	0	0	0	0	0	0	0	10	10
2030 - 2045	0	4	3	0	0	0	0	0	0	0	0	0	0	7	7
2045 - 2100	0	2	3	0	0	0	0	0	0	0	0	0	0	5	36
2100 - 2115	0	8	3	0	0	0	0	0	0	0	0	0	0	11	11
2115 - 2130	0	1	1	0	1	0	0	0	0	0	0	0	0	3	3
2130 - 2145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	7
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
Session Total	0	538	303	5	21	38	0	2	5	1	0	0	0	913	913
Session Average	0.00	5.60	3.16	0.05	0.22	0.40	0.00	0.02	0.05	0.01	0.00	0.00	0.00	9.51	9.51
Session Percentage	0.00	58.93	33.19	0.55	2.30	4.16	0.00	0.22	0.55	0.11	0.00	0.00	0.00	0.00	0.00
AM Peak Hour	-	0730 - 0830	0800 - 0900	0530 - 0630	0530 - 0630	0845 - 0945	-	-	0730 - 0830	-	-	-	-	0730 - 0830	68
AM Peak Volume	0	41	24												

Bi-Directional Class Count || Volume Summary 15min

Newnan, GA

Site 2

Dr Bruce Jackson Rd,
south of GA-34 Franklin Rd

Date

Thursday, January 29, 2026

Lat/Long

33.350658°, -84.918379°

Weather

Fair
35°F



[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (01-29-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	0	0	0	
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	1	1	1
0100 - 0115	0	1	1	
0115 - 0130	0	1	1	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	2
0200 - 0215	0	0	0	
0215 - 0230	0	1	1	
0230 - 0245	0	0	0	
0245 - 0300	1	0	1	2
0300 - 0315	0	0	0	
0315 - 0330	2	1	3	
0330 - 0345	1	0	1	
0345 - 0400	0	2	2	6
0400 - 0415	0	0	0	
0415 - 0430	0	2	2	
0430 - 0445	1	2	3	
0445 - 0500	3	1	4	9
0500 - 0515	3	2	5	
0515 - 0530	6	1	7	
0530 - 0545	2	1	3	
0545 - 0600	6	6	12	27
0600 - 0615	3	5	8	
0615 - 0630	7	6	13	
0630 - 0645	2	5	7	
0645 - 0700	11	3	14	42
0700 - 0715	12	1	13	
0715 - 0730	7	8	15	
0730 - 0745	7	9	16	
0745 - 0800	6	8	14	58
0800 - 0815	7	9	16	
0815 - 0830	8	14	22	
0830 - 0845	7	6	13	
0845 - 0900	8	6	14	65
0900 - 0915	7	4	11	
0915 - 0930	7	2	9	
0930 - 0945	8	7	15	
0945 - 1000	3	5	8	43
1000 - 1015	6	3	9	
1015 - 1030	8	4	12	
1030 - 1045	6	2	8	
1045 - 1100	7	4	11	40
1100 - 1115	4	9	13	
1115 - 1130	4	3	7	
1130 - 1145	3	6	9	
1145 - 1200	7	4	11	40

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	8	6	14	
1215 - 1230	5	5	10	
1230 - 1245	3	7	10	
1245 - 1300	7	6	13	47
1300 - 1315	4	8	12	
1315 - 1330	9	9	18	
1330 - 1345	7	11	18	
1345 - 1400	4	2	6	54
1400 - 1415	6	7	13	
1415 - 1430	7	5	12	
1430 - 1445	3	10	13	
1445 - 1500	4	7	11	49
1500 - 1515	7	9	16	
1515 - 1530	8	14	22	
1530 - 1545	13	9	22	
1545 - 1600	12	6	18	78
1600 - 1615	7	6	13	
1615 - 1630	16	12	28	
1630 - 1645	19	5	24	
1645 - 1700	9	10	19	84
1700 - 1715	4	12	16	
1715 - 1730	12	11	23	
1730 - 1745	10	18	28	
1745 - 1800	6	16	22	89
1800 - 1815	11	6	17	
1815 - 1830	9	10	19	
1830 - 1845	7	9	16	
1845 - 1900	9	6	15	67
1900 - 1915	4	5	9	
1915 - 1930	6	8	14	
1930 - 1945	4	3	7	
1945 - 2000	1	11	12	42
2000 - 2015	4	10	14	
2015 - 2030	3	7	10	
2030 - 2045	2	5	7	
2045 - 2100	4	1	5	36
2100 - 2115	2	9	11	
2115 - 2130	2	1	3	
2130 - 2145	1	2	3	
2145 - 2200	2	2	4	21
2200 - 2215	0	1	1	
2215 - 2230	2	0	2	
2230 - 2245	1	0	1	
2245 - 2300	3	0	3	7
2300 - 2315	0	0	0	
2315 - 2330	1	1	2	
2330 - 2345	1	0	1	
2345 - 0000	0	1	1	4

Session Total	449	464	913
Session Average	4.68	4.83	9.51
Session Percentage	49.18	50.82	

Peak Hour Turning Movement Count
SR 34 at Bruce Jackson Rd/Pierce Chapel Rd

Thursday, January 29, 2026		
	Fair	35°F
Period	0700 - 0900	APPLY
Peak Hour	0700 - 0800	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles



All vehicles

All Vehicles	Northbound																									Southbound					Eastbound					Westbound					Int Total
	Dr Bruce Jackson Rd										Pierce Chapel Rd					GA-34 Franklin Rd (West)					GA-34 Franklin Rd (East)																				
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total																					
Time	1	2	9	-	0	12	5	1	2	-	0	8	3	76	0	-	0	79	0	20	0	-	0	20	119																
0700 - 0715	0	2	5	-	0	7	2	5	0	-	0	7	2	99	1	-	0	102	2	31	0	-	0	33	149																
0715 - 0730	0	2	5	-	0	7	3	2	0	-	0	5	1	93	0	-	0	94	7	27	0	-	0	34	140																
0730 - 0745	0	3	3	-	0	6	0	3	0	-	0	3	1	79	2	-	0	82	3	30	1	-	0	34	125																
0745 - 0800																																									
Total	1	9	22	0	0	32	10	11	2	0	0	23	7	347	3	0	0	357	12	108	1	0	0	121	533																
Approach %	3.13	28.13	68.75	0.00	0.00	-	43.48	47.83	8.70	0.00	0.00	-	1.96	97.20	0.84	0.00	0.00	-	9.92	89.26	0.83	0.00	0.00	-	-																
PHF	0.25	0.75	0.61	0.00	0.00	0.67	0.50	0.55	0.25	0.00	0.00	0.72	0.58	0.88	0.38	0.00	0.00	0.88	0.43	0.87	0.25	0.00	0.00	0.89	0.89																

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0700 - 0715	1	2	9	-	0	12	4	1	2	-	0	7	3	73	0	-	0	76	0	18	0	-	0	18	113
0715 - 0730	0	2	5	-	0	7	2	4	0	-	0	6	2	95	1	-	0	98	2	30	0	-	0	32	143
0730 - 0745	0	1	5	-	0	6	3	2	0	-	0	5	1	89	0	-	0	90	7	23	0	-	0	30	131
0745 - 0800	0	2	3	-	0	5	0	2	0	-	0	2	1	77	2	-	0	80	3	20	1	-	0	24	111
Total	1	7	22	0	0	30	9	9	2	0	0	20	7	334	3	0	0	344	12	91	1	0	0	104	498
Approach %	3.33	23.33	73.33	0.00	0.00	-	45.00	45.00	10.00	0.00	0.00	-	2.03	97.09	0.87	0.00	0.00	-	11.54	87.50	0.96	0.00	0.00	-	-
PHF	0.25	0.88	0.61	0.00	0.00	0.63	0.56	0.56	0.25	0.00	0.00	0.71	0.58	0.88	0.38	0.00	0.00	0.88	0.43	0.76	0.25	0.00	0.00	0.81	0.87

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0700 - 0715	0	0	0	-	0	0	1	0	0	-	0	1	0	3	0	-	0	3	0	2	0	-	0	2	6
0715 - 0730	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	0	1	0	-	0	1	5
0730 - 0745	0	1	0	-	0	1	0	0	0	-	0	0	4	0	-	0	4	0	3	0	-	0	3	8	8
0745 - 0800	0	1	0	-	0	1	0	1	0	-	0	1	0	2	0	-	0	2	0	8	0	-	0	8	12
Total	0	2	0	0	0	2	1	2	0	0	0	3	0	12	0	0	0	12	0	14	0	0	0	14	31
Approach %	0.00	100.00	0.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.25	0.50	0.00	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.44	0.00	0.00	0.00	0.44	0.65

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
	0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.38	0.00	0.00	0.00	0.38	0.50

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Newnan, GA



Marr Traffic
DATA COLLECTION

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All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	1	4	4	-	0	9	6	3	4	-	0	13	1	29	0	-	0	30	7	73	5	-	0	85	137
1700 - 1715	0	2	2	-	0	4	2	4	3	-	0	9	2	35	0	-	0	37	8	80	0	-	0	88	138
1715 - 1730	0	8	4	-	0	12	3	3	3	-	0	9	2	38	0	-	0	40	8	97	3	-	0	108	169
1730 - 1745	0	4	6	-	0	10	4	8	6	-	0	18	1	30	1	-	0	32	9	96	6	-	0	111	171
Total	1	18	16	0	0	35	15	18	16	0	0	49	6	132	1	0	0	139	32	346	14	0	0	392	615
Approach %	2.86	51.43	45.71	0.00	0.00	-	30.61	36.73	32.65	0.00	0.00	-	4.32	94.96	0.72	0.00	0.00	-	8.16	88.27	3.57	0.00	0.00	-	-
PHF	0.25	0.56	0.67	0.00	0.00	0.73	0.63	0.56	0.67	0.00	0.00	0.68	0.75	0.87	0.25	0.00	0.00	0.87	0.89	0.89	0.58	0.00	0.00	0.88	0.90

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total	
1645 - 1700	1	4	4	-	0	9	6	2	4	-	0	12	1	29	0	-	0	30	7	73	5	-	0	85	136
1700 - 1715	0	2	2	-	0	4	2	3	3	-	0	8	2	33	0	-	0	35	8	79	0	-	0	87	134
1715 - 1730	0	8	4	-	0	12	3	2	3	-	0	8	2	35	0	-	0	37	8	95	3	-	0	106	163
1730 - 1745	0	4	6	-	0	10	4	8	6	-	0	18	1	27	1	-	0	29	9	93	6	-	0	108	165
Total	1	18	16	0	0	35	15	15	16	0	0	46	6	124	1	0	0	131	32	340	14	0	0	386	598
Approach %	2.86	51.43	45.71	0.00	0.00	-	32.61	32.61	34.78	0.00	0.00	-	4.58	94.66	0.76	0.00	0.00	-	8.29	88.08	3.63	0.00	0.00	-	-
PHF	0.25	0.56	0.67	0.00	0.00	0.73	0.63	0.47	0.67	0.00	0.00	0.64	0.75	0.89	0.25	0.00	0.00	0.89	0.89	0.89	0.58	0.00	0.00	0.89	0.91

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	3
1715 - 1730	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	0	1	0	-	0	1	4
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	3	0	-	0	3	6
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	7	0	0	0	7	0	4	0	0	0	4	13
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.58	0.00	0.00	0.00	0.58	0.00	0.33	0.00	0.00	0.00	0.33	0.54

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.50

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Appendix C

Synchro Reports

Existing (2026)

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	347	3	12	108	1	1	9	22	10	11	2
Future Vol, veh/h	7	347	3	12	108	1	1	9	22	10	11	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	377	3	13	117	1	1	10	24	11	12	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	118	0	0	380	0	0	543	539	379	541	540	118
Stage 1	-	-	-	-	-	-	394	394	-	144	144	-
Stage 2	-	-	-	-	-	-	149	145	-	397	396	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1470	-	-	1178	-	-	450	449	668	452	449	934
Stage 1	-	-	-	-	-	-	631	605	-	859	778	-
Stage 2	-	-	-	-	-	-	853	777	-	628	604	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1470	-	-	1178	-	-	429	441	668	418	441	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	429	441	-	418	441	-
Stage 1	-	-	-	-	-	-	627	601	-	849	769	-
Stage 2	-	-	-	-	-	-	828	768	-	592	600	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.15			0.8			11.66			13.45		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	35	-	-	178	-	-	451
HCM Lane V/C Ratio	0.061	0.005	-	-	0.011	-	-	0.055
HCM Ctrl Dly (s/v)	11.7	7.5	0	-	8.1	0	-	13.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	132	1	32	346	14	1	18	16	15	18	16
Future Vol, veh/h	6	132	1	32	346	14	1	18	16	15	18	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	147	1	36	384	16	1	20	18	17	20	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	148	0	0	626	632	147	633	624	392
Stage 1	-	-	-	-	-	-	161	161	-	463	463	-
Stage 2	-	-	-	-	-	-	466	471	-	170	161	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1159	-	-	1434	-	-	397	398	900	392	402	657
Stage 1	-	-	-	-	-	-	842	765	-	579	564	-
Stage 2	-	-	-	-	-	-	577	559	-	832	765	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1159	-	-	1434	-	-	353	383	900	351	386	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	383	-	351	386	-
Stage 1	-	-	-	-	-	-	836	760	-	560	546	-
Stage 2	-	-	-	-	-	-	524	542	-	789	760	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	0.35		0.62		12.52		14.56	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	78	-	-	146	-	-	431
HCM Lane V/C Ratio	0.075	0.006	-	-	0.025	-	-	0.126
HCM Ctrl Dly (s/v)	12.5	8.1	0	-	7.6	0	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.4

No-Build (2027)

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	354	3	12	110	1	1	9	22	10	11	2
Future Vol, veh/h	7	354	3	12	110	1	1	9	22	10	11	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	385	3	13	120	1	1	10	24	11	12	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	388	0	0	553	548	386	551	549	120
Stage 1	-	-	-	-	-	-	402	402	-	146	146	-
Stage 2	-	-	-	-	-	-	152	147	-	405	403	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1467	-	-	1170	-	-	444	444	661	445	443	931
Stage 1	-	-	-	-	-	-	625	601	-	856	776	-
Stage 2	-	-	-	-	-	-	851	776	-	623	600	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1467	-	-	1170	-	-	423	436	661	412	435	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	436	-	412	435	-
Stage 1	-	-	-	-	-	-	621	597	-	846	767	-
Stage 2	-	-	-	-	-	-	826	766	-	586	596	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.14			0.79			11.74			13.58		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	568	35	-	-	175	-	-	445
HCM Lane V/C Ratio	0.061	0.005	-	-	0.011	-	-	0.056
HCM Ctrl Dly (s/v)	11.7	7.5	0	-	8.1	0	-	13.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	135	1	33	353	14	1	18	16	15	18	16
Future Vol, veh/h	6	135	1	33	353	14	1	18	16	15	18	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	150	1	37	392	16	1	20	18	17	20	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	151	0	0	639	645	151	647	638	400
Stage 1	-	-	-	-	-	-	164	164	-	473	473	-
Stage 2	-	-	-	-	-	-	476	481	-	173	164	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1151	-	-	1430	-	-	389	391	896	384	395	650
Stage 1	-	-	-	-	-	-	838	763	-	572	558	-
Stage 2	-	-	-	-	-	-	570	554	-	829	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1151	-	-	1430	-	-	345	375	896	343	379	650
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	375	-	343	379	-
Stage 1	-	-	-	-	-	-	833	758	-	553	540	-
Stage 2	-	-	-	-	-	-	516	535	-	786	757	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.34	0.63	12.65	14.76
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	509	76	-	-	147	-	-	423
HCM Lane V/C Ratio	0.076	0.006	-	-	0.026	-	-	0.129
HCM Ctrl Dly (s/v)	12.7	8.1	0	-	7.6	0	-	14.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.4

Build (2027)

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	383	3	31	105	1	37	12	22	10	14	2
Future Vol, veh/h	7	383	3	31	105	1	37	12	22	10	14	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	416	3	34	114	1	40	13	24	11	15	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	420	0	0	622	616	418	620	617	115
Stage 1	-	-	-	-	-	-	433	433	-	182	182	-
Stage 2	-	-	-	-	-	-	189	183	-	438	435	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1140	-	-	399	406	635	400	406	938
Stage 1	-	-	-	-	-	-	601	582	-	820	749	-
Stage 2	-	-	-	-	-	-	813	749	-	597	581	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1474	-	-	1140	-	-	368	391	635	359	390	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	391	-	359	390	-
Stage 1	-	-	-	-	-	-	597	578	-	794	725	-
Stage 2	-	-	-	-	-	-	769	725	-	558	577	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	1.87	15.24	14.83
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	428	32	-	-	407	-	-	394
HCM Lane V/C Ratio	0.18	0.005	-	-	0.03	-	-	0.072
HCM Ctrl Dly (s/v)	15.2	7.5	0	-	8.3	0	-	14.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	348	48	0	113	0	29
Future Vol, veh/h	348	48	0	113	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	378	52	0	123	0	32
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	378
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	668
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	668
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		10.65	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	668	-	-	-		
HCM Lane V/C Ratio	0.047	-	-	-		
HCM Ctrl Dly (s/v)	10.7	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	8	9	29	23	25
Future Vol, veh/h	41	8	9	29	23	25
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	9	10	32	25	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	76	25	52	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	927	1051	1554	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	921	1051	1554	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.06	1.74		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	426	-	940	-	-	
HCM Lane V/C Ratio	0.006	-	0.057	-	-	
HCM Ctrl Dly (s/v)	7.3	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	171	1	76	337	14	28	20	16	15	20	16
Future Vol, veh/h	6	171	1	76	337	14	28	20	16	15	20	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	190	1	84	374	16	31	22	18	17	22	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	191	0	0	758	763	191	766	756	382
Stage 1	-	-	-	-	-	-	204	204	-	551	551	-
Stage 2	-	-	-	-	-	-	554	559	-	214	204	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1169	-	-	1383	-	-	323	334	851	320	338	665
Stage 1	-	-	-	-	-	-	798	733	-	519	515	-
Stage 2	-	-	-	-	-	-	516	511	-	788	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1169	-	-	1383	-	-	269	306	851	268	309	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	306	-	268	309	-
Stage 1	-	-	-	-	-	-	793	728	-	478	475	-
Stage 2	-	-	-	-	-	-	442	471	-	743	728	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.27	1.38	18.36	17.17
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	61	-	-	318	-	-	352
HCM Lane V/C Ratio	0.209	0.006	-	-	0.061	-	-	0.161
HCM Ctrl Dly (s/v)	18.4	8.1	0	-	7.8	0	-	17.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.2	-	-	0.6

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	133	21	0	370	0	35
Future Vol, veh/h	133	21	0	370	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	23	0	402	0	38

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 145
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 903
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 903
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.16
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	903	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	8	8	32	49	48
Future Vol, veh/h	33	8	8	32	49	48
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	9	9	35	53	52
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	105	53	105	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	52	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	892	1014	1486	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	887	1014	1486	-	-	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.16	1.49		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	360	-	909	-	-	
HCM Lane V/C Ratio	0.006	-	0.049	-	-	
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Appendix D

Growth Rate Data

Growth Rate Based on U.S Census Bureau			
Geographic Area	2010	2020	2010-2020
	Census	Census	Population % Change
Coweta County	127,317	146,158	1.4%
Average			1.4%

GDOT Historical Growth Rate																			
Location	Station ID	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	5 year	10 year	15 year
Pierce Chapel Road N of SR 34	077-0455	600	-	-	500	-	-	425	-	-	-	325	-	-	-	350	-	5.9%	3.9%
Bruce Jackson Road north of Smokey Road	077-0454	775	-	-	-	525	-	-	475	-	-	-	-	-	-	-	-	7.2%	-
SR 34 west of Realan Rdg Dr	077-0232	4,925	-	-	4,975	4,425	-	4,250	-	4,450	-	3,625	-	3,625	-	-	2.7%	1.3%	2.6%
5-, 10- & 15 - Year Average																	2.7%	4.8%	3.3%
Weighted Average																	3.6%		

Due to COVID-19, the growth rate calculations did not consider data from March 2020 to July 2022. Instead, the latest count data available before 2020 was used to calculate the 5-year growth rate.

Growth Rate Based on Georgia Governor’s Office of Planning and Budget Annual Population Projections		
Year	County Population	Growth Rate
2025	161,801	
2027	167,188	1.7%
Average		1.7%

Growth Rate Based on ARC’s Employment Projections		
Year	County Population	Growth Rate
2020	46,970	
2030	54,183	1.4%
Average		1.4%

Growth Rate Based on ARC's Population Projections		
Year	County Population	Growth Rate
2020	146,158	
2030	174,694	1.8%
Average		1.8%
Average		2.0%

Appendix E

Trip Generation Report

Convenience Store/Gas Station - GFA (4-5.5k) (945)

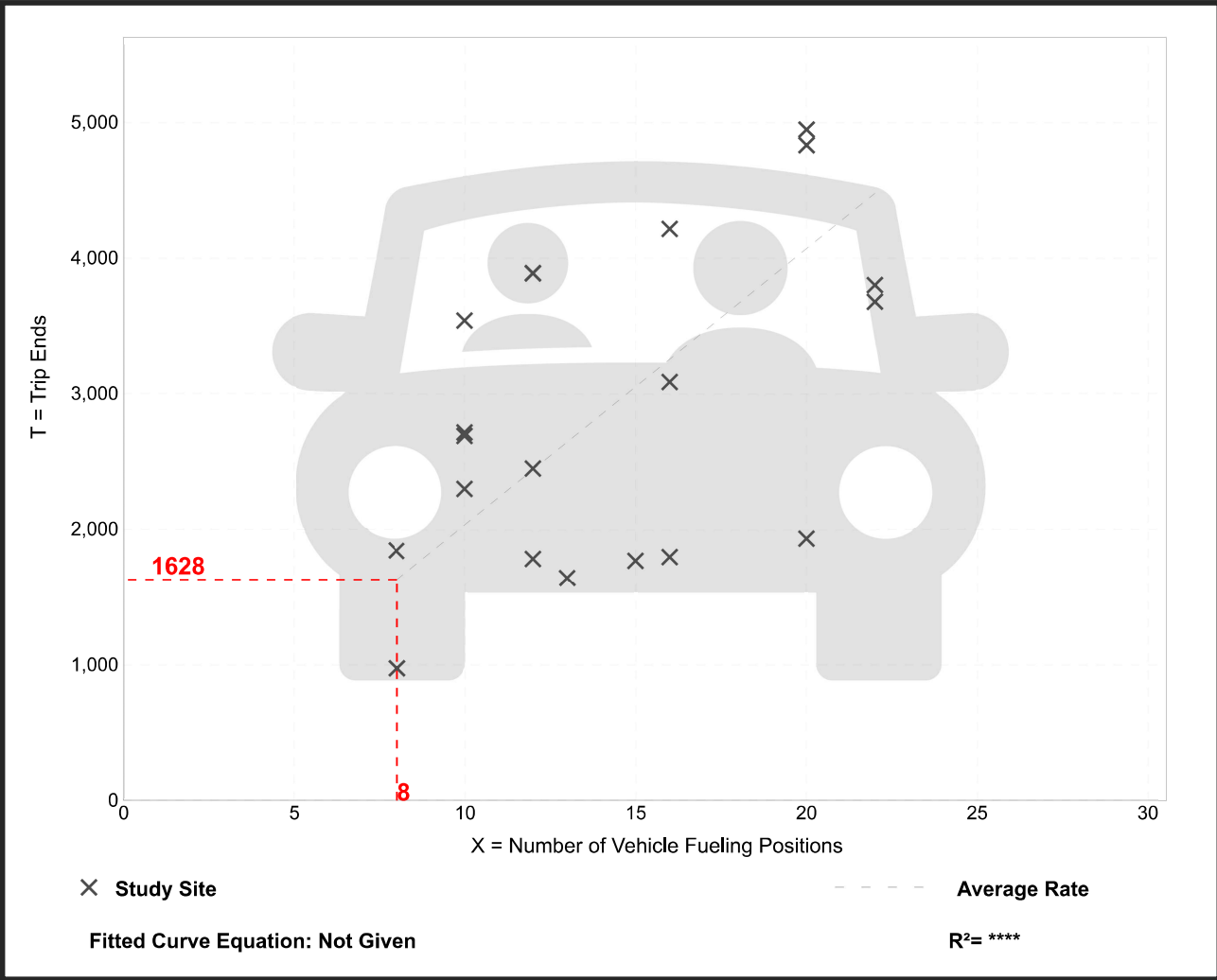
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
203.49	96.75 - 354.00	74.34

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 35

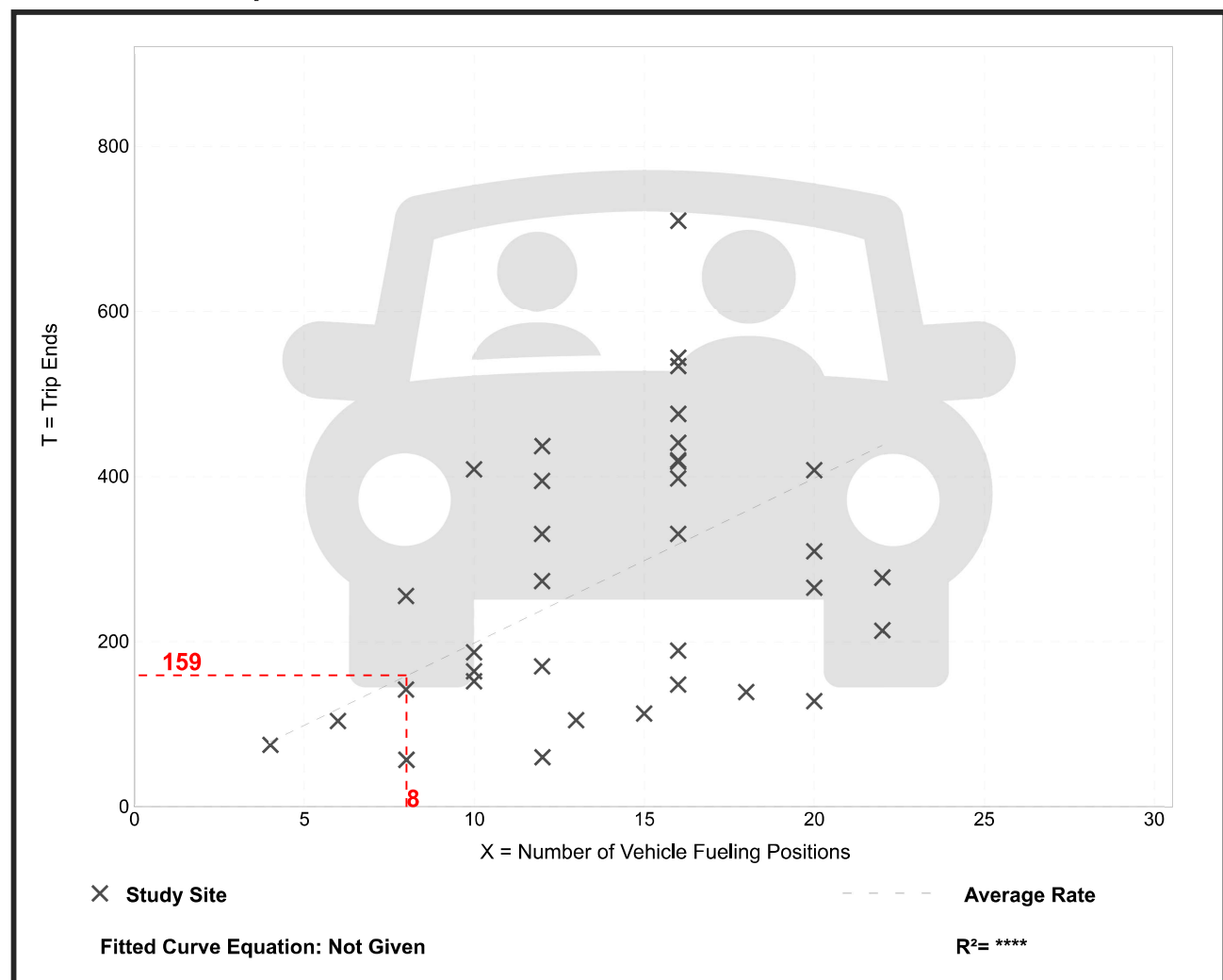
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
19.91	5.00 - 44.38	10.64

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 40

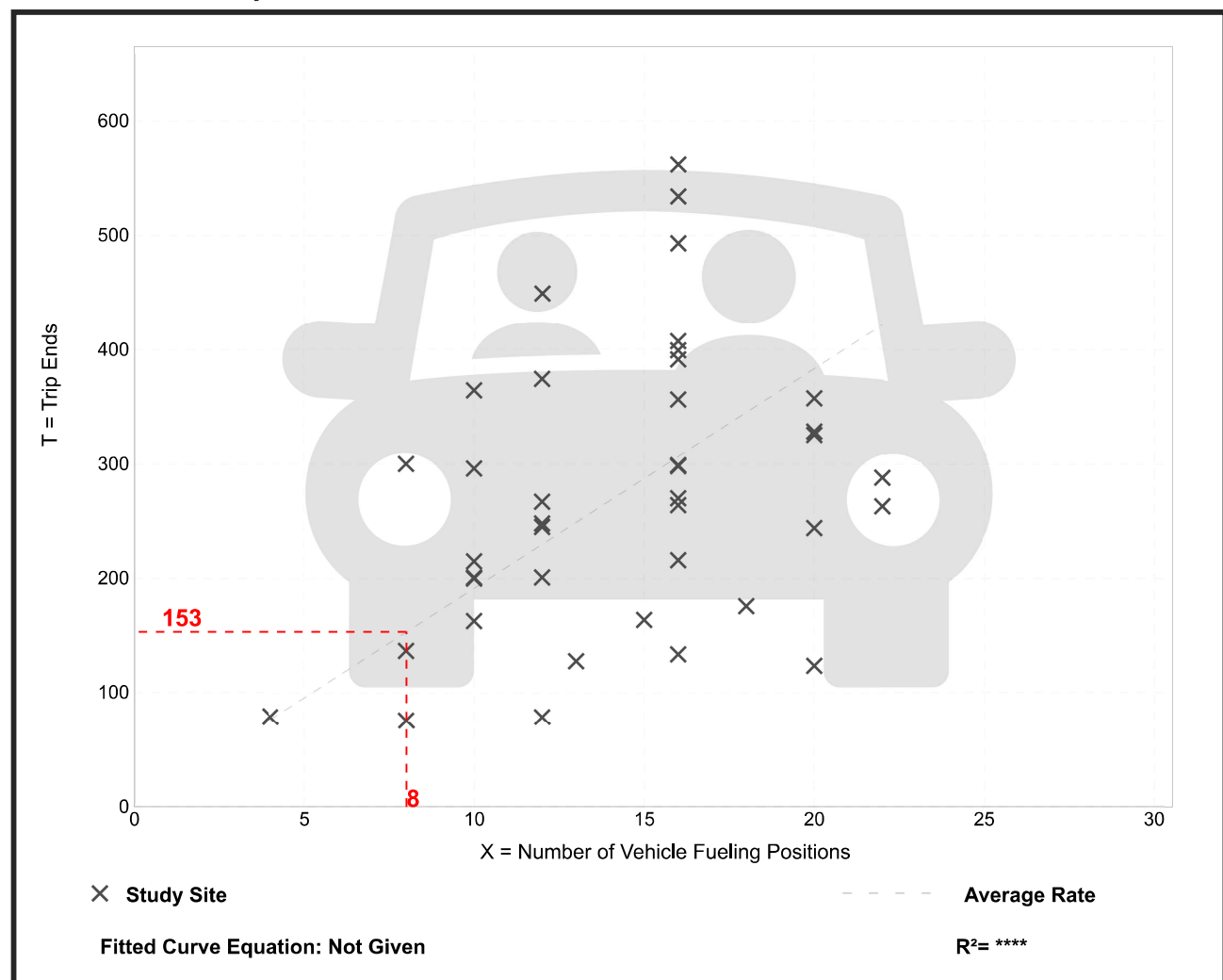
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
19.15	6.20 - 37.50	8.46

Data Plot and Equation













Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA }

SS

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

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

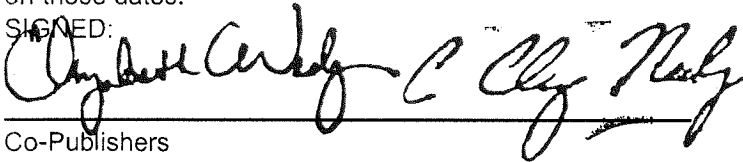
March 25, 2026

Notice of Public Hearing

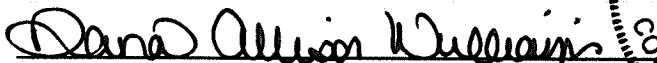
Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an
appeal filed by Virginia Singh requesting a variance for a buffer reduction under
Article 25. Sec. 251 for property located at the southwest intersection corner of Hwy
34 W and Bruce Jackson Road, Newnan being identified as Parcel ID: 026-3101-
001 (partial)). The meeting will be held on Thursday, April 23, 2026, at 6:00pm at the
Coweta County Commission Chambers, 37 Perry St., 2nd Floor, Newnan, GA.
Copies of the proposed request may be obtained at the Coweta County Community
Development Department 22 E. Broad St. Newnan, Georgia between the hours of
8:00 a.m. and 5:00 p.m. Monday through Friday with questions answered at (770)
254-2635. All that tract or parcel of land lying and being in Land Lot 101 of the Third
Land of the Fifth Land District of Coweta County, Georgia, said tract contains 1.83
acres, and depicted as Lot 30, on a re-plat survey prepared by Strozier Services,
LLC dated 12/20/2025 as depicted on an overall site plan prepared by Haines,
Gipson & Associates dated 5/14/2025. As set forth in the Americans with Disabilities
Act of 1992, the Coweta County Government does not discriminate based on
disability and will assist citizens with special needs given proper notice (48 hours).
For information, please call (770) 254-2608. This being the 25th day of March 2026
Coweta County Community Development Department
No:85104-3-25

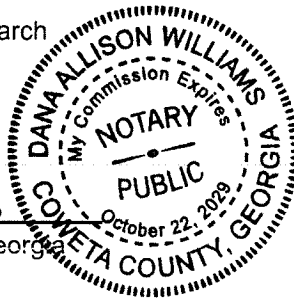
That said newspaper was regularly issued and circulated
on those dates.

SIGNED:


Co-Publishers

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


Dana Allison Williams, Notary, Coweta County, Georgia



My commission expires: October 22, 2029

02100746 00143698

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

Eschman, Lisa

From: edward downing <edwardddowning@bellsouth.net>
Sent: Wednesday, April 15, 2026 10:44 AM
To: Eschman, Lisa
Subject: Variances: 254-002 and 254-003 for Dresden Corner Market

Follow Up Flag: Follow up
Flag Status: Flagged

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#) | [Report](#)

Dear Ms. Eschman,

The Dresden Corner Market (gas station) being proposed for the intersection of Highway 34 and Bruce Jackson Road is of great concern to us and our neighbors. The site is simply too small for the proposed use and the design has dangerous life threatening flaws. The two variances being requested are proof in themselves that the property is too small for the requested use. The reduction in buffer setbacks on two sides of the property are extreme. To reduce a 50' buffer down to 25' on the south side and from 50' to 15' on the west side is proof that even the applicant is aware that the site is not suitable for this development. These variances should be denied.

Another major concern is the very dangerous entrances and exits that are in the concept plan. Highway 34 is a very busy highway and to propose an entry/exit on to the highway at that point will have life threatening consequences. There is a hill to the west of the proposed exit that blocks on coming traffic from view. Cars coming from the west will have only split seconds to react to a car exiting the site. Also, because of the poor design of the exit, cars exiting the site will have great difficulty looking back to their left to see oncoming traffic. The proposed entrance and exit is poorly designed and is totally inappropriate in that it will greatly increase the risk of high speed collisions and injury.

The existing intersection of Bruce Jackson Road and Highway 34 has a history of traffic accidents and injuries. This proposed Dresden Corner Market will cause more wrecks and injury.

We request that this proposed development be denied for the reasons stated in this email.

Ed Downing
421 Peirce Chapel Road
Newnan, GA 30263

404-374-2393

April 14, 2026

Mr. Ben Sewell

Community Development Director
Coweta County
22 East Broad Street
Newnan, GA 30263

Re: VAR 26003 Et al.

Subj: Review and Comment of Proposed Variance Request

Mr. Sewell,

Thank you for taking the time to carefully review the information included in and attached to this memo, and for forwarding this information to the appropriate commissioners and officials as a public record of this review and response to the above referenced applications.

I have prepared this review and response both as the adjacent property owner and as a duly licensed professional engineer. As such I have attempted to bifurcate my comments between those that are professional opinions and personal thoughts as I prepared this memo. That said, I have owned the adjacent property for over ten years, and my professional opinion is deeply enriched and informed by my personal observations concerning these properties and the adjacent intersection.

For context, I submit to you that I have over 30 years of professional experience in designing, permitting, inspecting and certifying commercial developments (including gas stations) and their adjacent public improvements and highway projects. My experience also includes consulting services relating to my qualification as a subject matter (expert) witness for legal actions regarding hydrology, hydrologic trespassing, traffic line of sight study, and traffic design related vehicular accident analysis. I am currently licensed as a Professional Engineer in both California and Georgia.

Having established my professional credentials and understanding that I own the commercial property directly east of the subject parcel, I would be remiss if I did not state that if a well suited and properly designed commercial application was presented on the subject property, I would be in full support of said application. I would not characterize this application as being well suited or properly designed.

The following represents my review and comments on the submitted materials and items missing from the applications that should be required to ensure proper development:

Variance Request Letter (Please review in concert with format of variance request letter)

The variance request letter dated January 7, 2026 as presented to the county by Virginia Singh is lacks sufficient technical reasoning to support the requested variances and is fraught with erroneous and patently false information.

Variance 1

Pertaining to the "unique physical conditions specific to the site":

- Irregularly shaped parcel – The subject parcel is not shaped in a manner that limits development. The angular nature of the parcel is parallel with the adjacent streets which do not meet at a 90 degree angle. This does not increase buffer areas. Buffers are measured parallel to the adjacent streets, and the buildable areas are mathematically the same whether the streets are at a slight angle or perpendicular.
- The buffers are not proportionally enlarged. As stated before, they are mathematically the same.

CS

- The existing site does include traffic constraints and topography that does limit the ability to develop the site. These limitations are discussed in more depth later in this memo, however, suffice it to say that these constraints are the principal reason the proposed development is not only not appropriate for the subject parcel, but also dangerous.
- The “parallelogram” shape of the lot has very little to do with the usability of the site. If engineering standards and proper design are followed, the shape of the parcel is completely manageable.
- Setbacks do not reduce the buildable area on the site, they define it. That is the purpose of setbacks. Very few commercial sites are perfect rectangles, setbacks are not meant to be modified to suit a development, developments are meant to be modified to fit the setbacks.

The applicant states their intent to purchase the two adjacent properties as reasoning to reduce the setbacks. I find this “We’ll just buy the neighbors” approach offensive on a personal level and irrational on a professional level. The reduced setbacks would affect more than just the immediately adjacent properties. As an example, the reduced setback to the south greatly affects my residential properties located at 12 and 44 Bruce Jackson Road. Buying the neighbor should not be a solution to not abiding by an ordinance. Further, there is no guarantee that this applicant will retain ownership of the adjacent lots for any length of time, or that subsequent owners will adhere to increased setbacks as proposed. Additionally, I think it would set a dangerous precedence to increase setbacks on rural residential property to benefit a commercial use.

The mitigations proposed by the applicant for reducing the setbacks are not mitigations, they are standard practice and should be followed in addition to abiding by the setbacks.

The applicant states that store hours will not be 24 hours, but if that holds true, gas pumps, fuel deliveries, and other uses like the air compressor can occur at any time of the day and night. This is all the more reason that the buffers are important to not only the adjacent lots, but also both of my residential uses directly across the street.

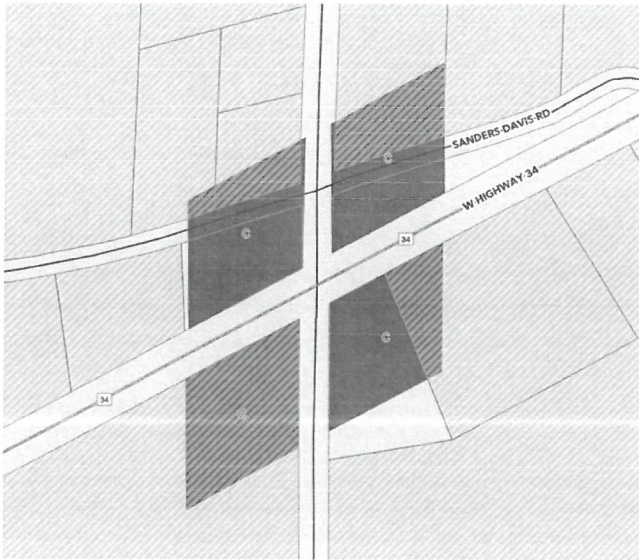
Variance 2

Pertaining to the “unique physical conditions specific to the property and not self-created”:

- The subject property is not irregularly shaped. It simply has a slight skew in the property lines. As previously stated, very few commercial properties are perfect rectangles. The shape of this parcel does not limit the buildable area. Conversely, the application is proposing a development that does not fit the ample available building area.
- The shape of the gas canopy is not an issue with the subject parcel. The shape of the canopy combined with the size of the proposed build as laid out are the issue. This could best be described as trying to fit a square peg in a parallelogram hole.
- If strict enforcement of the 135-foot setback limits a reasonable canopy placement, then there simply is not a reasonable canopy placement. This setback is essential for traffic safety, which will be further discussed in this memo.
- The “hardship” of the parcel geometry is a condition invented by the applicant for a parcel she has not yet acquired. But not for this proposal, there is no hardship. Said differently, no one is making this applicant buy this parcel, nor should anyone guarantee that a convenience store and gas station will or should fit on this parcel. The “hardship” as it is referred to is simply whether or not this financial proforma for this parcel works for the ill fitted proposed use.

To state that these conditions are not common to surrounding properties illustrates the applicants’ lack of knowledge of the surrounding parcels. The fact is that there are only four commercial properties in the surrounding area (all located at this intersection) and they all have a “parallelogram” shape. The following is an extract from the county zoning map:

45



The applicant's assessment of risk is flawed and erroneous:

- There is an occupied structure directly across the street. (12 Brice Jackson, which I own.)
- The adjacent area is not low risk and includes a very busy and dangerous intersection to be discussed later in this memo.
- Open canopies and subsurface fuel storage are standard and have no bearing on this variance request.
- Fuel Dispensing has no bearing on this variance request.

The applicant contends that the setback reduction will not harm neighbors, however these statements again are patently false:

- The proposed project will increase:
 - Noise levels at surrounding properties, and reduced setbacks will intensify those noise increases. Noise levels will increase not only from the customers of the proposed development, but also from delivery trucks (backup alarms), trash trucks (dumpster located adjacent to residential uses). It should also be noted that studies have proved that increased vegetation does not mitigate noise levels. The only way to mitigate noise is with either distance or a physical barrier.
 - Lighting spillover will inevitably be increased with the reduction of existing vegetation and the increase of both site lighting and vehicular lights using the proposed driveway that fronts two residential properties. The residences across the street will experience extreme increases in direct lights (not just spill over) from vehicles exiting the proposed driveway on to Bruce Jackson Road. Additionally, the light pollution from under canopy mounted lights as required for safety in fuel canopies, cannot be mitigated by the border of the property, is further increased on neighboring properties by the requested setback reductions and contributes to light pollution in a rural area that currently has no streetlights. Further, the light spill and distraction therefrom in the intersection will contribute to an already dangerous intersection.
 - Traffic congestion will be greatly impacted for properties immediately adjacent to the project including the introduction of delivery trucks on Bruce Jackson Road and increased queueing that will block the driveways at 12 and 44 Bruce Jackson Road.
 - Visual Impact to adjacent properties will be greatly affected by reducing buffers and edging the proposed development closer to adjacent existing residences.
- As previously stated, landscaping does not decrease noise impacts and will not be in a location that is effective for the reduction of lights impacts to existing residences.
- The canopy does not align with existing development patterns as the closest canopy to this area is nearly (and only) four miles away. There are no recent existing development patterns for this part of the county.

The applicant states they will minimize potential impacts, but the reasoning is not sound or enforceable:

CS

- There is no guarantee that the owners will maintain ownership of the adjacent lots, or even that they will close on said lots after potential approval.
- Landscaping will have little to no mitigation of effects to existing properties. Additionally, the project proposes a driveway and drainage basin, not landscaping, facing the adjacent properties.
- Lighting design for the gas canopy requires that in order to provide sufficient lighting for the operation, light will inevitably spill beyond the project.

Site Plan

First and foremost, it should be noted that the site plan filed by the applicant was not prepared by an engineer, but rather a landscape architect. In fact, the entire submittal package lacks sufficient preliminary engineering to justify a variance. Upon review of the site plan, I found the following deficiencies:

- The proposed location of the pond is situated on a corner where vehicles are often projected after frequent accidents.
- The proposed location of the pond drains via a culvert directly to the residential properties located north of the subject property.
- The proposed street improvements on Highway 34 and Bruce Jackson do not tie together or complete the corner, creating a dangerous traffic condition. The deceleration lane on 34 would need to continue as a turn lane at Bruce Jackson and wrap the corner connection to the turn lane on Bruce Jackson. Note the additional lane on Bruce Jackson is not a decel lane as noted on the plans, as vehicles entering that lane will have either stopped or made a turn prior to entering the lane. Rather it is a turn lane into the site and would be critical to provide shelter to cars turning into the site out of the through traffic lane.
- The proposed driveway on Bruce Jackson is excessively large (36 feet wide) and directly across from a residential driveway. Comparatively, this is as large as a fire station drive access. This indicates that the project proposes fuel and commercial deliveries from Bruce Jackson Road. As recently re-constructed by the county, Bruce Jackson Road has not been constructed to a TI (Traffic Index) appropriate for fuel truck deliveries.
- The trash enclosure for the project is located directly across from the residence on 12 Bruce Jackson Road, increasing noise impacts for dumpsters slamming back to the pavement.
- The proposed driveway location on Highway 34 is located on the crest (high point) of the Highway, where existing vertical conditions already limit sight distance. This will be discussed further in this memo.
- The project topography is not current and does not reflect power poles that were recently installed along Highway 34, one of which will impact the driveway location.
- The proposed driveway median (porkchop design) has been proven ineffective to prohibit left turn movements and further exacerbates the sight distance and safety issue at Bruce Jackson Road.
- The prepared site plan lacks analysis of vertical impacts and is little more than a two-dimensional cartoon of the proposed development.
- The site plan should include proposed truck routes and turning radii to ensure safety at the intersection and to show that it will not impact adjacent properties.
- The site appears to be over parked for the intended use and could reduce impacts by reducing the number of proposed parking spaces, particularly on the east side of the building.

Building Elevations

The building elevations and renderings provided are not site specific and do not provide sufficient detail to ensure the proposed building meets the requirements of county ordinance. In addition, the renderings do not match each other and are actually in conflict. Project specific renderings should be provided with the application showing all four sides of the building as well as a perspective from the highway. Especially because the project seeks to reduce setbacks, rendering for the areas with reduced setbacks should be provided. Simply put, this application lacks sufficient detail to understand what architectural detailing is actually proposed.



Traffic

The scope of the traffic study prepared for this application is incomplete and is missing critical data required to properly analyze the project impacts. The study has been prepared in a two-dimensional fashion that does take into account the severity of sight distance limitations present at the existing intersection.

This intersection is well known to the community, law enforcement, the fire department and to GADOT as a dangerous intersection. There is significant sight distance reduction due to topographic and grade limitations on Highway 34, west of the intersection, that are well known to cause accidents. The submitted traffic report does not include any information or analysis of the vertical limitations of this intersection. Coupled with the said vertical limitations, the average speed of vehicles traveling on Highway 34 far exceeds the posted speed limit. The submitted traffic study does not include analysis of average speed of vehicles traveling on the Highway.

Further complicating this intersection is the fact that the roads do not meet at a 90 degree angle. This reduces visibility for vehicles northbound on Bruce Jackson Road as they are pointed away from the vertical obstruction and vehicles heading southbound on Pierce Chapple cannot see approaching east bound vehicles over the crest in the highway grade.

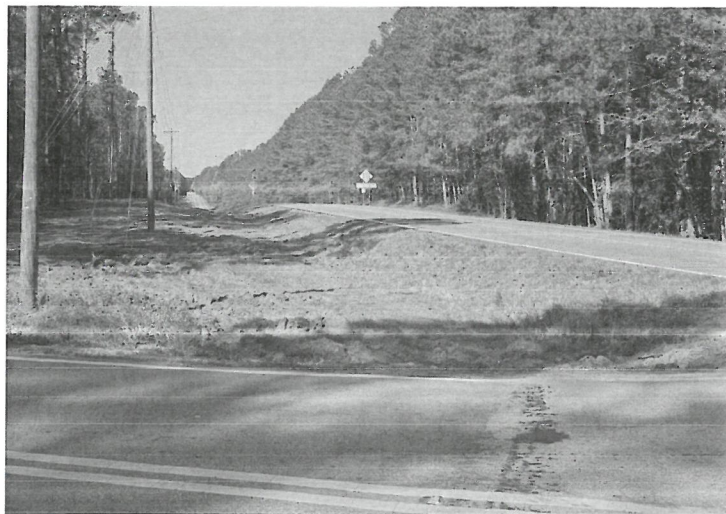
An adequately prepared traffic study would include a line of site study for all movements at this intersection as well as the project entrance onto highway 34. Additionally, the traffic study should include an analysis of vehicular accidents at this intersection, their probable causes and required mitigation. As currently designed, the introduction of this project to this already dangerous intersection will increase distractions, reduce visibility and create a situation that threatens the welfare and safety of the drivers and passengers using this intersection. Allowing the development to encroach into the required setbacks would only serve to make the existing problems worse.

In the 10+ years we have owned the adjacent properties, we have witnessed and seen the aftermath of dozens of accidents at this intersection. The fire department has disassembled our gate to gain access to our pasture as a landing zone for life flight helicopters. The area shown on the plan as a basin repeatedly receives vehicles after they are engaged in accidents at this intersection. The sight distance issue at this intersection is so acute that GADOT has made several attempts to increase warning for drivers on both the Highway and the intersecting streets. GADOT installed a lighted warning sign on east bound 34 to warn drivers at the previously mentioned crest that there are intersecting vehicles ahead. When the beacons and sign were not sufficient to reduce accidents, GADOT installed signs on the intersecting streets warning that cross traffic does not stop. Neither of these modifications improved the sight distance issues and only served as band aids and liability deflection improvements.

To illustrate the impact of the vertical issues at this intersection, please refer to the following photos:

CS

The following photo is from the vantage point of a vehicle stopped at the stop sign at northbound Bruce Jackson Road. The photo is taken at a height of 5 feet, similar to the vantage point of a SUV. The photo illustrates the crest in the highway. Noticeably, the drainage "ditch" to the left (or south) of the crest provides the only view corridor to the west of the grade. The proposed project includes a driveway that will fill the roadside ditch and block the only available visibility of approaching eastbound traffic. Also note in this photo the recently installed power poles which may conflict with the proposed driveway location. The addition of a gas canopy, fuel price and other signage, will only contribute to the distraction and site obstruction at this intersection.



The following photo illustrates the flashing beacon located at approximately the same location as the proposed project driveway. This safety feature cannot be entirely moved and is already positioned for maximum effectiveness.



CS

The following photo illustrates the view from vehicles driving eastbound on Highway 34. Notably, the stop sign at Bruce Jackson Road is barely visible. The bottom of that stop sign is approximal 6-feet from the ground. This photo also illustrates the grade of the site relative to the highway. The proposed project entrance is located at approximately the same location at the beacon and sign in this photo. In order to construct the driveway to the site, the drainage ditch will need to be filled, and this view corridor will be blocked. This exacerbates the existing site distance deficiency and significantly worsens the existing safety issues.



The following photo illustrates the line of site for vehicles traveling southbound on Pierce Chapple Road. Notably in this photo is the lack of visibility of eastbound vehicles approaching the intersection on Highway 34. This is commonly referred to as a "gun-it" intersection as even the smallest of hesitation can (and often does) result in a "T-bone" collision between east and south bound vehicles. Additionally, the introduction of additional lanes and driveways south of this intersection further complicated a vehicle's ability to safely navigate the intersection considering there may be other vehicle in front of them after they accelerate through the intersection.



As currently designed the project would create a significant traffic liability by reducing visual line of site at an already compromised and dangerous intersection. The project entrance is out of scale for existing improvements on Bruce Jackson Road and invites dangerous illegal left turn movements on Highway 34. If allowed to reduce setbacks from Highway 34, this project can only worsen the above referenced and existing intersection deficiencies.

Drainage

The proposed project includes a retention basin located at the northeast corner of the subject site. The basin shown on the plans is little more than a placeholder and does not appear to be sized, or include any preliminary engineering. The project should be required to meet Georgia Stormwater Management Manual (Bluebook) standards including pre and post storm analysis, retention / detention basin routing calculations. Additionally, per Bluebook requirements, the project will be required to provide a runoff reduction analysis to demonstrate that is will not have downstream impacts to existing properties. This analysis will need to include calculations that demonstrate that the project will not impact properties including the 10% downstream study point. This is especially important in this location as the proposed basin location will outlet to an existing drainage culvert that conveys storm flows to the residential lots north of the Highway on Sanders Davis Road.

Additionally, the project will need to demonstrate that the proposed design will continue to accept unobstructed historic drainage via the existing culvert from 12 Bruce Jackson Road. The basin design will need to include landscaping and take into account vector control.

Crime

As the owner of the existing commercial building located on the southeast corner of the subject intersection, I can personally attest to the fact that this intersection attracts a constant nuisance. I have gone to great measures to prevent access from this corner for all sorts of nefarious activities. This proposed project will likely increase and entice these activities, particularly if the store is closed through the night. In particular, creating a driveway and parking lot in an area with reduced setbacks and not consistent with safety for the adjacent residential parcels.

Summary

In my professional opinion, the proposed application for variance is ill-prepared and does not sufficiently justify approval of setback variances. The variance request letter is comprised of incorrect assumptions and outright falsehoods. The project site plan lacks any engineering input. The project traffic report neglects critical safety issues and vital accident analysis. The project renderings are not coordinated and were obviously borrowed from another project.

In short, based on my experience, this is a poorly prepared application promoted by an applicant that has not committed to supplying the resources necessary to justify the request for variance.

If a rational and complete application for this site was presented with the appropriate analysis and justification, as a development professional I would absolutely support it. This is not that. Therefore, as an adjacent property owner and a licensed Professional Engineer, I request that the Board of Zoning Appeals and subsequently the Board of Commissioners deny these Variance applications.

If the applicant, staff or any of the board members would like to contact me, I would like to make myself available to discuss this application and to meet onsite to observe the existing conditions in person.

Regards,

Robert Winslow, PE
Principal Engineer
Civil Design Studio, Inc.



Cindy and Lisle Millard

124 Bruce Jackson Rd

Newnan, GA 30263

April 14, 2026

Attn: Lisa Eschman, zoning associate
Coweta County Community Development Department
22 East Broad Street
Newnan, GA 30263

REF: Request for variance(s) at the southwest corner of Hwy 34 W and Bruce Jackson Rd, Newnan (Parcel ID 026-3101-001 partial), by Virginia Singh.

Dear **Zoning Review Board** members:

We **object** to the request for variances of the above referenced corner property which is near our home on Bruce Jackson Road. We request that this Board, deny these requests based on the following:

Variance 26-003 Request: front building setback reduction. Objection due to safety concerns.

This is a dangerous intersection with limited visibility for eastbound vehicles approaching, because of a hill. For vehicles pulling out from Bruce Jackson Rd and Pierce Chapel Rd, there is also limited visibility to the west, due to this hill.

A gas canopy any closer to Hwy 34 would make visibility even worse for cars coming from Bruce Jackson Road.

During the past 12+ years since we purchased our home, we have observed numerous crashes. These are T-bone crashes with the vehicles traveling on Hwy 34 at a high rate of speed and the vehicles coming from Bruce Jackson Rd and/or Pierce Chapel Road to the north, pulling out onto the highway.

We hear the “big thump”, look out the kitchen window. and vehicles are in the ditches. Usually, one vehicle is in the ditch at the southwest corner of Hwy 34 and Bruce Jackson Rd (the subject property) and the other vehicle in the ditch at the northwest corner of Hwy 34 and Pierce Chapel Rd (where utilities are located). EMS responds, often an ambulance is called, and the damage to vehicles necessitates a tow truck. (No minor fender benders here.)

Because of concern for traffic safety at this intersection, I contacted the area office Georgia Department of Transportation (GDOT) several years ago. In the weeks afterwards, a yellow road

crossing sign with flashing yellow lights was erected at the bottom of this hill, facing eastbound traffic.

The accidents continued, so a couple of years later I phoned the GDOT office again. This time GDOT placed a sign on each of the STOP signs, facing Bruce Jackson and Pierce Chapel, which says, "Cross traffic does not stop".

There were still accidents at this intersection. Late last summer I called GDOT and requested they clear the right of way on the north side of Hwy 34 to improve visibility from Pierce Chapel Rd, which they did.

At this time, the GDOT yellow caution sign has been moved to the top of that hill and is not flashing. I am providing a photo which shows the sign and the intersection.

Variance 26-002 Buffer Reduction. We object to the requests based on preserving the integrity of the County's five (5) acre residential zoning. Appropriate buffers set forth in current commercial zoning should not be compromised.

Any changes to buffers which effect residential property compromises the integrity of the current residential 5-acre zoning. There is no reason to compromise for a commercial venture. Preserving our residential zoning as it exists now is important for the neighborhood and for property values. Buffer reductions in commercial, only to add "buffers" to the residential neighbor, diminishes the value of that residential property, no matter who owns it.

The subject property is located in the residential community of Dresden. Approximately four (4) miles from our home on Highway 34 W in both directions, there is a gas station and a Dollar General. One is located just outside the Hwy 34 bypass, and the other is just on this side of the Heard County line. There is only residential property on Highway 34 west in between. Home sizes range from large estate sized homes, property and farms to moderate 3+ to 5+ acre parcels and some smaller homes and 1+ acre lots.

When the subject was zoned Old Commercial, a corner store was a lot different than now, which leads us to the conclusion that the old zoning may be obsolete by the standards of today. However, obsolescence should not compel the County to compromise safety and the integrity of adjoining residential properties.

Please recommend denial of these variance requests.

Respectfully,

Cindy and Lisle Millard
678-340-9415



Eschman, Lisa

From: Paul Pruett <pruett1234@att.net>
Sent: Tuesday, April 7, 2026 1:09 PM
To: Eschman, Lisa
Subject: Objection for Variance 26-002 and 26-003

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Dear Coweta County Commissioners,

I am writing to express my strong opposition to the proposed land variance petition 26-002 and 26-003 that would allow for the development of a convenience store at the intersection of Highway 34 and Bruce Jackson Road. **I object to the request for variances, including the front canopy setback and reduction in buffers on the 2 sides that join residential areas.**

The parcel in question is irregularly shaped and appears insufficient to safely accommodate the traffic flow, parking demands, and delivery access required for a business of this nature. This raises serious concerns about site functionality and long-term safety.

Traffic safety at this intersection is already a significant issue as I have personally seen accidents occur here. Vehicles frequently travel at high speeds along Highway 34, particularly coming over the hill from the Franklin direction, which limits visibility and reaction time. As a regular driver in this area, I can attest that turning movements—especially crossing Highway 34 or making left-hand turns from Pierce Chapel Road—are already difficult and hazardous. **Introducing a high-traffic commercial store at this location will inevitably increase congestion and the likelihood of accidents.**

Additionally, this corridor is already adequately served by similar businesses, with multiple gas stations and discount retailers located within a short distance of the proposed site. Approving another convenience store would contribute to unnecessary commercial over-development without providing meaningful benefits to the surrounding community.

Furthermore, this area is characterized by its rural nature, which is a defining feature valued by its residents. The introduction of a convenience store and gas station would alter the character of the community, bringing increased noise, lighting, and activity that are inconsistent with the existing environment. Such a change could also negatively impact nearby property values and set a precedent for further unwanted commercial encroachment along this corridor.

There are also broader concerns related to environmental impact, including increased stormwater runoff, fuel storage risks, and light pollution, all of which could affect nearby properties and natural surroundings.

For these reasons—traffic safety, incompatibility with the surrounding rural character, over-saturation of similar businesses, site limitations, and potential environmental and property value impacts—I respectfully urge you to deny this variance request.

Thank you for your time and consideration of the concerns of residents who will be directly affected by this decision.

Thank you,
Julie Pruett
Pierce Chapel Road Resident

Eschman, Lisa

From: Robert Winslow <robert@civil-studio.com>
Sent: Friday, January 23, 2026 10:22 AM
To: Eschman, Lisa
Cc: attorneylanduse@gmail.com
Subject: Re: SW Corner of Bruce Jackson Road and Highway 34

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Lisa,

One additional thought:

Any proposed development on the subject property needs to provide a photometric study / lighting plan to ensure that their lighting does not spill past their property lines. This is another reason setbacks need to be honored and one of many reasons they were established in the first place.

Light pollution is unacceptable to the residential properties (like my house at 12 Bruce Jackson) and could create a dangerous visibility condition on the highway.

Regards,

Robert Winslow, PE QSD

Civil Design Studio, Inc.
805.706.0401 (Ext 101)
805.903.3202 cell

On Fri, Jan 23, 2026 at 9:40 AM Robert Winslow <robert@civil-studio.com> wrote:
Lisa,

Thank you for taking my call this morning regarding the above referenced property.

I am writing this email to you with the intent that you share it with the applicant.

I own the properties located at 12 and 44 Bruce Jackson Road, and therefore have an interest in any variances requested adjacent to my property.

At this point in time, I have not been contacted by any parties regarding development near my properties or regarding the potential impact to my property. Additionally, I want to make clear that I have not given permission to any party to access any part of any of my properties for any activities related to

construction of adjacent properties. If needed, I am prepared to file a restraining order in order to protect my property frontage.

I understand that the applicant is preparing a traffic study. I am requesting to receive a copy of that traffic study in advance of the hearing so that I have sufficient time to make sure the analysis is adequate.

That traffic study need to include sight distance analysis for Bruce Jackson Roan and Pierce Chapel road, looking west. This intersection is notorious for very serious accidents (almost monthly) due to poor sight distance where vehicles are cresting the highway just west of the subject intersection. Any queuing on the highway at this intersection will present a significant risk of further accidents. The traffic study should include a detailed analysis of both east and west bound traffic queuing to turn onto the intersecting streets from both existing and project generated traffic.

I am also requesting that the county require a noise study to ensure that noise from the potential development is mitigated to acceptable levels at adjacent residential properties. This includes normal operations for the project like fuel and vendor deliveries. Said deliveries should be conditioned to occur during normal business hours for noise purposes.

With regard to the zoning request, I ask that you keep me updated to application status. Any legal notifications for hearings should be signature verified delivery. It is currently my position that setback variances should not be granted at this location given the severity and frequency of accidents at this location and the sight distance challenges relating to the grade of the highway to the west. Additionally, the developer of the property has 60 acres total to work with. If needed, they can adjust the map to provide proper setbacks.

I will be communicating with the other property owners in the community to discuss the potential impacts of this development. I strongly encourage that the project applicant reach out to me to discuss this project.

Again, thank you for taking the time to speak with me this morning. I am looking forward to working with the county to make sure development on the subject corner meets state and local guidelines and regulations.

Regards,

Robert Winslow, PE QSD

Civil Design Studio, Inc.
805.706.0401 (Ext 101)
805.903.3202 cell



Community Development

To: Board of Zoning Appeals
From: Lisa Eschman, Zoning Manager
Date: April 23, 2026
RE: Petition #: VAR 26-003
Applicant: Virginia Singh
Property Owners: Lot Development Georgia, LLC
Location: Southwest Corner of SR 34 West and Bruce Jackson Road
Commission District: 2nd - McKenzie
Tax Parcel(s): 026-3101-001 {partial}
Property Size: 1.83
Current Zoning: C (Old Commercial)
Requested Zoning: N/A
Proposed Use: Seeking a Front Building Setback Reduction for the Construction of a Convenience Store
Public Hearing (Date, Time, Location): Thursday, April 23, 2026, at 6:00 p.m. — 37 Perry Street, Newnan

Issue:

Petition # VAR 26-003 Filed by Virginia Singh Requesting a Front Building Setback Variance for Property Located at the Southwest Corner of SR 34 West and Bruce Jackson Road, Newnan

Discussion:

Virginia Singh, represented by Manny Singh, has filed a variance application for a front building setback reduction along SR 34 West for property located at the southwest corner of SR 34 West and Bruce Jackson Road, Newnan

Fiscal Impact:

N/A

Recommendation:

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

1. The front setback along SR 34 West shall be 93 feet from the centerline of SR 34 West as shown on the site plan submitted with the variance application package.
2. The applicant shall install a left turn lane from westbound SR 34 onto Bruce Jackson Road. The left turn lane shall meet the requirements of Coweta County and the Georgia Department of Transportation (GDOT). The left turn lane shall be constructed and approved prior to the issuance of a Certificate of Occupancy.

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): VIRGINIA SINGH
 Address of Applicant(s): 425 LAKEVIEW WAY, LAGRANGE, GA 30241
 Phone: [REDACTED] E-mail address: [REDACTED]

Address of Subject Property: SOUTHWEST CORNER OF HIGHWAY 34 & BRUCE JACKSON, NEWNAN, GA 30263
 Property Tax I.D. #: 1.83 ACRES - A PORTION OF PARCEL 026 3101 001 & 027 3100 001

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 0 Item 0

Brief description of requested use: The bayer proposes to construct a small Convenience store (C-Store) on this site.
Reduction in CANOPY SETBACK from 135 Feet to 93 feet.

Applicant's reason for not conforming to the Zoning Ordinance: PARALLELOGRAM shaped site makes it difficult to design a good building/site plan. This is a pre-existing condition and is a physical hardship.

What extraordinary conditions concerning the property/structure/property, warrants a variance or variances?
Angled property lines make it hard to fit a rectangular building while meeting required setbacks on all sides. Setbacks measured from angled lot lines can significantly reduce the buildable envelope, especially on a smaller lot like this one with a septic system and detention pond.

Provide proffered measures to reduce any impact. If no mitigation is proposed, the applicant must include an explanation of why none is being proposed.
 ① We can increase the setbacks on other sides of the property as we own those lots also.
 ② Add additional landscaping

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:

1. Is the property exceptionally narrow shallow, or unusually shaped?

The Property is a Parallelogram and the unusual shape is preexisting.

II. Does property contain exceptional topographic conditions?

- ① Good Soil for Septic system is in the rear of the property.
- ② Land slopes towards the highway limiting where we can have the detention Pond.

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

IV. Are there other existing extraordinary or exceptional circumstances?

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.

A Rearsettle building cannot be placed without this setback Reduction.

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 primary objectives of buffer requirements - protecting privacy, reducing visual impacts, and maintaining neighborhood compatibility are still met through proposed mitigation measures and thoughtful site design. The reduction will not result in adverse effects related to noise, lighting, drainage or neighborhood character.

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.



Ben Sewell, Director

22 East Broad St.

Newnan, GA 30263

bsewell@coweta.ga.us

770-254-2635

To: Coweta County Board of Zoning Appeals

From: Lisa J Eschman, Zoning Manager

Re: Variance Request – *Art. 23. Dimensional Requirements. Front Building Setbacks*

Applicant: Virginia Singh

Applicant Representative: Manny Singh

Location: Southwest Corner of SR 34 West and Bruce Jackson Road

Petition: VARIANCE 26-003

Tax ID #: 026-3101-001 {Partial}

"2nd" Commission District

Date: April 9, 2026

The subject property is comprised of approximately 1.83± acres and is located at the southwest corner of SR 34 West and Bruce Jackson Road. The site is approximately 300 feet by 300 feet, parallelogram in shape, and zoned **C (Old Commercial)**. This zoning designation has been in place since the adoption of the Coweta County Zoning and Development Ordinance in 1969.

The applicant is under contract with Lot Development Georgia, LLC to purchase approximately 12.56± acres, including the subject property identified as Lot 300 (1.83± acres), zoned **C (Old Commercial)**, as well as Lots 6 (5.30± acres) and 7 (5.43± acres), both zoned **RC (Rural Conservation)**. The applicant proposes to develop a convenience store with gasoline sales on the commercially zoned portion of the property.

The conceptual site plan depicts a 4,725-square-foot convenience store with associated gasoline pumps. The septic system is proposed at the southwest corner of the property. Access is provided via two driveways: a right-in/right-out driveway on SR 34 and a full-access driveway on Bruce Jackson Road. The fuel canopy is located approximately 100 feet from the property line along Bruce Jackson Road and 93 feet from the centerline of SR 34 West.

A convenience store is permitted within the **C (Old Commercial)** zoning district, subject to compliance with all applicable zoning regulations, including, but not limited to, the required building setbacks. According to the applicant, the configuration of the property limits the buildable area and constrains the placement of the fuel canopy. Therefore, the applicant is requesting a variance from *Article 23. Dimensional Requirements* to reduce the required 135-foot front building setback, measured from the centerline of the right-of-way along SR 34 West, to 93 feet, a reduction of 42 feet.

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

Public Safety

Public Works:

A left turn lane will be required from West Bound SR 34 onto Bruce Jackson Road meeting the requirements of the County and the Georgia Department of Transportation (GDOT). This turn lane shall be constructed and approved prior to Certificate of Occupancy issuance for this Dresden Corner Market.

Community Development

Development Review:

It is the applicant's burden to demonstrate to the Board of Zoning Appeals that a functional hardship exists which materially inhibits the reasonable development of the property in support of a variance request. In this case, we acknowledge that the lot is shallow and parallelogram in shape, and that this configuration appears to date back to the County's original zoning in 1969. We also acknowledge that, since the district was created, the front setback requirement has effectively increased from 50 feet measured from the right-of-way to 135 feet measured from the centerline of the right-of-way, resulting in a functional increase of approximately 35 feet. However, the property still contains a viable building envelope that can meet the applicable setback requirements.

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: All four quadrants at the intersection of SR 34 West, Bruce Jackson Road, and Pierce Chapel Road were zoned **C (Old Commercial)** in 1969 as part of the original adoption of the Coweta County Zoning and Development Ordinance. The subject property, approximately 1.83± acres in size, is located within the southwest quadrant. An occupied property is located across Bruce Jackson Road within the southeast quadrant. The northeast and northwest quadrants, across SR 34 West, are encumbered by a utility easement. Sanders Davis Road traverses the area, dividing the northern quadrants and intersecting with Pierce Chapel Road. All other surrounding properties are zoned **RC (Rural Conservation)**.*

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

Response: The subject property, comprising approximately 1.83± acres, is zoned C (Old Commercial), which permits the proposed convenience store with associated gasoline sales, provided the development complies with all applicable requirements of the Coweta County Code of Ordinances. Staff recommend that the Board consider the potential impact on adjacent property owners when evaluating the proposed request.

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

Response: Staff acknowledge that the subject property was established in 1969. Since that time, the required front building setback has increased from 50 feet, measured from the right-of-way to

135 feet, measured from the centerline of the right-of-way. Notwithstanding this increase, the property retains a building envelope capable of meeting the current setback requirements.

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

Response: The Public Works Division recommends the installation of a left-turn lane from west bound SR 34 onto Bruce Jackson Road. All costs associated with this transportation improvement will be the responsibility of the developer.

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 lot is shallow and parallelogram-shaped, a configuration that appears to date to the County's original 1969 zoning. Since the district's establishment, the effective front setback has increased from 50 feet measured from the right-of-way to 135 feet measured from the centerline, representing an approximate functional increase of 35 feet. Despite this change, the property retains a viable building envelope capable of meeting all applicable setback requirements.

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

Response: The site is currently vacant and can be designed to implement the required front building setbacks. The Board should consider whether the request to reduce the required front building setback along SR 34 is justified by a hardship as the ordinance requires.

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

Response: This request does not result from any intentional action of the applicant to violate the 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 on the record, all of the following exist:

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

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

According to the applicant, the property has a parallelogram shape, and the unusual shape is preexisting.

- II. Does the property contain exceptional topographic conditions?

According to the applicant, suitable soils require the septic system to be located in the rear of the property. Additionally, the site slopes toward the highway, which limits feasible locations for the detention pond.

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

No

IV. Are there other existing extraordinary or exceptional circumstances?

No

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

Response: *According to the applicant, a reasonable building cannot be placed on the site without the front setback reduction.*

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

Response: *According to the applicant, the two (2) lots adjoining the commercial lot will be owned by the buyer providing options for minimizing privacy impact and neighborhood character. The adjoining lots are large and provide ample space for minor site accommodations. The convenience store will only operate from 6:00 a.m. to 10:00 p.m.*

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

1. The lot is shallow and parallelogram-shaped, a configuration that appears to date to the County's original 1969 zoning. Since the district's establishment, the effective front setback has increased from 50 feet measured from the right-of-way to 135 feet measured from the centerline, representing an approximate functional increase of 35 feet. Despite this change, the property retains a viable building envelope capable of meeting all applicable setback requirements.
2. Consideration should be given to the potential impacts on adjacent property owners.
3. The Board should consider whether the request to reduce the required front building setback along SR 34 is justified by a hardship as the ordinance requires.

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

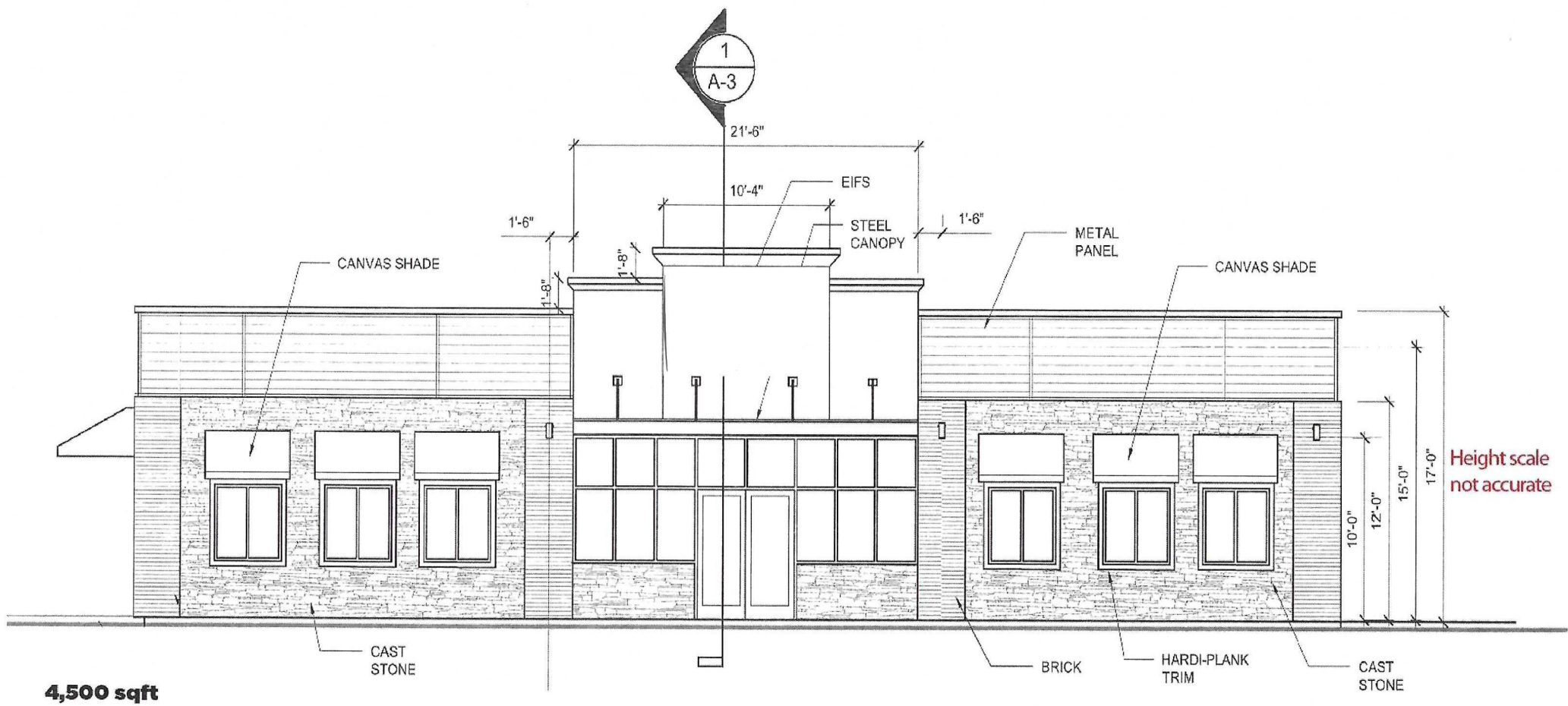
- 1) The front setback along SR 34 West shall be 93 feet from the centerline of SR 34 West as shown on the site plan submitted with the variance application package.
- 2) The applicant shall install a left turn lane from west bound SR 34 onto Bruce Jackson Road. The left turn lane shall meet the requirements of Coweta County and the Georgia Department of Transportation (GDOT). The left turn lane shall be constructed and approved prior to the issuance of a Certificate of Occupancy.

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 the Board of Zoning Appeals – **Thursday, April 23, 2026**
- Final Decision with the Board of Commissioners – **Tuesday, May 19, 2026**

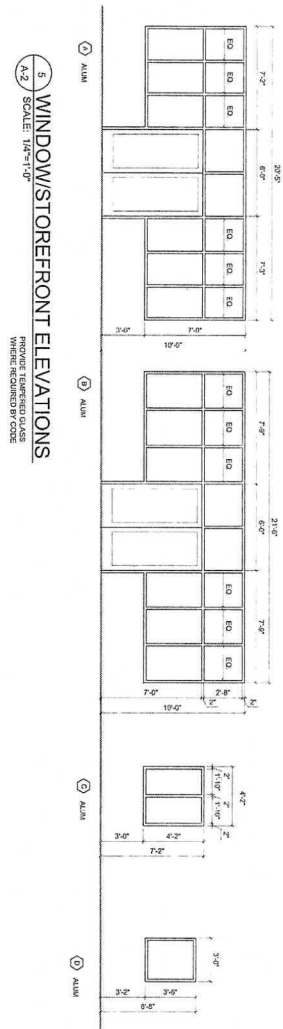
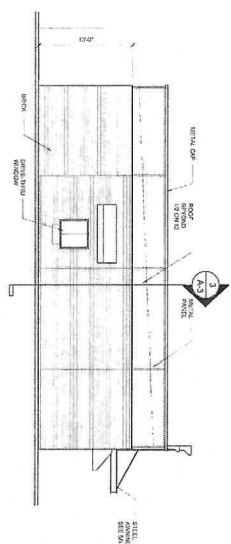
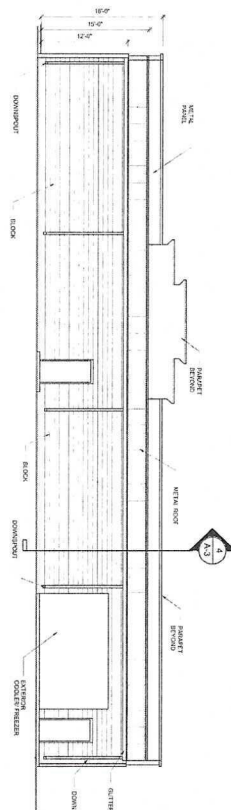
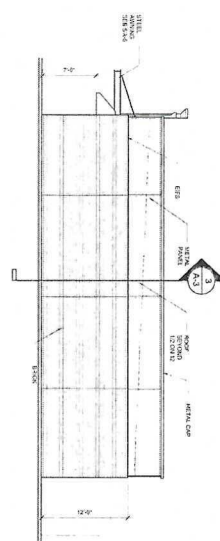
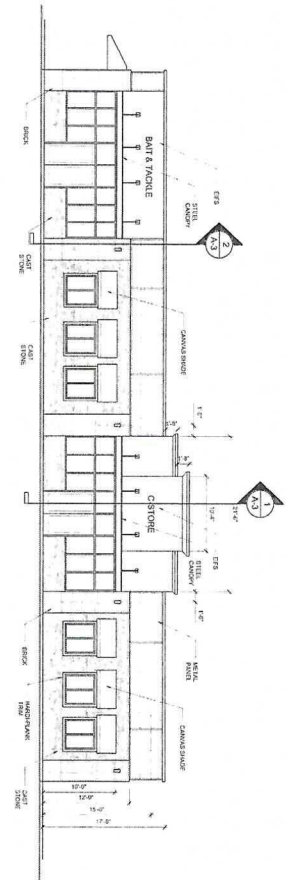
The applicant or his/her designated representative's presence is recommended to attend the Public Hearing.

c: Virgina Singh – virsimman@yahoo.com
Manny Singh – mannysingh1@comcast.net



4,500 sqft

Height scale
not accurate



Ray Underwood
ARCHITECT
1041 Hunter Road Catulpa Georgia 31804
Phone 706-442-2363 ray@ruarchitect.com

CONVENIENCE STORE/ RETAIL STORE
3278 Mooty Bridge Road
Lagrange Ga. 30240

DRAWINGS ARE PROPERTY OF T
 ARCHITECT AND ARE NOT TO B
 REPRODUCED WITHOUT
 PERMISSION
 JOB # 19106
 May 24, 2019
 Permit Drawings

SHEET
A-2
3 OF 7

TRAFFIC IMPACT STUDY

FOR

DRESDEN CORNER MARKET DEVELOPMENT

COWETA COUNTY, GA

Prepared By:



2470 Sandy Plains Road
Marietta, GA 30066

February 6, 2026

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EXECUTIVE SUMMARY

The Dresden Corner Market Development is planned for the southwest corner of SR 34 and Bruce Jackson Road/Pierce Chapel Road in Coweta County, Georgia. The project will feature a gas station with 8 fueling positions and a 4,725-square-foot convenience store. Access will be provided by two driveways: Driveway A on SR 34 will allow right-in and right-out movements, while Driveway B on Bruce Jackson Road will be a full access driveway with a minor-street stop control. This study assesses the expected traffic impact at full buildout, scheduled for 2027.

This study analyzed the impacts the development generated trips are expected to have on the surrounding roadway network and study intersections. The study intersections are listed below:

1. SR 34 at Bruce Jackson Road/Pierce Chapel Road
2. SR 34 at **Driveway A**
3. Bruce Jackson Road at **Driveway B**

The ITE Trip Generation Manual, 12th Edition, was referenced to estimate the number of trips generated by the development. The expected trips were added to the future projected traffic volumes to analyze the delay and level of service at each study intersection in the build condition. The traffic operations at the study intersections were evaluated for the existing year 2026 and future year 2027 with and without the development generated trips.

Traffic operations at the study intersection were evaluated for 2026 and 2027, considering both current and projected development traffic. The intersection currently operates at an acceptable level of service (LOS B). In the future no-build scenario, all approaches at the study intersections are expected to maintain LOS B, similar to existing conditions.

The development minimally impacts the study network. All study intersections are expected to maintain LOS A–B, except for the northbound approach of Bruce Jackson Road at SR 34 and the southbound approach of Pierce Chapel Road at SR 34, which degrade to LOS C during peak hours.

The study intersection of Bruce Jackson Road at Driveway B was analyzed for the need for left turn lane. Based on the analysis, a left-turn is not warranted along Bruce Jackson Road at its study intersection with Driveway B.

Based on auxiliary lane and operational analysis of the study intersections, the following are the recommended improvements and driveway configurations:

SR 34 at Driveway A

- Driveway A should be Right-In & Right-Out controlled.
- Driveway A should include one entry lane and one exit lane.
- Right turn lane proposed on the site plan along SR 34 can be provided in accordance with GDOT minimum design standards.

Bruce Johnson Road at Driveway B

- Driveway B should be stop controlled.
- Driveway B should include one entry lane and one exit lane.
- The right-turn lane proposed on the site plan along Bruce Johnson Road can be included with the proposed storage length from the site plan.

No additional roadway improvements are recommended for this development.



INTRODUCTION

Southeastern Engineering, Inc. completed a traffic impact study for the proposed Dresden Corner Market development in Coweta County, Georgia. Scheduled for completion in 2027, the project will include a gas station with a convenience store at the southwest corner of the intersection of SR 34/Franklin Road (SR 34) and Bruce Jackson Road/Pierce Chapel Road. The development will include a main full-access driveway along Bruce Jackson Road and a Right-In & Right-Out (RIRO) driveway on SR 34. An overall location map of the area near the site location is shown in **Figure 1**.

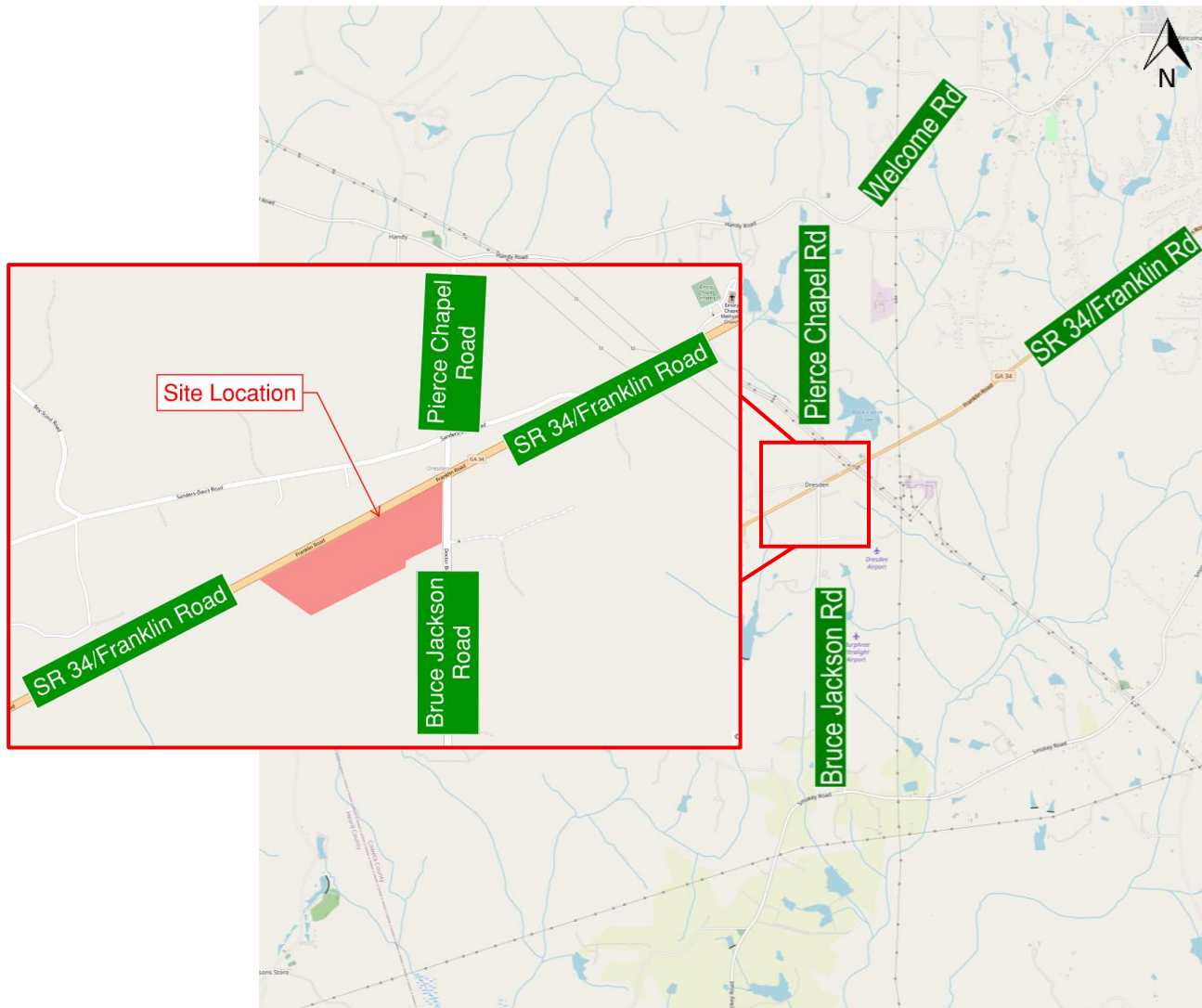


Figure 1 Overall Site Location

This study will identify the potential impacts of the proposed development traffic on the surrounding roadway network. The study includes the existing and future peak hour traffic operation and capacity analysis for the study intersections. As necessary, operational improvements will be identified and analyzed to mitigate the traffic impacts caused by the development. Based on the results of the analysis for the study intersections, recommendations will be made for intersection geometry and control method. This study will follow the methodology agreed to in the pre-application meeting.



PROJECT DESCRIPTION

The Dresden Corner Market Development is planned for the southwest quadrant of the SR 34 and Bruce Jackson Road/Pierce Chapel Road intersection in Coweta County, Georgia. The project includes a gas station with 8 vehicle fueling positions and a 4,725-square-foot convenience store. Access will be provided by two driveways: Driveway A on SR 34 will be controlled using a right-in & right-out control, and Driveway B on Bruce Jackson Road will be a full access driveway with a stop control. This study evaluates the anticipated traffic impact upon full buildout, scheduled for 2027. The site plan for this development is attached in **Appendix A**.

Study Network

The traffic study analyzes the traffic operations for the intersections in the vicinity of the proposed development and the driveways. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing (2026), future no-build (2027) and build (2027) scenarios. The study intersections and their control types are listed below and an aerial is shown in **Figure 2**.

4. SR 34 at Bruce Jackson Road/Pierce Chapel Road – Minor-Street Stop Control
5. SR 34 at **Driveway A** – Right-In & Right-Out Control (*New Intersection*)
6. Bruce Jackson Road at **Driveway B** – Minor-Street Stop Control (*New Intersection*)

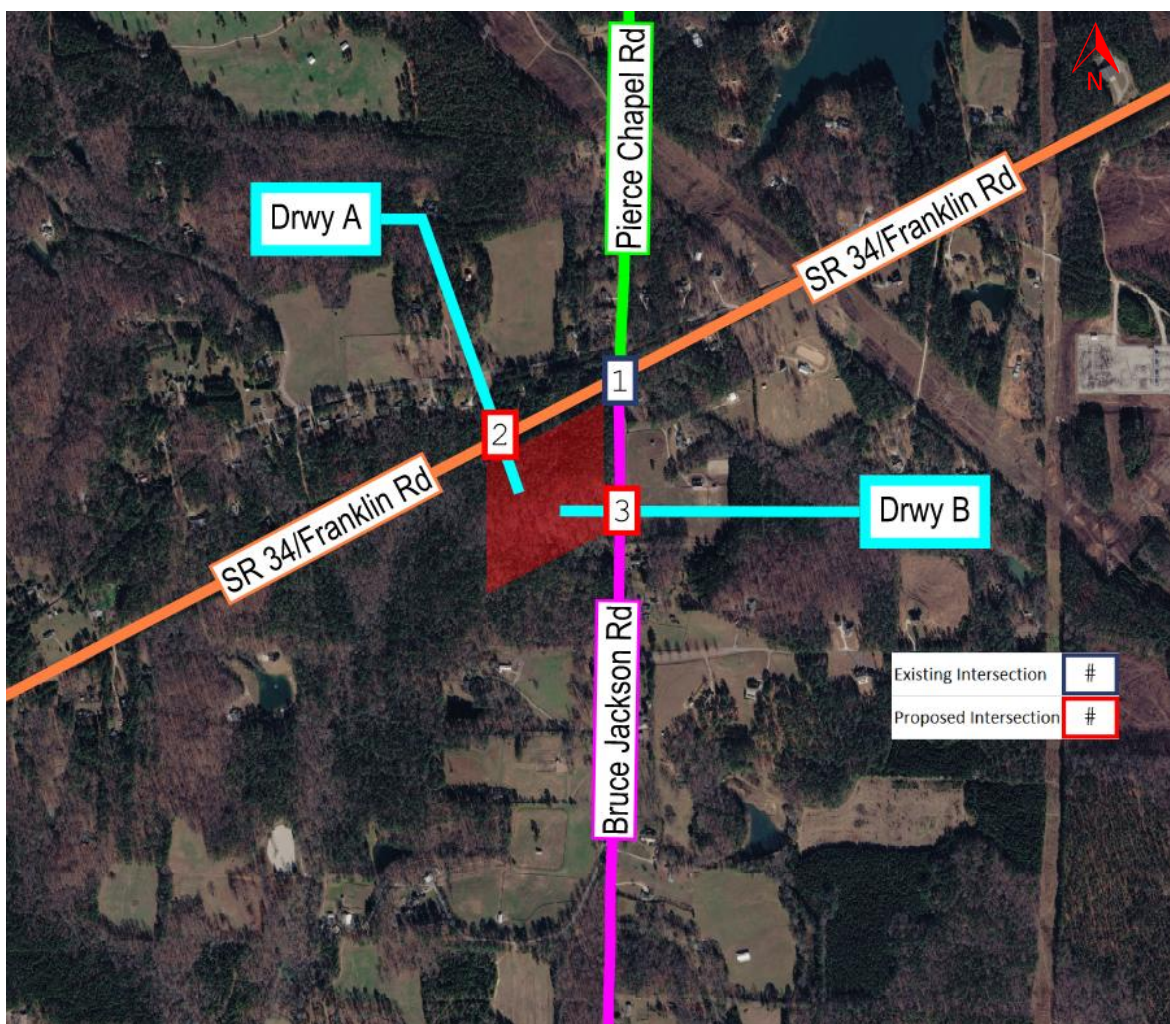


Figure 2 Aerial of Study Area

Roadway Conditions

The roadway network adjacent to the development was analyzed for its current characteristics, and are summarized below:

SR 30/Franklin Road

SR 30/Franklin Road (SR 30) is a two-lane undivided roadway with a posted speed limit of 55 MPH. It is functionally classified by GDOT as a principal arterial. Curb, gutter, and sidewalks are not provided along the roadway.

Bruce Jackson Road

Bruce Jackson Road is a two-lane undivided roadway with a posted speed limit of 45 MPH in the study area. It is functionally classified by GDOT as a major collector. Curb, gutter, and sidewalks are not provided along the roadway.

Pierce Chapel Road

Pierce Chapel Road is a two-lane undivided roadway with a posted speed limit of 45 MPH in the study area. It is functionally classified by GDOT as a major collector. Curb, gutter, and sidewalks are not provided along the roadway.

EXISTING TRAFFIC CONDITIONS

Traffic data were collected on Thursday, January 29, 2026. This included 24-hour volumes on primary roadways and peak-period turning movement counts at the study intersection near the development. The count data indicated that for the study network the AM peak hour is 7:00 – 8:00 AM and the PM peak hour is 4:45 – 5:45 PM. 24-hour existing daily traffic volumes collected in the study area are summarized in **Table 1** and existing AM and PM peak hour turning movement volumes are shown in **Figure 4**. The collected count data is attached in **Appendix B**.

Table 1: Existing Daily Traffic Volumes			
Location	Northbound/ Eastbound	Southbound/ Westbound	Total
SR 34 west of Bruce Jackson Road/Pierce Chapel Road	2,643	2,636	5,279
Bruce Jackson Road south of SR 34	449	464	913

Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the *Highway Capacity Manual, 7th Edition* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro 12 was used. This software conforms to the methodology of the HCM.

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

For unsignalized intersections, where stop signs control side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on input data including intersection geometry, lane configuration, and turning movement volumes.



For the signalized intersections, LOS is based on input data including intersection geometry, lane configuration, turning movement volumes, and traffic signal timing.

Table 2 below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

Table 2: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Existing Level of Service

The level of service for the existing conditions was determined using existing geometric configuration and intersection control. The existing study intersection and approaches operate at an acceptable level of service (LOS B) in existing conditions. The existing intersection capacity analysis results are summarized in **Table 3** and detailed Synchro reports are attached in **Appendix C**.

Table 3: Level of Service and Delay for Existing Year (2026)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop Control	Northbound	11.66 (B)	12.52 (B)
		Southbound	13.45 (B)	14.56 (B)

FUTURE CONDITIONS – WITHOUT THE PROPOSED DEVELOPMENT (NO BUILD)

The impact of the proposed development on the roadway network in the year 2027 was analyzed with and without the development to compare the future conditions.

Growth Rate

A growth rate for the study area was calculated using annual volume statistics from GDOT's Traffic Analysis & Data Application, Georgia Governor's Office of Planning and Budget, ARC Employment and Population Projections, and Coweta County census data to project future year traffic volumes. Historical data and calculations from all sources are attached in **Appendix D**.

The overall project growth rate for this project was determined by reviewing the different sources. An average annual growth rate of 2.0% was calculated for the study network to project future year (2027) traffic volumes.

Adjacent Projects

There are no planned short-term or long-term projects near the proposed development.



Future No - Build Traffic Volumes

The future background traffic volumes (2027) were calculated by applying the annual exponential growth rate over a year to the existing traffic volumes (2026). Future no-build volumes are shown in **Figure 4**.

Future No - Build Level of Service

The future background traffic volumes were used to analyze the future no-build levels of service for the study intersections. The same LOS methodology discussed previously was applied to the 2027 background traffic volumes to analyze operations at the study intersections. Under the no-build conditions the all approaches of the study intersection are expected to operate at the same level of service as in the existing year with slightly higher delay. **Table 4** summarizes the results of the intersection operational analysis for the future no-build year, and detailed Synchro reports are attached in **Appendix C**.

Table 4: Level of Service and Delay for No-Build Year (2027)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop-Control	Northbound	11.74 (B)	12.65 (B)
		Southbound	13.58 (B)	14.76 (B)

Proposed Development

The Dresden Corner Market Development will be located to the south of SR 34 and to the west of Bruce Jackson Road and will have a gas station with 8 vehicle fueling positions and a 4,725 SF of convenience store in Coweta County, Georgia. The development will have two driveways; Driveway A will be a Right-In & Right-Out controlled along SR 34 and Driveway B will be the primary access with a minor-street stop-control along Bruce Johnson Road. This study assesses the traffic impact expected upon the full completion of the proposed development, scheduled for 2027.

Trip Generation

Trip generation for the development was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Due to the land use, pass-by trip reductions are anticipated for the proposed gas station. As agreed at the methodology meeting, the pass-by trip reduction will not exceed 10% of the existing traffic volume on the adjacent street. Pass-by trips were recalculated using current traffic volumes, and the ITE-recommended reductions (76% AM peak, 75% PM peak) were not applied. The trip generation for the development is summarized in **Table 5**, and the trip generation report is attached in **Appendix E**.

Table 5: Proposed Site Trip Generation										
Land Use (ITE Code)	Unit of Measure	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Gas Station w/ Convenience Store (945)	8 fueling stations	814	814	1,628	81	78	159	77	76	153
Gas Station Pass by Reduction		264	264	528	27	27	54	31	31	62
Total New Trips		550	550	1,100	54	51	105	46	45	91



Trip Distribution and Assignment

The trips expected to be generated from the proposed development were distributed on the study roadway network based on observed traffic patterns in the area from the collected traffic volume data. Trips generated by the development assigned to the study network are shown in **Figure 4**.

Auxiliary Lane Analysis

The need for auxiliary lanes at the development driveways was evaluated based on the guidelines from GDOT's *Regulations for Driveway and Encroachment Control Manual* and AASHTO's *Policy on Geometric Design of Highways and Streets, 7th Edition (Greenbook)*. Per the GDOT manual, auxiliary lanes are used on approaches to intersections when the daily turning traffic volumes exceed minimum levels. The site plan includes right-turn lanes at both driveways. Therefore, the analysis will focus only on a left-turn lane for the northbound approach on Bruce Jackson Road at Driveway B. Driveway A, located along SR 34, will be limited to right-in and right-out movements, which restricts left turns into the development at Driveway B. Per the GDOT manual, a left-turn lane is warranted at an intersection if the daily left-turn volumes shown in **Table 6** are met or exceeded.

Table 6: Left-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT < 6,000	ADT ≥ 6,000	ADT < 10,000	ADT ≥ 10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
≥ 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Bruce Jackson Road is a two-lane undivided roadway with average daily traffic volume (ADT) less than 6,000 vehicles per day (vpd) and has a posted speed limit of 45 MPH. Based on the trip generation, the ADT is not expected to increase beyond 6,000 vpd. Therefore, the threshold for a left-turn is set at 250 LTV per day.

Based on the expected daily trip distribution, a left turn lane is not warranted along Bruce Jackson Road. The results of the auxiliary lane analysis are shown in **Table 7**.

Table 7: Results for Auxiliary Lane Analysis (GDOT)				
Roadway	GDOT Turning Movement Thresholds (vpd)		Site Expected Turning Volumes (vpd)	
	LTV	RTV	LTV	RTV
Bruce Jackson Road at Driveway B	250	N/A	81	-

AASHTO's Greenbook guidelines were used to determine whether a left-turn lane is warranted at the intersection of Bruce Johnson Road at Driveway B. These guidelines evaluate the need for left-turn lanes based on several factors: (a) the number of lanes on the arterial/major road, (b) the roadway design and operating speeds, (c) the peak hour volume of left-turning traffic, and (d) the peak hour volume of opposing traffic. The volume-based guidelines indicate scenarios where a left-turn lane may be beneficial, though they do not necessarily indicate cases where a left-turn lane is strictly required. **Figure 3** shows AASHTO criteria for two-lane roadways at unsignalized intersections. The highest peak hour volumes for the development are shown in **Table 8**. For this analysis referencing AASHTO criteria for 40 mph operating speed with opposing volumes approximated to 100 veh/hr was used for the AM peak hour and an approximated 100 veh/hr was used for the PM peak hour. 30% left turns were reviewed for the AM peak hour and 20% left turns



were reviewed for the PM peak hour. Based on the build year peak hour volumes a left-turn lane is not warranted on Bruce Johnson Road at Driveway B intersection.

Table 8: Results Peak Hour for Auxiliary Lane Analysis (AASHTO)

Roadway	Peak Hour	Opposing Volume	% Left Turns	Advancing Volume	Operating Speed	Criteria Satisfied
Bruce Johnson Road at Driveway B	AM	48	24%	38	45 mph	No
	PM	97	20%	40	45 mph	No

Metric					U.S. Customary				
Opposing Volume (veh/h)	Advancing Volume (veh/h)				Opposing Volume (veh/h)	Advancing Volume (veh/h)			
	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns		5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
60-km/h Operating Speed					40-mph Operating Speed				
800	330	240	180	160	800	330	240	180	160
600	410	305	225	200	600	410	305	225	200
400	510	380	275	245	400	510	380	275	245
200	640	470	350	305	200	640	470	350	305
100	720	515	390	340	100	720	515	390	340
80-km/h Operating Speed					50-mph Operating Speed				
800	280	210	165	135	800	280	210	165	135
600	350	260	195	170	600	350	260	195	170
400	430	320	240	210	400	430	320	240	210
200	550	400	300	270	200	550	400	300	270
100	615	445	335	295	100	615	445	335	295
100-km/h Operating Speed					60-mph Operating Speed				
800	230	170	125	115	800	230	170	125	115
600	290	210	160	140	600	290	210	160	140
400	365	270	200	175	400	365	270	200	175
200	450	330	250	215	200	450	330	250	215
100	505	370	275	240	100	505	370	275	240

Figure 3 Left-Turn Treatment at Unsignalized Intersection

FUTURE CONDITIONS – WITH THE PROPOSED DEVELOPMENT (BUILD)

To assess the traffic impact of the development, the site-generated trips were added to the future background traffic, and the combined volumes were analyzed.

Future Build Traffic Volumes

This future build (2027) analysis was conducted to determine any impacts to the study intersection resulting from the traffic after the full build-out of the development. The site-generated trips were assigned to the adjacent roadway network and added to the future background traffic volumes and are shown in **Figure 4**.



Future Build Level of Service

The future background traffic volumes were used to analyze the future build levels of service for the study intersections to determine the impacts of future background traffic volumes plus the site-generated volumes. Under the build conditions at the intersection of SR 34 at Bruce Jackson Road/Pierce Chapel Road, the northbound approach is expected to operate at LOS C during both peak hours compared to LOS B and the southbound approach is expected to operate at LOS C during PM peak hour, but still expected to operate acceptably. Both driveway approaches are expected to operate at LOS A-B during both peak hours. **Table 9** summarizes the results of the intersection operational analysis for the future build year, and detailed Synchro reports are attached in **Appendix C**.

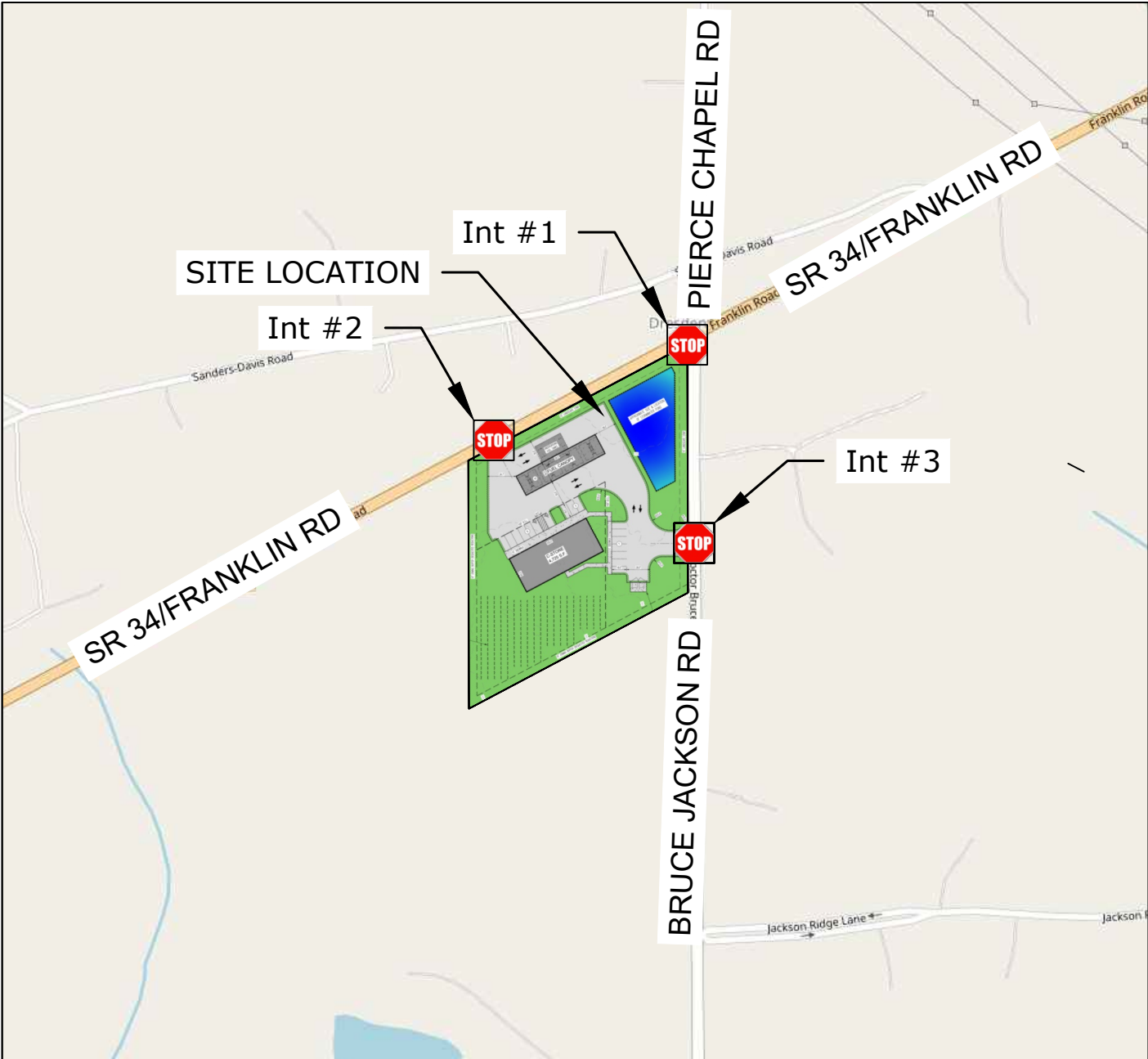
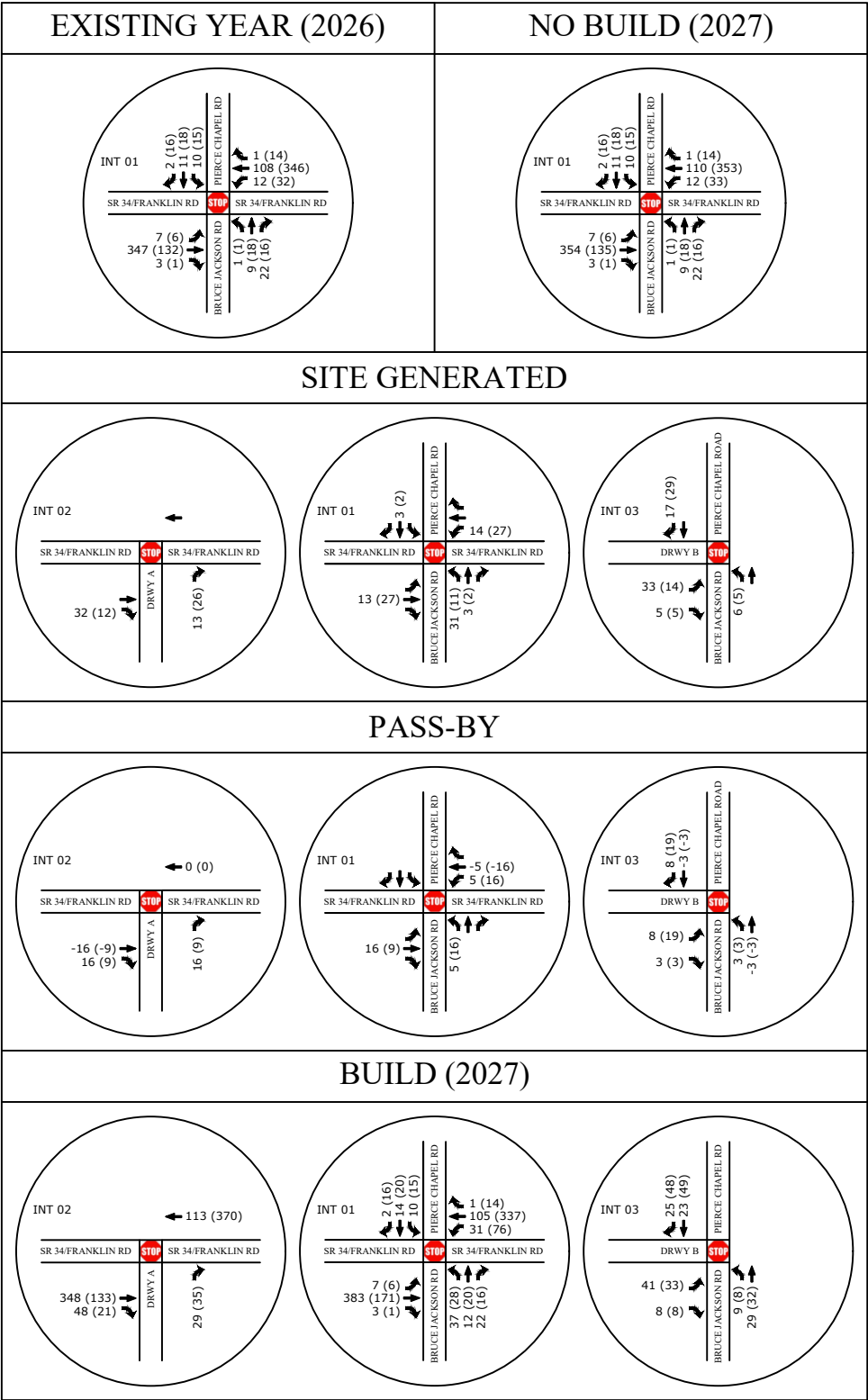
Table 9: Level of Service and Delay for Build Year (2027)				
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop-Control	Northbound	15.24 (C)	18.36 (C)
		Southbound	14.83 (B)	17.17 (C)
SR 34 at Driveway A	RIRO	Northbound	10.65 (B)	9.16 (A)
Bruce Jackson Road at Driveway B	Minor-Street Stop-Control	Eastbound	9.06 (A)	9.16 (A)

Level of Service Comparison

The results of the capacity analysis for the no-build and build conditions are compared in **Table 10**. The development will have minimal impact on the study network. In the AM peak hour, the northbound approach of Bruce Jackson Road at SR 34 will drop from LOS B (no-build) to LOS C (build), with only a 4-second increase in delay. In the PM peak hour, both northbound and southbound approaches of Bruce Jackson Road/Pierce Chapel Road at SR 34 will drop from LOS B to LOS C, with an added delay of 2 to 6 seconds, which is negligible. All other study intersection approaches are expected to continue operating acceptably with the development traffic.

Table 10: Level of Service Comparison (2027)						
Intersection	Control	Approach	Delay (LOS)		Delay (LOS)	
			AM	AM	AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop-Control	Northbound	11.74 (B)	12.65 (B)	15.24 (C)	18.36 (C)
		Southbound	13.58 (B)	14.76 (B)	14.83 (B)	17.17 (C)
SR 34 at Driveway A	RIRO	Northbound			10.65 (B)	9.16 (A)
Bruce Jackson Road at Driveway B	Minor-Street Stop-Control	Eastbound			9.06 (A)	9.16 (A)





LEGEND

00 AM DHV
(00) (PM) DHV

FIGURE 4



PEAK HOUR VOLUMES

REVISION DATES		

DATE:

DRESDEN CORNER MARKET
DEVELOPMENT

CONCLUSION

The Dresden Corner Market Development will be located in the southwest quadrant of the intersection of SR 34 and Bruce Jackson Road/Pierce Chapel Road in Coweta County, Georgia. The project will include a gas station with 8 fueling positions and a 4,725-square-foot convenience store. Two driveways are proposed: Driveway A on SR 34 with right-in and right-out access, and Driveway B on Bruce Jackson Road, which will serve as the primary entrance with minor-street stop control. This study assesses the traffic impact expected upon the full completion of the proposed development, scheduled for 2027.

Traffic operations at the study intersection were evaluated for the existing year (2026) and the future year (2027) with and without the additional development traffic. Based on the operational analysis, the existing study intersection operates at an acceptable level of service in the existing condition at LOS B. In the future no-build condition all approaches of all study intersections are expected to operate acceptably at the same levels of service, LOS B, as in the existing condition.

The development has minimal impacts to the study network. All study intersections are expected to operate acceptably at the same levels of service, LOS A – B, as in the existing and no-build conditions with the exception of the northbound approach of Bruce Jackson Road at SR 34 which degrades to LOS C from LOS B during both peak hours and the southbound approach of Pierce Chapel Road at SR 34 which also degrades to LOS C from LOS B during PM peak hour.

The study intersection of Bruce Jackson Road at Driveway B was analyzed for the need for left turn lane. Based on the analysis, a left-turn is warranted along Bruce Jackson Road at its study intersection with Driveway B.

Based on auxiliary lane and operational analysis of the study intersections, the following are the recommended improvements and driveway configurations:

SR 34 at Driveway A

- Driveway A should be Right-In & Right-Out controlled.
- Driveway A should include one entry lane and one exit lane.
- Right turn lane proposed on the site plan along SR 34 can be provided in accordance with GDOT minimum design standards.

Bruce Johnson Road at Driveway B

- Driveway B should be stop controlled.
- Driveway B should include one entry lane and one exit lane.
- The right-turn lane proposed on the site plan along Bruce Johnson Road can be included with the proposed storage length from the site plan.

No additional roadway improvements are recommended for this development.



APPENDICES

- **Appendix A**
 - Site Plan
- **Appendix B**
 - Traffic Counts Summary Sheets
- **Appendix C**
 - Synchro Reports
- **Appendix D**
 - Growth Rate Summary
- **Appendix E**
 - Trip Generation Report



Appendix A

Site Plan

Appendix B

Background Traffic Data

24-Hr Bi-Directional Class Count
SR 34 west of Pierce Chapel Rd

Bi-Directional Class Count || Location Overview

Newnan, GA

Site 1

GA-34 Franklin Rd,
west of Pierce Chapel Rd

Lat/Long

33.350989°, -84.919245°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☒	4
Bi-Directional Class Count	60min	☒	4
Graphical Analysis	-	☒	3
Base Data	15min	☒	2
Base Data	60min	☒	2

Daily & Monthly Factors

	
	Thu
	01/29
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count | NB EB 15min

Newnan, GA

Site 1
 GA-34 Franklin Rd,
 west of Pierce Chapel Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350989°, -84.919245°

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0000 - 2400 (Weekday 24h Session) (01-29-2026)
 NB EB 15min

Time	Eastbound (Movement 1,1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	1	0	3	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	10
0300 - 0315	0	3	2	0	1	0	0	0	1	0	0	0	0	7	
0315 - 0330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0345 - 0400	0	7	1	0	0	0	0	0	0	0	0	0	0	8	31
0400 - 0415	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0415 - 0430	0	11	4	0	1	0	0	0	0	0	0	0	0	16	
0430 - 0445	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
0445 - 0500	0	20	2	0	2	0	0	1	0	0	0	0	0	25	72
0500 - 0515	0	29	3	0	0	0	0	1	0	0	0	0	0	33	
0515 - 0530	0	35	2	0	3	0	0	3	0	0	0	0	0	43	
0530 - 0545	0	35	9	0	0	0	0	0	0	0	0	0	0	44	
0545 - 0600	0	50	8	0	8	0	0	0	0	0	0	0	0	66	186
0600 - 0615	0	56	7	1	4	0	0	2	0	0	0	0	0	70	
0615 - 0630	0	69	9	1	5	0	0	0	1	0	0	0	0	85	
0630 - 0645	0	53	1	2	0	0	0	1	0	12	0	0	0	69	
0645 - 0700	0	54	14	1	4	0	0	0	1	0	0	0	0	74	298
0700 - 0715	0	62	14	0	2	1	0	0	0	0	0	0	0	79	
0715 - 0730	0	83	15	1	2	0	0	1	0	0	0	0	0	102	
0730 - 0745	0	65	25	0	3	1	0	0	0	0	0	0	0	94	
0745 - 0800	0	54	26	0	1	1	0	0	0	0	0	0	0	82	357
0800 - 0815	0	44	11	0	0	0	0	0	0	0	0	0	0	55	
0815 - 0830	0	30	8	0	0	0	0	0	0	0	0	0	0	38	
0830 - 0845	0	30	10	0	0	0	0	0	2	0	0	0	0	42	
0845 - 0900	0	27	11	0	0	4	1	0	1	0	0	0	0	44	179
0900 - 0915	0	21	5	0	1	4	0	0	2	0	0	0	0	33	
0915 - 0930	0	30	14	0	1	1	0	0	0	0	0	0	0	46	
0930 - 0945	0	26	15	0	1	1	0	1	0	0	0	0	0	44	
0945 - 1000	0	33	13	0	1	0	0	0	1	0	0	0	0	48	171
1000 - 1015	0	27	10	1	1	0	0	1	1	0	0	0	0	41	
1015 - 1030	0	22	6	0	4	1	0	0	0	0	0	0	0	33	
1030 - 1045	0	30	15	0	3	4	0	0	0	0	0	0	0	52	
1045 - 1100	0	19	7	1	0	4	0	0	1	1	0	0	0	32	158
1100 - 1115	0	15	4	1	0	0	0	0	0	0	0	0	0	20	
1115 - 1130	0	17	10	1	2	0	0	0	0	0	0	0	0	30	
1130 - 1145	0	18	6	0	3	5	0	0	0	0	0	0	0	32	
1145 - 1200	0	19	12	0	1	0	0	1	1	0	0	0	0	34	116
1200 - 1215	0	18	8	0	2	0	0	0	1	0	0	0	0	29	
1215 - 1230	0	16	7	0	1	0	0	1	0	0	7	0	0	25	
1230 - 1245	0	18	7	0	1	0	0	0	0	0	0	0	0	26	
1245 - 1300	0	22	7	0	1	1	0	0	0	0	0	0	0	31	111
1300 - 1315	0	18	14	0	0	1	0	0	1	0	0	0	0	34	
1315 - 1330	0	16	5	0	2	0	0	0	1	0	0	0	0	24	
1330 - 1345	0	19	10	1	0	1	0	0	0	0	0	0	0	31	
1345 - 1400	0	23	8	0	2	5	0	0	0	1	0	0	0	39	128
1400 - 1415	0	21	7	1	0	2	0	1	1	0	0	0	0	33	
1415 - 1430	0	21	11	0	0	5	0	0	2	0	0	0	0	39	
1430 - 1445	0	18	6	0	0	0	0	1	0	0	0	0	0	25	
1445 - 1500	0	20	11	1	0	1	0	0	1	0	0	0	0	34	131
1500 - 1515	0	21	12	1	2	0	0	0	1	0	0	0	0	37	
1515 - 1530	0	30	15	0	1	0	0	1	0	0	0	0	0	47	
1530 - 1545	0	25	6	0	0	2	0	1	0	0	0	0	0	34	
1545 - 1600	0	30	9	1	0	0	0	0	0	0	0	0	0	40	158
1600 - 1615	0	21	11	0	0	0	0	0	0	0	0	0	0	32	
1615 - 1630	0	20	15	0	0	3	0	0	0	0	0	0	0	38	
1630 - 1645	0	21	8	0	1	0	0	0	0	0	0	0	0	30	
1645 - 1700	0	18	12	0	0	0	0	0	0	0	0	0	0	30	130
1700 - 1715	0	25	10	0	1	1	0	0	0	0	0	0	0	37	
1715 - 1730	0	24	13	0	1	1	0	1	0	0	0	0	0	40	
1730 - 1745	0	21	8	1	2	0	0	0	0	0	0	0	0	32	
1745 - 1800	0	10	9	0	0	0	0	0	0	0	0	0	0	19	128
1800 - 1815	0	22	9	0	1	0	0	0	1	1	0	0	0	34	
1815 - 1830	0	19	13	0	0	0	0	0	1	1	0	0	0	33	
1830 - 1845	0	15	10	0	1	0	0	0	0	0	0	0	0	26	
1845 - 1900	0	12	5	0	0	0	0	0	0	0	0	0	0	17	110
1900 - 1915	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1915 - 1930	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
1930 - 1945	0	9	3	0	2	0	0	0	0	0	0	0	0	12	
1945 - 2000	0	7	3	0	0	0	0	0	0	0	0	0	0	10	62
2000 - 2015	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2015 - 2030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2030 - 2045	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2045 - 2100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	37
2100 - 2115	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2115 - 2130	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2130 - 2145	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	31
2200 - 2215	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2215 - 2230	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	24
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7

Session Total	0	1836	621	15	75	53	1	18	24	0	0	0	0	2643
Session Average	0.00	19.13	6.47	0.16	0.78	0.55	0.01	0.19	0.25	0.00	0.00	0.00	0.00	27.53
Session Percentage	0.00	69.47	23.50	0.57	2.84	2.01	0.04	0.68	0.91	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0645 - 0745	0700 - 0800	0600 - 0700	0545 - 0645	0845 - 0945	0800 - 0900	0515 - 0615	0815 - 0915	-	-	-	-	0700 - 0800
AM Peak Volume	0	264	80	4	19	10	1	5	5	0	0	0	0	357
AM Peak %age	0.00	73.95	22.41	1.12	5.32	2.80	0.28	1.40	1.40	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Newnan, GA

Site 1
 GA-34 Franklin Rd,
 west of Pierce Chapel Rd

Date
 Thursday, January 29, 2026

Weather
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Lat/Long
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0000 - 2400 (Weekday 24h Session) (01-29-2026)
 SB WB 15min

Time	Westbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	20
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	10
0200 - 0215	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	1	3	3	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	7
0400 - 0415	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	0	0	0	0	0	1	0	0	0	0	0	2	3
0500 - 0515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0515 - 0530	0	1	0	0	0	1	0	0	0	0	0	0	0	2	
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	8	3	0	0	0	0	0	0	0	0	0	0	11	19
0600 - 0615	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0615 - 0630	0	11	3	0	0	1	0	0	0	0	0	0	0	15	
0630 - 0645	0	9	1	0	0	1	0	0	0	0	1	0	0	11	
0645 - 0700	0	13	5	0	0	0	0	1	0	0	0	0	0	19	56
0700 - 0715	0	16	5	0	1	1	0	0	0	0	0	0	0	23	
0715 - 0730	0	21	9	0	1	0	0	0	0	0	0	0	0	31	
0730 - 0745	0	11	12	0	1	2	0	0	1	0	0	0	0	27	
0745 - 0800	0	14	6	0	0	8	0	1	1	0	0	0	0	30	111
0800 - 0815	0	15	12	0	4	3	0	1	0	0	0	0	0	35	
0815 - 0830	0	17	10	1	1	3	0	0	0	0	0	0	0	32	
0830 - 0845	0	14	11	0	0	1	0	0	0	0	0	0	0	26	
0845 - 0900	0	13	7	0	0	0	0	2	0	0	0	0	0	22	115
0900 - 0915	0	7	4	0	0	0	0	2	0	0	0	0	0	13	
0915 - 0930	0	14	8	2	0	0	0	2	0	0	0	0	0	26	
0930 - 0945	0	8	4	0	2	1	0	0	0	0	0	0	0	15	
0945 - 1000	0	10	7	0	2	4	0	0	0	0	0	0	0	23	77
1000 - 1015	0	20	4	0	2	1	0	0	1	0	0	0	0	28	
1015 - 1030	0	14	5	0	1	4	0	0	0	0	0	0	0	24	
1030 - 1045	0	16	8	1	1	0	0	0	0	0	0	0	0	26	
1045 - 1100	0	13	5	0	2	0	0	0	1	0	0	0	0	25	103
1100 - 1115	0	11	5	0	0	1	0	0	0	0	0	0	0	17	
1115 - 1130	0	15	4	0	1	2	0	0	3	0	0	0	0	25	
1130 - 1145	0	12	5	0	1	0	0	0	0	0	0	0	0	18	
1145 - 1200	0	20	11	0	2	1	0	0	0	0	0	0	0	34	94
1200 - 1215	0	20	3	0	1	4	0	0	1	0	0	0	0	29	
1215 - 1230	0	18	9	0	0	0	0	0	1	0	0	0	0	30	
1230 - 1245	0	14	3	0	1	5	0	1	0	0	0	0	0	24	
1245 - 1300	0	19	11	1	0	1	0	0	0	0	0	0	0	32	115
1300 - 1315	0	23	18	1	2	6	0	0	2	0	0	0	0	52	
1315 - 1330	0	30	10	0	1	0	0	0	0	0	0	0	0	41	
1330 - 1345	0	25	7	0	1	0	0	0	0	0	0	0	0	33	
1345 - 1400	0	21	12	0	0	0	0	0	0	0	0	0	0	33	159
1400 - 1415	0	23	20	0	2	0	0	0	2	0	0	0	0	47	
1415 - 1430	0	27	11	0	1	2	0	0	2	0	0	0	0	43	
1430 - 1445	0	28	18	0	0	0	0	0	0	0	0	0	0	46	
1445 - 1500	0	31	18	0	1	5	0	0	1	0	0	0	0	56	192
1500 - 1515	0	27	25	0	0	2	0	1	0	0	0	0	0	55	
1515 - 1530	0	34	24	0	0	0	0	0	0	0	0	0	0	58	
1530 - 1545	0	33	17	0	0	5	0	0	0	0	0	0	0	55	
1545 - 1600	0	56	20	0	0	0	0	0	0	0	0	0	0	76	244
1600 - 1615	0	47	12	1	3	0	0	0	1	0	0	0	0	64	
1615 - 1630	0	60	24	1	0	1	0	1	2	0	0	0	0	89	
1630 - 1645	0	61	26	1	3	1	0	1	0	0	0	0	0	93	
1645 - 1700	0	66	12	0	0	0	0	0	0	0	0	0	0	78	324
1700 - 1715	0	64	18	0	0	0	0	0	1	0	0	0	0	83	
1715 - 1730	0	78	20	0	1	0	0	0	1	0	0	0	0	100	
1730 - 1745	0	74	25	0	2	1	0	0	0	0	0	0	0	102	
1745 - 1800	0	46	24	1	0	0	0	0	3	0	0	0	0	74	359
1800 - 1815	0	47	15	0	0	0	0	0	0	0	0	0	0	62	
1815 - 1830	0	51	15	0	0	0	0	0	0	0	0	0	0	66	
1830 - 1845	0	44	6	1	0	0	0	0	0	0	0	0	0	51	
1845 - 1900	0	44	6	0	0	0	0	0	0	0	0	0	0	50	229
1900 - 1915	0	31	8	0	2	0	0	0	0	0	0	0	0	41	
1915 - 1930	0	32	9	0	0	0	0	0	0	0	0	0	0	41	
1930 - 1945	0	34	8	0	0	0	0	0	1	0	0	0	0	43	
1945 - 2000	0	22	9	0	1	0	0	0	0	0	0	0	0	32	157
2000 - 2015	0	25	7	0	0	0	0	0	0	0	0	0	0	32	
2015 - 2030	0	20	5	0	0	0	0	0	0	0	0	0	0	25	
2030 - 2045	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
2045 - 2100	0	10	3	0	0	0	0	0	1	0	0	0	0	14	94
2100 - 2115	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
2115 - 2130	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2130 - 2145	0	12	4	0	1	0	0	0	0	0	0	0	0	17	
2145 - 2200	0	8	3	0	0	0	0	0	0	0	0	0	0	11	61
2200 - 2215	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2215 - 2230	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2230 - 2245	0	16	4	0	1	0	0	0	1	0	0	0	0	22	
2245 - 2300	0	7	2	0	0	0	0	0	0	0	0	0	0	9	53
2300 - 2315	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	4	1	0	0	0	0	0	0	0	0	0	0	5	23

Session Total	0	1784	684	11	48	68	0	12	29	0	0	0	0	2636
Session Average	0.00	18.58	7.13	0.11	0.50	0.71	0.00	0.13	0.30	0.00	0.00	0.00	0.00	27.46
Session Percentage	0.00	67.68	25.95	0.42	1.82	2.58	0.00	0.46	1.10	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0730 - 0830	0830 - 0930	0930 - 1030	1030 - 0830	-	0815 - 0915	0915 - 1015	-	-	-	-	0730 - 0830
AM Peak Volume	0	62	40	2	7	15	0	6	3	0	0	0	0	124
AM Peak %age	0.00	50.00	32.26	1.61	5.65	12.90	0.00	3.23	2.42	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Newnan, GA

Site 1
 GA-34 Franklin Rd,
 west of Pierce Chapel Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350989°, -84.919245°

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0000 - 2400 (Weekday 24h Session) (01-29-2026)
 Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	5	1	0	0	1	0	0	0	0	0	0	0	7	
0045 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	23
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15
0200 - 0215	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0215 - 0230	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	21
0300 - 0315	0	4	2	0	1	0	0	0	1	0	0	0	0	8	
0315 - 0330	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0330 - 0345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0345 - 0400	0	10	1	0	0	0	0	0	0	0	0	0	0	11	38
0400 - 0415	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0415 - 0430	0	11	4	0	1	0	0	0	0	0	0	0	0	16	
0430 - 0445	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
0445 - 0500	0	21	2	0	2	0	0	2	0	0	0	0	0	27	75
0500 - 0515	0	32	4	0	0	0	32	1	0	0	0	0	0	37	
0515 - 0530	0	36	2	0	3	1	0	3	0	0	0	0	0	45	
0530 - 0545	0	36	10	0	0	0	0	0	0	0	0	0	0	46	
0545 - 0600	0	58	11	0	8	0	0	0	0	0	0	0	0	77	205
0600 - 0615	0	66	8	1	4	0	0	2	0	0	0	0	0	81	
0615 - 0630	0	80	12	1	5	1	0	0	1	0	0	0	0	100	
0630 - 0645	0	62	13	1	2	1	0	1	0	0	0	0	0	80	
0645 - 0700	0	67	19	1	4	0	0	1	1	0	0	0	0	93	354
0700 - 0715	0	78	19	0	3	2	0	0	0	0	0	0	0	102	
0715 - 0730	0	104	24	1	3	0	0	1	0	0	0	0	0	133	
0730 - 0745	0	76	37	0	4	3	0	0	1	0	0	0	0	121	
0745 - 0800	0	68	32	0	1	9	0	1	1	0	0	0	0	112	468
0800 - 0815	0	59	23	0	4	3	0	1	0	0	4	0	0	90	
0815 - 0830	0	47	18	1	1	3	0	0	0	0	0	0	0	70	
0830 - 0845	0	44	21	0	0	1	0	0	2	0	0	0	0	68	
0845 - 0900	0	40	18	0	0	4	1	2	1	0	0	0	0	66	294
0900 - 0915	0	28	9	0	1	4	0	2	2	0	0	0	0	46	
0915 - 0930	0	44	22	2	1	1	0	0	2	2	0	0	0	72	
0930 - 0945	0	34	19	0	3	2	0	1	0	0	0	0	0	59	
0945 - 1000	0	43	20	0	3	4	0	0	1	0	0	0	0	71	248
1000 - 1015	0	47	14	1	3	1	0	1	2	0	0	0	0	69	
1015 - 1030	0	36	11	0	5	5	0	0	0	0	0	0	0	57	
1030 - 1045	0	46	23	1	4	4	0	0	0	0	0	0	0	78	
1045 - 1100	0	32	16	1	2	4	0	0	2	0	0	0	0	57	261
1100 - 1115	0	26	9	1	0	1	0	0	0	0	0	0	0	37	
1115 - 1130	0	32	14	1	3	2	0	0	3	0	0	0	0	55	
1130 - 1145	0	30	11	0	4	5	0	0	0	0	0	0	0	50	
1145 - 1200	0	39	23	0	3	1	0	1	1	0	0	0	0	68	210
1200 - 1215	0	38	11	0	3	4	0	0	2	0	0	0	0	58	
1215 - 1230	0	34	16	0	2	1	0	0	1	2	0	0	0	55	
1230 - 1245	0	32	10	0	2	5	0	1	0	0	0	0	0	50	
1245 - 1300	0	41	18	1	1	2	0	0	0	0	0	0	0	63	226
1300 - 1315	0	41	32	1	2	7	0	0	3	0	0	0	0	86	
1315 - 1330	0	46	15	0	3	0	0	0	1	0	0	0	0	65	
1330 - 1345	0	44	17	1	1	1	0	0	0	0	0	0	0	64	
1345 - 1400	0	44	20	0	4	5	0	0	1	0	0	0	0	72	287
1400 - 1415	0	44	27	1	2	2	0	1	3	0	0	0	0	80	
1415 - 1430	0	48	22	0	1	7	0	0	4	0	0	0	0	82	
1430 - 1445	0	46	24	0	0	0	0	1	0	0	0	0	0	71	
1445 - 1500	0	51	29	1	1	6	0	0	2	0	0	0	0	90	323
1500 - 1515	0	48	37	1	2	2	0	1	1	0	0	0	0	92	
1515 - 1530	0	64	39	0	0	1	0	1	0	0	0	0	0	105	
1530 - 1545	0	58	23	0	0	7	0	1	0	0	0	0	0	89	
1545 - 1600	0	86	29	1	0	0	0	0	0	0	0	0	0	116	402
1600 - 1615	0	68	23	1	3	0	0	0	1	0	0	0	0	96	
1615 - 1630	0	80	39	1	0	4	0	1	2	0	0	0	0	127	
1630 - 1645	0	82	34	1	4	1	0	1	0	0	0	0	0	123	
1645 - 1700	0	84	24	0	0	0	0	0	0	0	0	0	0	108	454
1700 - 1715	0	89	28	0	1	1	0	0	1	0	0	0	0	120	
1715 - 1730	0	102	33	0	2	1	0	1	1	0	0	0	0	140	
1730 - 1745	0	95	33	1	4	1	0	0	0	0	0	0	0	134	
1745 - 1800	0	56	33	1	0	0	0	0	3	0	0	0	0	93	487
1800 - 1815	0	69	24	0	1	0	0	1	1	0	0	0	0	96	
1815 - 1830	0	70	28	0	0	0	0	0	1	0	0	0	0	99	
1830 - 1845	0	59	16	1	1	0	0	0	0	0	0	0	0	77	
1845 - 1900	0	56	11	0	0	0	0	0	0	0	0	0	0	67	339
1900 - 1915	0	50	11	0	2	0	0	0	0	0	0	0	0	63	
1915 - 1930	0	47	12	0	0	0	0	0	0	0	0	0	0	59	
1930 - 1945	0	43	11	0	0	0	0	0	1	0	0	0	0	55	
1945 - 2000	0	29	12	0	1	0	0	0	0	0	0	0	0	42	219
2000 - 2015	0	37	10	0	0	0	0	0	0	0	0	0	0	47	
2015 - 2030	0	29	6	0	0	0	0	0	0	0	0	0	0	35	
2030 - 2045	0	24	5	0	0	0	0	0	0	0	0	0	0	29	
2045 - 2100	0	15	4	0	0	0	0	0	1	0	0	0	0	20	131
2100 - 2115	0	21	7	0	0	0	0	0	0	0	0	0	0	28	
2115 - 2130	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2130 - 2145	0	19	7	0	1	0	0	0	0	0	0	0	0	27	
2145 - 2200	0	11	4	0	0	0	0	0	0	0	0	0	0	15	92
2200 - 2215	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2215 - 2230	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2230 - 2245	0	25	5	0	1	0	0	0	1	0	0	0	0	32	
2245 - 2300	0	11	2	0	0	0	0	0	0	0	0	0	0	13	77
2300 - 2315	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2315 - 2330	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2330 - 2345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	5	1	0	0	0	0	0	0	0	0	0	0	6	30

Session Total	0	3620	1305	26	123	121	1	30	53	0	0	0	0	0	5279
Session Average	0.00	37.71	13.59	0.27	1.28	1.26	0.01	0.31	0.55	0.00	0.00	0.00	0.00	0.00	54.99
Session Percentage	0.00	68.57	24.72	0.49	2.33	2.29	0.02	0.57	1.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0715 - 0815	0600 - 0700	0545 - 0645	0730 - 0830	0800 - 0900	0515 - 0615	0830 - 0930	-	-	-	-	0700 - 0800
AM Peak Volume	0	326	116	4	19	18	1	5	7	0	0	0	0	468
AM Peak %age	0.00	69.66	24.79	0.85	4.06	3.85	0.21	1.07	1.50	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Newnan, GA

Site 1

GA-34 Franklin Rd,
west of Pierce Chapel Rd

Date

Thursday, January 29, 2026

Lat/Long

33.350989°, -84.919245°

Weather

Fair
35°F



[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (01-29-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	0	5	5	
0015 - 0030	0	7	7	
0030 - 0045	3	4	7	
0045 - 0100	0	4	4	23
0100 - 0115	1	3	4	
0115 - 0130	1	3	4	
0130 - 0145	3	1	4	
0145 - 0200	0	3	3	15
0200 - 0215	2	6	8	
0215 - 0230	3	3	6	
0230 - 0245	1	1	2	
0245 - 0300	4	1	5	21
0300 - 0315	7	1	8	
0315 - 0330	7	3	10	
0330 - 0345	9	0	9	
0345 - 0400	8	3	11	38
0400 - 0415	12	1	13	
0415 - 0430	16	0	16	
0430 - 0445	19	0	19	
0445 - 0500	25	2	27	75
0500 - 0515	33	4	37	
0515 - 0530	43	2	45	
0530 - 0545	44	2	46	
0545 - 0600	66	11	77	205
0600 - 0615	70	11	81	
0615 - 0630	85	15	100	
0630 - 0645	69	11	80	
0645 - 0700	74	19	93	354
0700 - 0715	79	23	102	
0715 - 0730	102	31	133	
0730 - 0745	94	27	121	
0745 - 0800	82	30	112	468
0800 - 0815	55	35	90	
0815 - 0830	38	32	70	
0830 - 0845	42	26	68	
0845 - 0900	44	22	66	294
0900 - 0915	33	13	46	
0915 - 0930	46	26	72	
0930 - 0945	44	15	59	
0945 - 1000	48	23	71	248
1000 - 1015	41	28	69	
1015 - 1030	33	24	57	
1030 - 1045	52	26	78	
1045 - 1100	32	25	57	261
1100 - 1115	20	17	37	
1115 - 1130	30	25	55	
1130 - 1145	32	18	50	
1145 - 1200	34	34	68	210

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	29	29	58	
1215 - 1230	25	30	55	
1230 - 1245	26	24	50	
1245 - 1300	31	32	63	226
1300 - 1315	34	52	86	
1315 - 1330	24	41	65	
1330 - 1345	31	33	64	
1345 - 1400	39	33	72	287
1400 - 1415	33	47	80	
1415 - 1430	39	43	82	
1430 - 1445	25	46	71	
1445 - 1500	34	56	90	323
1500 - 1515	37	55	92	
1515 - 1530	47	58	105	
1530 - 1545	34	55	89	
1545 - 1600	40	76	116	402
1600 - 1615	32	64	96	
1615 - 1630	38	89	127	
1630 - 1645	30	93	123	
1645 - 1700	30	78	108	454
1700 - 1715	37	83	120	
1715 - 1730	40	100	140	
1730 - 1745	32	102	134	
1745 - 1800	19	74	93	487
1800 - 1815	34	62	96	
1815 - 1830	33	66	99	
1830 - 1845	26	51	77	
1845 - 1900	17	50	67	339
1900 - 1915	22	41	63	
1915 - 1930	18	41	59	
1930 - 1945	12	43	55	
1945 - 2000	10	32	42	219
2000 - 2015	15	32	47	
2015 - 2030	10	25	35	
2030 - 2045	6	23	29	
2045 - 2100	6	14	20	131
2100 - 2115	7	21	28	
2115 - 2130	10	12	22	
2130 - 2145	10	17	27	
2145 - 2200	4	11	15	92
2200 - 2215	5	14	19	
2215 - 2230	5	8	13	
2230 - 2245	10	22	32	
2245 - 2300	4	9	13	77
2300 - 2315	1	8	9	
2315 - 2330	2	4	6	
2330 - 2345	3	6	9	
2345 - 0000	1	5	6	30

Session Total	2643	2636	5279
Session Average	27.53	27.46	54.99
Session Percentage	50.07	49.93	

24-Hr Bi-Directional Class Count
Bruce Jackson Rd south of SR 34

Bi-Directional Class Count || Location Overview

Newnan, GA

Site 2

Dr Bruce Jackson Rd,
south of GA-34 Franklin Rd

Lat/Long

33.350658°, -84.918379°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☒	4
Bi-Directional Class Count	60min	☒	4
Graphical Analysis	-	☒	3
Base Data	15min	☒	2
Base Data	60min	☒	2

Daily & Monthly Factors

	
	Thu
	01/29
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Newnan, GA

Site 2
 Dr Bruce Jackson Rd,
 south of GA-34 Franklin Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350658° - 84.918379°

[Click here for Map](#)
[Click here for Detailed Weather](#)
0000 - 2400 (Weekday 24h Session) (01-29-2026)
 NB EB 15min

Time	Northbound (Movement 2,11)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	7
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0445 - 0500	0	2	1	0	0	0	0	0	0	0	0	0	0	3	4
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
0515 - 0530	0	4	2	0	0	0	0	0	0	0	0	0	0	6	2
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
0545 - 0600	0	2	3	0	1	0	0	0	0	0	0	0	0	6	3
0600 - 0615	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
0615 - 0630	0	2	5	0	0	0	0	0	0	0	0	0	0	7	23
0630 - 0645	0	1	1	0	0	0	0	0	0	0	0	1	0	2	0
0645 - 0700	0	8	2	0	1	0	0	0	0	0	0	0	0	11	12
0700 - 0715	0	8	4	0	0	0	0	0	0	0	0	0	0	12	7
0715 - 0730	0	4	3	0	0	0	0	0	0	0	0	0	0	7	32
0730 - 0745	0	3	3	0	0	1	0	0	0	0	0	0	0	7	0
0745 - 0800	0	4	1	0	0	1	0	0	0	0	0	0	0	6	32
0800 - 0815	0	7	0	0	0	0	0	0	0	0	0	0	0	7	8
0815 - 0830	0	6	2	0	0	0	0	0	0	0	0	0	0	8	7
0830 - 0845	0	5	2	0	0	0	0	0	0	0	0	0	0	7	30
0845 - 0900	0	4	2	0	0	2	0	0	0	0	0	0	0	8	0
0900 - 0915	0	5	2	0	0	0	0	0	0	0	0	0	0	7	7
0915 - 0930	0	4	1	0	0	1	0	0	1	0	0	0	0	7	0
0930 - 0945	0	3	5	0	0	0	0	0	0	0	0	0	0	8	25
0945 - 1000	0	0	2	0	0	1	0	0	0	0	0	0	0	3	6
1000 - 1015	0	2	2	0	1	1	0	0	0	0	0	0	0	6	8
1015 - 1030	0	3	4	1	0	0	0	0	0	0	0	0	0	8	6
1030 - 1045	0	1	2	0	1	2	0	0	0	0	0	0	0	6	7
1045 - 1100	0	1	3	0	3	3	0	0	0	0	0	0	0	7	4
1100 - 1115	0	2	0	0	1	1	0	0	0	0	0	0	0	4	18
1115 - 1130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	3
1130 - 1145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	7
1145 - 1200	0	4	2	0	0	1	0	0	0	0	0	0	0	8	23
1200 - 1215	0	5	2	0	0	1	0	0	0	0	0	0	0	7	4
1215 - 1230	0	3	1	0	0	1	0	0	0	0	0	0	0	5	13
1230 - 1245	0	1	2	0	0	0	0	0	0	0	0	0	0	3	7
1245 - 1300	0	2	3	0	0	2	0	0	0	0	0	0	0	7	4
1300 - 1315	0	1	2	0	0	0	0	0	1	0	0	0	0	4	9
1315 - 1330	0	7	2	0	0	0	0	0	0	0	0	0	0	9	7
1330 - 1345	0	4	3	0	0	0	0	0	0	0	0	0	0	7	24
1345 - 1400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	6
1400 - 1415	0	3	1	0	1	0	0	0	0	1	0	0	0	6	7
1415 - 1430	0	2	2	0	0	3	0	0	0	0	0	0	0	7	3
1430 - 1445	0	1	2	0	0	0	0	0	0	0	0	0	0	3	4
1445 - 1500	0	1	3	0	0	0	0	0	0	0	0	0	0	4	20
1500 - 1515	0	4	3	0	0	0	0	0	0	0	0	0	0	7	8
1515 - 1530	0	6	1	1	0	0	0	0	0	0	0	1	0	8	13
1530 - 1545	0	8	2	0	1	2	0	0	0	0	0	0	0	13	12
1545 - 1600	0	10	1	0	0	1	0	0	0	0	0	0	0	12	7
1600 - 1615	0	5	2	0	0	0	0	0	0	0	0	0	0	7	16
1615 - 1630	0	8	7	0	1	0	0	0	0	0	0	0	0	16	19
1630 - 1645	0	14	5	0	0	0	0	0	0	0	0	0	0	19	9
1645 - 1700	0	6	3	0	0	0	0	0	0	0	0	3	0	9	4
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12
1715 - 1730	0	8	4	0	0	0	0	0	0	0	0	0	0	12	10
1730 - 1745	0	6	4	0	0	0	0	0	0	0	0	0	0	10	6
1745 - 1800	0	4	2	0	0	0	0	0	0	0	0	0	0	6	11
1800 - 1815	0	5	6	0	0	0	0	0	0	0	0	0	0	11	9
1815 - 1830	0	7	1	0	1	0	0	0	0	0	0	0	0	9	7
1830 - 1845	0	5	2	0	0	0	0	0	0	0	0	0	0	7	9
1845 - 1900	0	5	4	0	0	0	0	0	0	0	0	0	0	9	4
1900 - 1915	0	2	2	0	0	0	0	0	0	0	0	0	0	4	6
1915 - 1930	0	2	3	0	0	0	0	1	0	0	0	0	0	6	4
1930 - 1945	0	2	2	0	0	0	0	0	0	0	0	2	0	4	1
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15
2000 - 2015	0	1	3	0	0	0	0	0	0	0	0	0	0	4	3
2015 - 2030	0	1	2	0	0	0	0	0	0	0	0	0	0	3	2
2030 - 2045	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4
2045 - 2100	0	2	2	0	0	0	0	0	0	0	0	0	0	4	13
2100 - 2115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
2115 - 2130	0	0	1	0	1	0	0	0	0	0	0	0	0	2	1
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
2145 - 2200	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	6
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	0	258	151	2	10	24	0	1	2	1	0	0	0	449
Session Average	0.00	2.69	1.57	0.02	0.10	0.25	0.00	0.01	0.02	0.01	0.00	0.00	0.00	4.68
Session Percentage	0.00	57.46	33.63	0.45	2.23	5.35	0.00	0.22	0.45	0.22	0.00	0.00	0.00	0.00

AM Peak Hour	-	0645 - 0745	0930 - 1030	0930 - 1030	0945 - 1045	0945 - 1045	-	-	0830 - 0930	-	-	-	-	0645 - 0745
AM Peak Volume	0	23	13	1	2	4	0	0	1	0	0	0	0	37
AM Peak %age	0.00	62.16	35.14	2.70	5.41	10.81	0.00	0.00	2.70	0.00	0.00	0.00	0.00	0.00

Bi-Directional Class Count || SB WB 15min

Newnan, GA

Site 2
 Dr Bruce Jackson Rd,
 south of GA-34 Franklin Rd

Date
 Thursday, January 29, 2026

Weather
 Fair
 35°F

Lat/Long
 33.350658° - 84.918379°

[Click here for Map](#)
[Click here for Detailed Weather](#)
0000 - 2400 (Weekday 24h Session) (01-29-2026)
 SB WB 15min

Time	Southbound (Movement 2,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0115 - 0130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0430 - 0445	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0500 - 0515	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0545 - 0600	0	4	2	0	0	0	0	0	0	0	0	0	0	6	10
0600 - 0615	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0
0615 - 0630	0	2	1	1	1	1	0	0	0	0	0	0	0	6	0
0630 - 0645	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0
0645 - 0700	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19
0700 - 0715	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0715 - 0730	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0
0730 - 0745	0	5	4	0	0	0	0	0	0	0	0	0	0	9	0
0745 - 0800	0	6	1	0	1	0	0	0	0	0	0	0	0	8	26
0800 - 0815	0	4	5	0	0	0	0	0	0	0	0	0	0	9	0
0815 - 0830	0	6	7	0	0	0	0	0	1	0	0	0	0	14	0
0830 - 0845	0	3	2	0	0	1	1	0	0	0	0	0	0	6	0
0845 - 0900	0	1	4	0	0	1	0	0	0	0	0	0	0	6	35
0900 - 0915	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
0915 - 0930	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0930 - 0945	0	3	1	0	0	3	0	0	0	0	0	0	0	7	0
0945 - 1000	0	2	3	0	0	0	0	0	0	0	0	0	0	5	18
1000 - 1015	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0
1015 - 1030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
1030 - 1045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
1045 - 1100	0	2	1	0	0	0	0	0	0	0	0	0	0	4	13
1100 - 1115	0	5	2	0	1	2	0	0	0	0	0	0	0	9	0
1115 - 1130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
1130 - 1145	0	1	4	0	0	1	0	0	0	0	0	0	0	6	0
1145 - 1200	0	2	2	0	0	0	0	0	0	0	0	0	0	4	22
1200 - 1215	0	2	3	0	1	0	0	0	0	0	0	0	0	6	0
1215 - 1230	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
1230 - 1245	0	2	5	0	0	0	0	0	0	0	0	0	0	7	0
1245 - 1300	0	2	4	0	0	0	0	0	0	0	0	0	0	6	24
1300 - 1315	0	3	4	0	0	1	0	0	0	0	0	0	0	8	0
1315 - 1330	0	7	1	0	1	0	0	0	0	0	0	0	0	9	0
1330 - 1345	0	6	2	0	0	2	0	0	1	0	0	0	0	11	0
1345 - 1400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	30
1400 - 1415	0	3	3	0	1	0	0	0	0	0	0	0	0	7	0
1415 - 1430	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
1430 - 1445	0	7	2	0	1	0	0	0	0	0	0	0	0	10	0
1445 - 1500	0	4	3	0	0	0	0	0	0	0	0	0	0	7	29
1500 - 1515	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0
1515 - 1530	0	8	4	0	0	0	0	0	1	0	0	0	0	14	0
1530 - 1545	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
1545 - 1600	0	4	2	0	0	0	0	0	0	0	0	0	0	6	38
1600 - 1615	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
1615 - 1630	0	8	3	1	0	0	0	0	0	0	0	0	0	12	0
1630 - 1645	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0
1645 - 1700	0	5	4	0	0	0	0	1	0	0	0	0	0	10	33
1700 - 1715	0	9	2	0	0	1	0	0	0	0	0	0	0	12	0
1715 - 1730	0	7	3	0	1	0	0	0	0	0	0	0	0	11	0
1730 - 1745	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0
1745 - 1800	0	9	7	0	0	0	0	0	0	0	0	0	0	16	57
1800 - 1815	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
1815 - 1830	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0
1830 - 1845	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
1845 - 1900	0	5	1	0	0	0	0	0	0	0	0	0	0	6	31
1900 - 1915	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
1915 - 1930	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0
1930 - 1945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
1945 - 2000	0	8	3	0	0	0	0	0	0	0	0	0	0	11	27
2000 - 2015	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
2015 - 2030	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
2030 - 2045	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
2045 - 2100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23
2100 - 2115	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2130 - 2145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Session Total	0	280	152	3	11	14	0	1	3	0	0	0	0	464	
Session Average	0.00	2.92	1.58	0.03	0.11	0.15	0.00	0.01	0.03	0.00	0.00	0.00	0.00	4.83	
Session Percentage	0.00	60.34	32.76	0.65	2.37	3.02	0.00	0.22	0.65	0.00	0.00	0.00	0.00		
AM Peak Hour	-	0715 - 0815	0800 - 0900	0530 - 0630	0530 - 0630	0845 - 0945	-	-	0730 - 0830	-	-	-	-	0730 - 0830	
AM Peak Volume	0	21	18	1	2	4	0	0	1	0	0	0	0	40	
AM Peak %age	0.00	52.50	45.00	2.50	5.00	10.00	0.00	0.00	2.50	0.00	0.00	0.			

Bi-Directional Class Count || Bi-Directional 15min

Newnan, GA

Site 2
 Dr Bruce Jackson Rd,
 south of GA-34 Franklin Rd

Date
 Thursday, January 29, 2026

Lat/Long
 33.350658°, -84.918379°

Weather
 Fair
 35°F

[Click here for Detailed Weather](#)
0000 - 2400 (Weekday 24h Session) (01-29-2026)
 Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	6
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	9
0500 - 0515	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	6	5	0	1	0	0	0	0	0	0	0	0	12	27
0600 - 0615	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	4	6	1	1	1	0	0	0	0	0	0	0	13	
0630 - 0645	0	3	4	0	0	0	0	0	0	0	0	0	0	7	
0645 - 0700	0	10	3	0	1	0	0	0	0	0	0	0	0	14	42
0700 - 0715	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0715 - 0730	0	10	4	1	0	0	0	0	0	0	0	0	0	15	
0730 - 0745	0	8	7	0	0	1	0	0	0	0	0	0	0	16	
0745 - 0800	0	10	2	0	1	1	0	0	0	0	0	0	0	14	58
0800 - 0815	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
0815 - 0830	0	12	9	0	0	0	0	0	1	0	0	0	0	22	
0830 - 0845	0	8	4	0	0	1	1	0	0	0	0	0	0	13	
0845 - 0900	0	5	6	0	0	3	0	0	0	0	0	0	0	14	65
0900 - 0915	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
0915 - 0930	0	5	2	0	0	1	0	0	1	0	0	0	0	9	
0930 - 0945	0	6	6	0	0	3	0	0	0	0	0	0	0	15	
0945 - 1000	0	2	5	0	0	1	0	0	0	0	0	0	0	8	43
1000 - 1015	0	4	2	0	1	2	0	0	0	0	0	0	0	9	
1015 - 1030	0	6	5	1	0	0	0	0	0	0	0	0	0	12	
1030 - 1045	0	3	2	0	1	2	0	0	0	0	0	0	0	8	
1045 - 1100	0	3	4	0	1	3	0	0	0	0	0	0	0	11	40
1100 - 1115	0	7	2	0	0	3	0	0	0	0	0	0	0	13	
1115 - 1130	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1130 - 1145	0	3	5	0	0	1	0	0	0	0	0	0	0	9	
1145 - 1200	0	6	4	0	0	1	0	0	0	0	0	0	0	11	40
1200 - 1215	0	7	5	0	1	1	0	0	0	0	0	0	0	14	
1215 - 1230	0	6	3	0	0	1	0	0	0	0	0	0	0	10	
1230 - 1245	0	3	7	0	0	0	0	0	0	0	0	0	0	10	
1245 - 1300	0	4	7	0	0	2	0	0	0	0	0	0	0	13	47
1300 - 1315	0	4	6	0	0	1	0	0	1	0	0	0	0	12	
1315 - 1330	0	14	3	0	1	0	0	0	0	0	0	0	0	18	
1330 - 1345	0	10	5	0	0	2	0	0	1	0	0	0	0	18	
1345 - 1400	0	6	0	0	0	0	0	0	0	0	0	0	0	6	54
1400 - 1415	0	6	4	0	2	0	0	0	0	1	0	0	0	13	
1415 - 1430	0	5	4	0	0	3	0	0	0	0	0	0	0	12	
1430 - 1445	0	8	4	0	1	0	0	0	0	0	0	0	0	13	
1445 - 1500	0	5	6	0	0	0	0	0	0	0	0	0	0	11	49
1500 - 1515	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
1515 - 1530	0	14	5	1	0	0	0	0	1	0	0	0	0	22	
1530 - 1545	0	14	5	0	1	2	0	0	0	0	0	0	0	22	
1545 - 1600	0	14	3	0	0	1	0	0	0	0	0	0	0	18	78
1600 - 1615	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1615 - 1630	0	16	10	1	1	0	0	0	0	0	0	0	0	28	
1630 - 1645	0	16	8	0	0	0	0	0	0	0	0	0	0	24	
1645 - 1700	0	11	7	0	0	0	0	0	1	0	0	0	0	19	84
1700 - 1715	0	13	2	0	0	1	0	0	0	0	0	0	0	16	
1715 - 1730	0	15	7	0	1	0	0	0	0	0	0	0	0	23	
1730 - 1745	0	20	8	0	0	0	0	0	0	0	0	0	0	28	
1745 - 1800	0	13	9	0	0	0	0	0	0	0	0	0	0	22	89
1800 - 1815	0	9	8	0	0	0	0	0	0	0	0	0	0	17	
1815 - 1830	0	15	3	0	1	0	0	0	0	0	0	0	0	19	
1830 - 1845	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
1845 - 1900	0	10	5	0	0	0	0	0	0	0	0	0	0	15	67
1900 - 1915	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1915 - 1930	0	7	6	0	0	0	0	1	0	0	0	0	0	14	
1930 - 1945	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1945 - 2000	0	9	3	0	0	0	0	0	0	0	0	0	0	12	42
2000 - 2015	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
2015 - 2030	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
2030 - 2045	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2045 - 2100	0	2	3	0	0	0	0	0	0	0	0	0	0	5	36
2100 - 2115	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2115 - 2130	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
2130 - 2145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	7
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
Session Total	0	538	303	5	21	38	0	2	5	1	0	0	0	913	
Session Average	0.00	5.60	3.16	0.05	0.22	0.40	0.00	0.02	0.05	0.01	0.00	0.00	0.00	9.51	
Session Percentage	0.00	58.93	33.19	0.55	2.30	4.16	0.00	0.22	0.55	0.11	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0800 - 0900	0530 - 0630	0530 - 0630	0845 - 0945	-	-	0730 - 0830	-	-	-	-	0730 - 0830	
AM Peak Volume	0	41	24	1	3	7	0	0	1	0	0	0	0	68	
AM Peak %age	0.00	60.29	35.29	1.47	4.41	10.29	0.00	0.00	1.47						

Bi-Directional Class Count || Volume Summary 15min

Newnan, GA

Site 2

Dr Bruce Jackson Rd,
south of GA-34 Franklin Rd

Date

Thursday, January 29, 2026

Lat/Long

33.350658°, -84.918379°

Weather

Fair
35°F



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0000 - 2400 (Weekday 24h Session) (01-29-2026)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	0	0	0	
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	1	1	1
0100 - 0115	0	1	1	
0115 - 0130	0	1	1	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	2
0200 - 0215	0	0	0	
0215 - 0230	0	1	1	
0230 - 0245	0	0	0	
0245 - 0300	1	0	1	2
0300 - 0315	0	0	0	
0315 - 0330	2	1	3	
0330 - 0345	1	0	1	
0345 - 0400	0	2	2	6
0400 - 0415	0	0	0	
0415 - 0430	0	2	2	
0430 - 0445	1	2	3	
0445 - 0500	3	1	4	9
0500 - 0515	3	2	5	
0515 - 0530	6	1	7	
0530 - 0545	2	1	3	
0545 - 0600	6	6	12	27
0600 - 0615	3	5	8	
0615 - 0630	7	6	13	
0630 - 0645	2	5	7	
0645 - 0700	11	3	14	42
0700 - 0715	12	1	13	
0715 - 0730	7	8	15	
0730 - 0745	7	9	16	
0745 - 0800	6	8	14	58
0800 - 0815	7	9	16	
0815 - 0830	8	14	22	
0830 - 0845	7	6	13	
0845 - 0900	8	6	14	65
0900 - 0915	7	4	11	
0915 - 0930	7	2	9	
0930 - 0945	8	7	15	
0945 - 1000	3	5	8	43
1000 - 1015	6	3	9	
1015 - 1030	8	4	12	
1030 - 1045	6	2	8	
1045 - 1100	7	4	11	40
1100 - 1115	4	9	13	
1115 - 1130	4	3	7	
1130 - 1145	3	6	9	
1145 - 1200	7	4	11	40

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	8	6	14	
1215 - 1230	5	5	10	
1230 - 1245	3	7	10	
1245 - 1300	7	6	13	47
1300 - 1315	4	8	12	
1315 - 1330	9	9	18	
1330 - 1345	7	11	18	
1345 - 1400	4	2	6	54
1400 - 1415	6	7	13	
1415 - 1430	7	5	12	
1430 - 1445	3	10	13	
1445 - 1500	4	7	11	49
1500 - 1515	7	9	16	
1515 - 1530	8	14	22	
1530 - 1545	13	9	22	
1545 - 1600	12	6	18	78
1600 - 1615	7	6	13	
1615 - 1630	16	12	28	
1630 - 1645	19	5	24	
1645 - 1700	9	10	19	84
1700 - 1715	4	12	16	
1715 - 1730	12	11	23	
1730 - 1745	10	18	28	
1745 - 1800	6	16	22	89
1800 - 1815	11	6	17	
1815 - 1830	9	10	19	
1830 - 1845	7	9	16	
1845 - 1900	9	6	15	67
1900 - 1915	4	5	9	
1915 - 1930	6	8	14	
1930 - 1945	4	3	7	
1945 - 2000	1	11	12	42
2000 - 2015	4	10	14	
2015 - 2030	3	7	10	
2030 - 2045	2	5	7	
2045 - 2100	4	1	5	36
2100 - 2115	2	9	11	
2115 - 2130	2	1	3	
2130 - 2145	1	2	3	
2145 - 2200	2	2	4	21
2200 - 2215	0	1	1	
2215 - 2230	2	0	2	
2230 - 2245	1	0	1	
2245 - 2300	3	0	3	7
2300 - 2315	0	0	0	
2315 - 2330	1	1	2	
2330 - 2345	1	0	1	
2345 - 0000	0	1	1	4

Session Total	449	464	913
Session Average	4.68	4.83	9.51
Session Percentage	49.18	50.82	

Peak Hour Turning Movement Count
SR 34 at Bruce Jackson Rd/Pierce Chapel Rd



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Peak Hour Turning Movement Count

Newnan, GA



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All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0700 - 0715	1	2	9	-	0	12	5	1	2	-	0	8	3	76	0	-	0	79	0	20	0	-	0	20	119
0715 - 0730	0	2	5	-	0	7	2	5	0	-	0	7	2	99	1	-	0	102	2	31	0	-	0	33	149
0730 - 0745	0	2	5	-	0	7	3	2	0	-	0	5	1	93	0	-	0	94	7	27	0	-	0	34	140
0745 - 0800	0	3	3	-	0	6	0	3	0	-	0	3	1	79	2	-	0	82	3	30	1	-	0	34	125
Total	1	9	22	0	0	32	10	11	2	0	0	23	7	347	3	0	0	357	12	108	1	0	0	121	533
Approach %	3.13	28.13	68.75	0.00	0.00	-	43.48	47.83	8.70	0.00	0.00	-	1.96	97.20	0.84	0.00	0.00	-	9.92	89.26	0.83	0.00	0.00	-	-
PHF	0.25	0.75	0.61	0.00	0.00	0.67	0.50	0.55	0.25	0.00	0.00	0.72	0.58	0.88	0.38	0.00	0.00	0.88	0.43	0.87	0.25	0.00	0.00	0.89	0.89

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total	
0700 - 0715	1	2	9	-	0	12	4	1	2	-	0	7	3	73	0	-	0	76	0	18	0	-	0	18	113
0715 - 0730	0	2	5	-	0	7	2	4	0	-	0	6	2	95	1	-	0	98	2	30	0	-	0	32	143
0730 - 0745	0	1	5	-	0	6	3	2	0	-	0	5	1	89	0	-	0	90	7	23	0	-	0	30	131
0745 - 0800	0	2	3	-	0	5	0	2	0	-	0	2	1	77	2	-	0	80	3	20	1	-	0	24	111
Total	1	7	22	0	0	30	9	9	2	0	0	20	7	334	3	0	0	344	12	91	1	0	0	104	498
Approach %	3.33	23.33	73.33	0.00	0.00	-	45.00	45.00	10.00	0.00	0.00	-	2.03	97.09	0.87	0.00	0.00	-	11.54	87.50	0.96	0.00	0.00	-	-
PHF	0.25	0.88	0.61	0.00	0.00	0.63	0.56	0.56	0.25	0.00	0.00	0.71	0.58	0.88	0.38	0.00	0.00	0.88	0.43	0.76	0.25	0.00	0.00	0.81	0.87

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0700 - 0715	0	0	0	-	0	0	1	0	0	-	0	1	0	3	0	-	0	3	0	2	0	-	0	2	6
0715 - 0730	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	0	1	0	-	0	1	5
0730 - 0745	0	1	0	-	0	1	0	0	0	-	0	0	0	4	0	-	0	4	0	3	0	-	0	3	8
0745 - 0800	0	1	0	-	0	1	0	1	0	-	0	1	0	2	0	-	0	2	0	8	0	-	0	8	12
Total	0	2	0	0	0	2	1	2	0	0	0	3	0	12	0	0	0	12	0	14	0	0	0	14	31
Approach %	0.00	100.00	0.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.25	0.50	0.00	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.44	0.00	0.00	0.00	0.44	0.65

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.38	0.00	0.00	0.00	0.38	0.50

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)							
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total			
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Newnan, GA



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All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	1	4	4	-	0	9	6	3	4	-	0	13	1	29	0	-	0	30	7	73	5	-	0	85	137
1700 - 1715	0	2	2	-	0	4	2	4	3	-	0	9	2	35	0	-	0	37	8	80	0	-	0	88	138
1715 - 1730	0	8	4	-	0	12	3	3	3	-	0	9	2	38	0	-	0	40	8	97	3	-	0	108	169
1730 - 1745	0	4	6	-	0	10	4	8	6	-	0	18	1	30	1	-	0	32	9	96	6	-	0	111	171
Total	1	18	16	0	0	35	15	18	16	0	0	49	6	132	1	0	0	139	32	346	14	0	0	392	615
Approach %	2.86	51.43	45.71	0.00	0.00	-	30.61	36.73	32.65	0.00	0.00	-	4.32	94.96	0.72	0.00	0.00	-	8.16	88.27	3.57	0.00	0.00	-	-
PHF	0.25	0.56	0.67	0.00	0.00	0.73	0.63	0.56	0.67	0.00	0.00	0.68	0.75	0.87	0.25	0.00	0.00	0.87	0.89	0.89	0.58	0.00	0.00	0.88	0.90

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound									
	Dr Bruce Jackson Rd					Pierce Chapel Rd					GA-34 Franklin Rd (West)					GA-34 Franklin Rd (East)									
Time	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total				
1645 - 1700	1	4	4	-	0	9	6	2	4	-	0	12	1	29	0	-	0	30	7	73	5	-	0	85	136
1700 - 1715	0	2	2	-	0	4	2	3	3	-	0	8	2	33	0	-	0	35	8	79	0	-	0	87	134
1715 - 1730	0	8	4	-	0	12	3	2	3	-	0	8	2	35	0	-	0	37	8	95	3	-	0	106	163
1730 - 1745	0	4	6	-	0	10	4	8	6	-	0	18	1	27	1	-	0	29	9	93	6	-	0	108	165
Total	1	18	16	0	0	35	15	15	16	0	0	46	6	124	1	0	0	131	32	340	14	0	0	386	598
Approach %	2.86	51.43	45.71	0.00	0.00	-	32.61	32.61	34.78	0.00	0.00	-	4.58	94.66	0.76	0.00	0.00	-	8.29	88.08	3.63	0.00	0.00	-	-
PHF	0.25	0.56	0.67	0.00	0.00	0.73	0.63	0.47	0.67	0.00	0.00	0.64	0.75	0.89	0.25	0.00	0.00	0.89	0.89	0.89	0.58	0.00	0.00	0.89	0.91

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	3
1715 - 1730	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	0	1	0	-	0	1	4
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	3	0	-	0	3	6
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	7	0	0	0	7	0	4	0	0	0	4	13
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.58	0.00	0.00	0.00	0.58	0.00	0.33	0.00	0.00	0.00	0.33	0.54

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.50

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Dr Bruce Jackson Rd						Pierce Chapel Rd						GA-34 Franklin Rd (West)						GA-34 Franklin Rd (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Appendix C

Synchro Reports

Existing (2026)

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	347	3	12	108	1	1	9	22	10	11	2
Future Vol, veh/h	7	347	3	12	108	1	1	9	22	10	11	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	377	3	13	117	1	1	10	24	11	12	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	118	0	0	380	0	0	543	539	379	541	540	118
Stage 1	-	-	-	-	-	-	394	394	-	144	144	-
Stage 2	-	-	-	-	-	-	149	145	-	397	396	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1470	-	-	1178	-	-	450	449	668	452	449	934
Stage 1	-	-	-	-	-	-	631	605	-	859	778	-
Stage 2	-	-	-	-	-	-	853	777	-	628	604	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1470	-	-	1178	-	-	429	441	668	418	441	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	429	441	-	418	441	-
Stage 1	-	-	-	-	-	-	627	601	-	849	769	-
Stage 2	-	-	-	-	-	-	828	768	-	592	600	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.15			0.8			11.66			13.45		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	35	-	-	178	-	-	451
HCM Lane V/C Ratio	0.061	0.005	-	-	0.011	-	-	0.055
HCM Ctrl Dly (s/v)	11.7	7.5	0	-	8.1	0	-	13.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	132	1	32	346	14	1	18	16	15	18	16
Future Vol, veh/h	6	132	1	32	346	14	1	18	16	15	18	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	147	1	36	384	16	1	20	18	17	20	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	148	0	0	626	632	147	633	624	392
Stage 1	-	-	-	-	-	-	161	161	-	463	463	-
Stage 2	-	-	-	-	-	-	466	471	-	170	161	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1159	-	-	1434	-	-	397	398	900	392	402	657
Stage 1	-	-	-	-	-	-	842	765	-	579	564	-
Stage 2	-	-	-	-	-	-	577	559	-	832	765	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1159	-	-	1434	-	-	353	383	900	351	386	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	383	-	351	386	-
Stage 1	-	-	-	-	-	-	836	760	-	560	546	-
Stage 2	-	-	-	-	-	-	524	542	-	789	760	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.35			0.62			12.52			14.56		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	78	-	-	146	-	-	431
HCM Lane V/C Ratio	0.075	0.006	-	-	0.025	-	-	0.126
HCM Ctrl Dly (s/v)	12.5	8.1	0	-	7.6	0	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.4

No-Build (2027)

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	354	3	12	110	1	1	9	22	10	11	2
Future Vol, veh/h	7	354	3	12	110	1	1	9	22	10	11	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	385	3	13	120	1	1	10	24	11	12	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	388	0	0	553	548	386	551	549	120
Stage 1	-	-	-	-	-	-	402	402	-	146	146	-
Stage 2	-	-	-	-	-	-	152	147	-	405	403	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1467	-	-	1170	-	-	444	444	661	445	443	931
Stage 1	-	-	-	-	-	-	625	601	-	856	776	-
Stage 2	-	-	-	-	-	-	851	776	-	623	600	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1467	-	-	1170	-	-	423	436	661	412	435	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	436	-	412	435	-
Stage 1	-	-	-	-	-	-	621	597	-	846	767	-
Stage 2	-	-	-	-	-	-	826	766	-	586	596	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.79	11.74	13.58
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	568	35	-	-	175	-	-	445
HCM Lane V/C Ratio	0.061	0.005	-	-	0.011	-	-	0.056
HCM Ctrl Dly (s/v)	11.7	7.5	0	-	8.1	0	-	13.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	135	1	33	353	14	1	18	16	15	18	16
Future Vol, veh/h	6	135	1	33	353	14	1	18	16	15	18	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	150	1	37	392	16	1	20	18	17	20	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	151	0	0	639	645	151	647	638	400
Stage 1	-	-	-	-	-	-	164	164	-	473	473	-
Stage 2	-	-	-	-	-	-	476	481	-	173	164	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1151	-	-	1430	-	-	389	391	896	384	395	650
Stage 1	-	-	-	-	-	-	838	763	-	572	558	-
Stage 2	-	-	-	-	-	-	570	554	-	829	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1151	-	-	1430	-	-	345	375	896	343	379	650
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	375	-	343	379	-
Stage 1	-	-	-	-	-	-	833	758	-	553	540	-
Stage 2	-	-	-	-	-	-	516	535	-	786	757	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.34	0.63	12.65	14.76
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	509	76	-	-	147	-	-	423
HCM Lane V/C Ratio	0.076	0.006	-	-	0.026	-	-	0.129
HCM Ctrl Dly (s/v)	12.7	8.1	0	-	7.6	0	-	14.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.4

Build (2027)

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	383	3	31	105	1	37	12	22	10	14	2
Future Vol, veh/h	7	383	3	31	105	1	37	12	22	10	14	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	416	3	34	114	1	40	13	24	11	15	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	420	0	0	622	616	418	620	617	115
Stage 1	-	-	-	-	-	-	433	433	-	182	182	-
Stage 2	-	-	-	-	-	-	189	183	-	438	435	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1140	-	-	399	406	635	400	406	938
Stage 1	-	-	-	-	-	-	601	582	-	820	749	-
Stage 2	-	-	-	-	-	-	813	749	-	597	581	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1140	-	-	368	391	635	359	390	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	391	-	359	390	-
Stage 1	-	-	-	-	-	-	597	578	-	794	725	-
Stage 2	-	-	-	-	-	-	769	725	-	558	577	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.13			1.87			15.24			14.83		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	428	32	-	-	407	-	-	394				
HCM Lane V/C Ratio	0.18	0.005	-	-	0.03	-	-	0.072				
HCM Ctrl Dly (s/v)	15.2	7.5	0	-	8.3	0	-	14.8				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.2				

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	348	48	0	113	0	29
Future Vol, veh/h	348	48	0	113	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	378	52	0	123	0	32
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	378
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	668
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	668
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		10.65	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBT	
Capacity (veh/h)	668		-	-	-	
HCM Lane V/C Ratio	0.047		-	-	-	
HCM Ctrl Dly (s/v)	10.7		-	-	-	
HCM Lane LOS	B		-	-	-	
HCM 95th %tile Q(veh)	0.1		-	-	-	

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	8	9	29	23	25
Future Vol, veh/h	41	8	9	29	23	25
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	9	10	32	25	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	76	25	52	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	927	1051	1554	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	921	1051	1554	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.06	1.74		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	426	-	940	-	-	
HCM Lane V/C Ratio	0.006	-	0.057	-	-	
HCM Ctrl Dly (s/v)	7.3	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	171	1	76	337	14	28	20	16	15	20	16
Future Vol, veh/h	6	171	1	76	337	14	28	20	16	15	20	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	190	1	84	374	16	31	22	18	17	22	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	191	0	0	758	763	191	766	756	382
Stage 1	-	-	-	-	-	-	204	204	-	551	551	-
Stage 2	-	-	-	-	-	-	554	559	-	214	204	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1169	-	-	1383	-	-	323	334	851	320	338	665
Stage 1	-	-	-	-	-	-	798	733	-	519	515	-
Stage 2	-	-	-	-	-	-	516	511	-	788	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1169	-	-	1383	-	-	269	306	851	268	309	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	306	-	268	309	-
Stage 1	-	-	-	-	-	-	793	728	-	478	475	-
Stage 2	-	-	-	-	-	-	442	471	-	743	728	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.27	1.38	18.36	17.17
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	61	-	-	318	-	-	352
HCM Lane V/C Ratio	0.209	0.006	-	-	0.061	-	-	0.161
HCM Ctrl Dly (s/v)	18.4	8.1	0	-	7.8	0	-	17.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.2	-	-	0.6

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	133	21	0	370	0	35
Future Vol, veh/h	133	21	0	370	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	23	0	402	0	38
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	145
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	903
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	903
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		9.16	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	903	-	-	-		
HCM Lane V/C Ratio	0.042	-	-	-		
HCM Ctrl Dly (s/v)	9.2	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	8	8	32	49	48
Future Vol, veh/h	33	8	8	32	49	48
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	9	9	35	53	52

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	105	53	105	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	52	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	892	1014	1486	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	887	1014	1486	-	-	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.16	1.49	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	360	-	909	-	-
HCM Lane V/C Ratio	0.006	-	0.049	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Appendix D

Growth Rate Data

Growth Rate Based on U.S Census Bureau			
Geographic Area	2010	2020	2010-2020
	Census	Census	Population % Change
Coweta County	127,317	146,158	1.4%
Average			1.4%

GDOT Historical Growth Rate																			
Location	Station ID	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	5 year	10 year	15 year
Pierce Chapel Road N of SR 34	077-0455	600	-	-	500	-	-	425	-	-	-	325	-	-	-	350	-	5.9%	3.9%
Bruce Jackson Road north of Smokey Road	077-0454	775	-	-	-	525	-	-	475	-	-	-	-	-	-	-	-	7.2%	-
SR 34 west of Realan Rdg Dr	077-0232	4,925	-	-	4,975	4,425	-	4,250	-	4,450	-	3,625	-	3,625	-	-	2.7%	1.3%	2.6%
5-, 10- & 15 - Year Average																	2.7%	4.8%	3.3%
Weighted Average																	3.6%		

Due to COVID-19, the growth rate calculations did not consider data from March 2020 to July 2022. Instead, the latest count data available before 2020 was used to calculate the 5-year growth rate.

Growth Rate Based on Georgia Governor’s Office of Planning and Budget Annual Population Projections		
Year	County Population	Growth Rate
2025	161,801	
2027	167,188	1.7%
Average		1.7%

Growth Rate Based on ARC’s Employment Projections		
Year	County Population	Growth Rate
2020	46,970	
2030	54,183	1.4%
Average		1.4%

Growth Rate Based on ARC's Population Projections		
Year	County Population	Growth Rate
2020	146,158	
2030	174,694	1.8%
Average		1.8%
Average		2.0%

Appendix E

Trip Generation Report

Convenience Store/Gas Station - GFA (4-5.5k) (945)

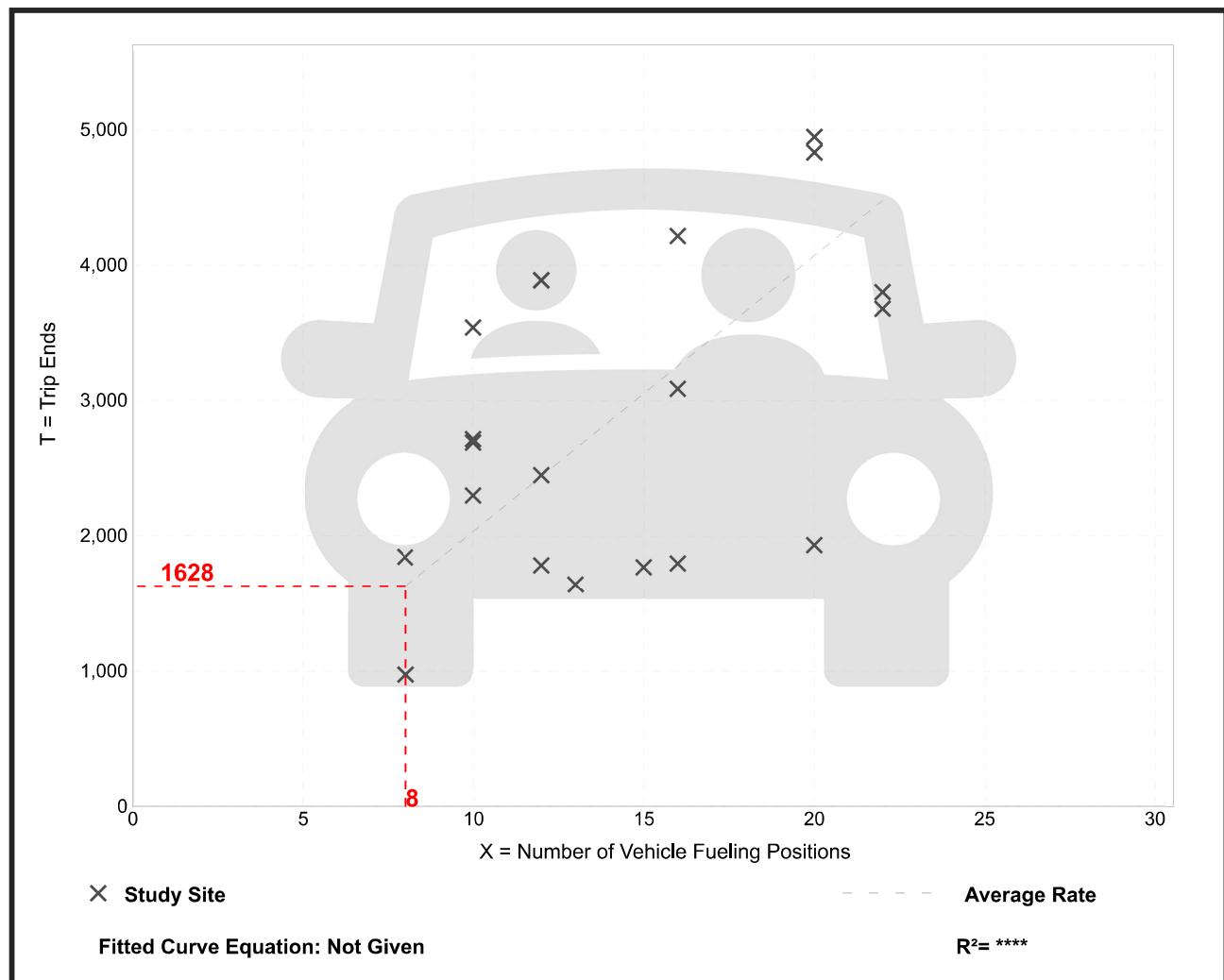
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
203.49	96.75 - 354.00	74.34

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs:

On a:

Setting/Location:

Number of Studies:

Avg. Num. of Vehicle Fueling Positions:

Directional Distribution:

Vehicle Fueling Positions

Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

General Urban/Suburban

35

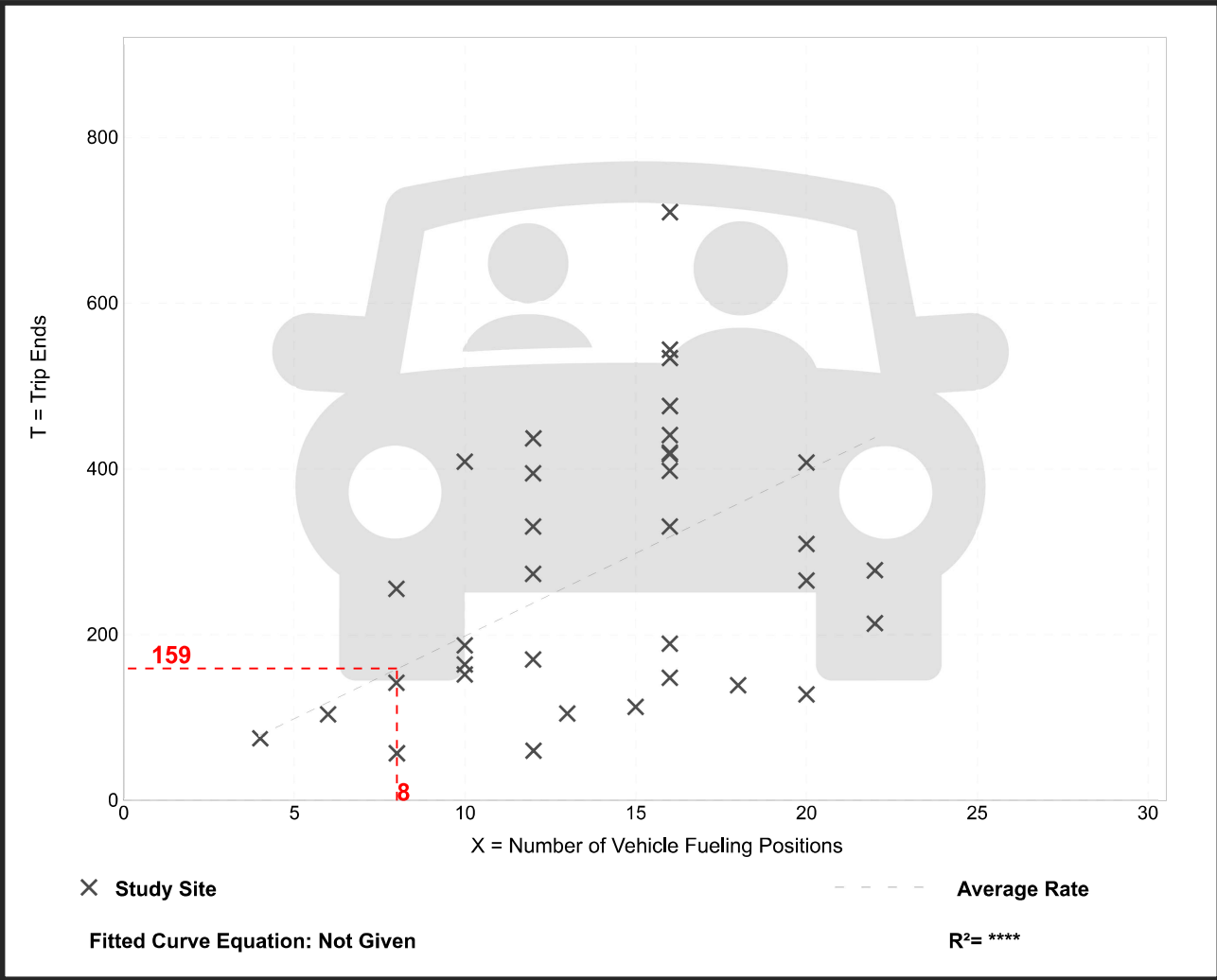
14

51% entering, 49% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
19.91	5.00 - 44.38	10.64

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k)

(945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 40

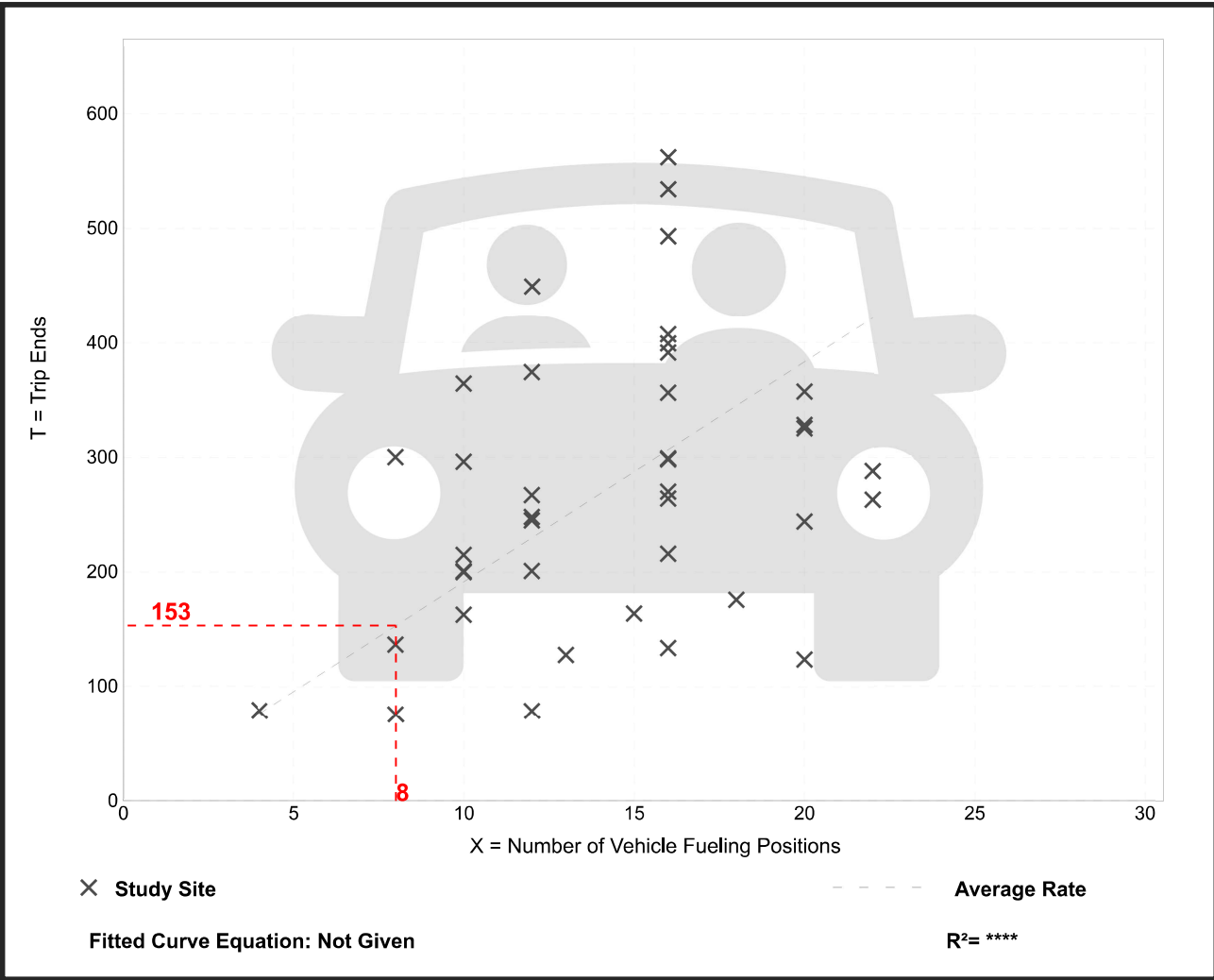
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
19.15	6.20 - 37.50	8.46

Data Plot and Equation















IVYPARK
SPORTS & GOLF

IvyPark
MARKET

Self

Self

UNBEATABLE
CLEANING & MAINT.

ICE

PLAY
HERE

CLARK GAS CO.
Propane & Natural Gas

AFFP

85105- Bruce Jackson

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA } SS

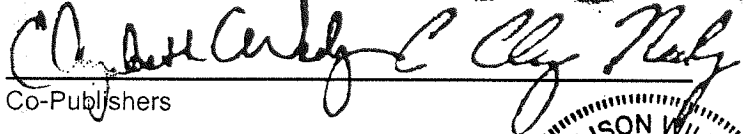
C. Clayton Neely & Elizabeth C. Neely, being duly sworn,
says:

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

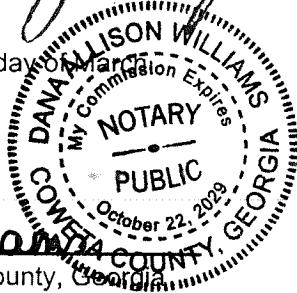
March 25, 2026

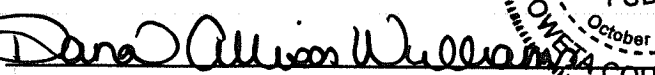
That said newspaper was regularly issued and circulated
on those dates.

SIGNED:


Co-Publishers

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




Dana Allison Williams, Notary, Coweta County, Georgia

My commission expires: October 22, 2029

02100746 00143699

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

Notice of Public Hearing

Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an appeal filed by Virginia Singh requesting a variance for a front building setback reduction under Article 26. Dimensional Requirements for property located at the southwest intersection corner of Hwy 34 W and Bruce Jackson Road, Newnan being identified as Parcel ID: 026-3101-001 (partial)). The meeting will be held on Thursday, April 23, 2026, at 6:00pm at the Coweta County Commission Chambers, 37 Perry St., 2nd Floor, Newnan, GA. Copies of the proposed request may be obtained at the Coweta County Community Development Department 22 E. Broad St. Newnan, Georgia between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday with questions answered at (770) 254-2635. All that tract or parcel of land lying and being in Land Lot 101 of the Third Land of the Fifth Land District of Coweta County, Georgia, said tract contains 1.83 acres, and depicted as Lot 30, on a re-plat survey prepared by Strozier Services, LLC dated 12/20/2025 as depicted on an overall site plan prepared by Haines, Gipson & Associates dated 5/14/2025. As set forth in the Americans with Disabilities Act of 1992, the Coweta County Government does not discriminate based on disability and will assist citizens with special needs given proper notice (48 hours). For information, please call (770) 254-2608. This being the 25th day of March 2026 Coweta County Community Development Department
No:85105-3-25

Eschman, Lisa

From: edward downing <edwarddowning@bellsouth.net>
Sent: Wednesday, April 15, 2026 10:44 AM
To: Eschman, Lisa
Subject: Variances: 254-002 and 254-003 for Dresden Corner Market

Follow Up Flag: Follow up
Flag Status: Flagged

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#) | [Report](#)

Dear Ms. Eschman,

The Dresden Corner Market (gas station) being proposed for the intersection of Highway 34 and Bruce Jackson Road is of great concern to us and our neighbors. The site is simply too small for the proposed use and the design has dangerous life threatening flaws. The two variances being requested are proof in themselves that the property is too small for the requested use. The reduction in buffer setbacks on two sides of the property are extreme. To reduce a 50' buffer down to 25' on the south side and from 50' to 15' on the west side is proof that even the applicant is aware that the site is not suitable for this development. These variances should be denied.

Another major concern is the very dangerous entrances and exits that are in the concept plan. Highway 34 is a very busy highway and to propose an entry/exit on to the highway at that point will have life threatening consequences. There is a hill to the west of the proposed exit that blocks on coming traffic from view. Cars coming from the west will have only split seconds to react to a car exiting the site. Also, because of the poor design of the exit, cars exiting the site will have great difficulty looking back to their left to see oncoming traffic. The proposed entrance and exit is poorly designed and is totally inappropriate in that it will greatly increase the risk of high speed collisions and injury.

The existing intersection of Bruce Jackson Road and Highway 34 has a history of traffic accidents and injuries. This proposed Dresden Corner Market will cause more wrecks and injury.

We request that this proposed development be denied for the reasons stated in this email.

Ed Downing
421 Peirce Chapel Road
Newnan, GA 30263

404-374-2393

April 14, 2026

Mr. Ben Sewell

Community Development Director
Coweta County
22 East Broad Street
Newnan, GA 30263

Re: VAR 26003 Et al.

Subj: Review and Comment of Proposed Variance Request

Mr. Sewell,

Thank you for taking the time to carefully review the information included in and attached to this memo, and for forwarding this information to the appropriate commissioners and officials as a public record of this review and response to the above referenced applications.

I have prepared this review and response both as the adjacent property owner and as a duly licensed professional engineer. As such I have attempted to bifurcate my comments between those that are professional opinions and personal thoughts as I prepared this memo. That said, I have owned the adjacent property for over ten years, and my professional opinion is deeply enriched and informed by my personal observations concerning these properties and the adjacent intersection.

For context, I submit to you that I have over 30 years of professional experience in designing, permitting, inspecting and certifying commercial developments (including gas stations) and their adjacent public improvements and highway projects. My experience also includes consulting services relating to my qualification as a subject matter (expert) witness for legal actions regarding hydrology, hydrologic trespassing, traffic line of sight study, and traffic design related vehicular accident analysis. I am currently licensed as a Professional Engineer in both California and Georgia.

Having established my professional credentials and understanding that I own the commercial property directly east of the subject parcel, I would be remiss if I did not state that if a well suited and properly designed commercial application was presented on the subject property, I would be in full support of said application. I would not characterize this application as being well suited or properly designed.

The following represents my review and comments on the submitted materials and items missing from the applications that should be required to ensure proper development:

Variance Request Letter (Please review in concert with format of variance request letter)

The variance request letter dated January 7, 2026 as presented to the county by Virginia Singh is lacks sufficient technical reasoning to support the requested variances and is fraught with erroneous and patently false information.

Variance 1

Pertaining to the "unique physical conditions specific to the site":

- Irregularly shaped parcel – The subject parcel is not shaped in a manner that limits development. The angular nature of the parcel is parallel with the adjacent streets which do not meet at a 90 degree angle. This does not increase buffer areas. Buffers are measured parallel to the adjacent streets, and the buildable areas are mathematically the same whether the streets are at a slight angle or perpendicular.
- The buffers are not proportionally enlarged. As stated before, they are mathematically the same.

CS

- The existing site does include traffic constraints and topography that does limit the ability to develop the site. These limitations are discussed in more depth later in this memo, however, suffice it to say that these constraints are the principal reason the proposed development is not only not appropriate for the subject parcel, but also dangerous.
- The “parallelogram” shape of the lot has very little to do with the usability of the site. If engineering standards and proper design are followed, the shape of the parcel is completely manageable.
- Setbacks do not reduce the buildable area on the site, they define it. That is the purpose of setbacks. Very few commercial sites are perfect rectangles, setbacks are not meant to be modified to suit a development, developments are meant to be modified to fit the setbacks.

The applicant states their intent to purchase the two adjacent properties as reasoning to reduce the setbacks. I find this “We’ll just buy the neighbors” approach offensive on a personal level and irrational on a professional level. The reduced setbacks would affect more than just the immediately adjacent properties. As an example, the reduced setback to the south greatly affects my residential properties located at 12 and 44 Bruce Jackson Road. Buying the neighbor should not be a solution to not abiding by an ordinance. Further, there is no guarantee that this applicant will retain ownership of the adjacent lots for any length of time, or that subsequent owners will adhere to increased setbacks as proposed. Additionally, I think it would set a dangerous precedence to increase setbacks on rural residential property to benefit a commercial use.

The mitigations proposed by the applicant for reducing the setbacks are not mitigations, they are standard practice and should be followed in addition to abiding by the setbacks.

The applicant states that store hours will not be 24 hours, but if that holds true, gas pumps, fuel deliveries, and other uses like the air compressor can occur at any time of the day and night. This is all the more reason that the buffers are important to not only the adjacent lots, but also both of my residential uses directly across the street.

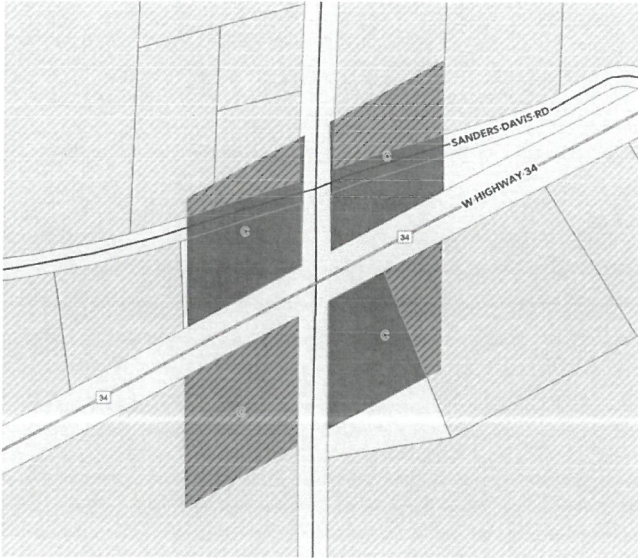
Variance 2

Pertaining to the “unique physical conditions specific to the property and not self-created”:

- The subject property is not irregularly shaped. It simply has a slight skew in the property lines. As previously stated, very few commercial properties are perfect rectangles. The shape of this parcel does not limit the buildable area. Conversely, the application is proposing a development that does not fit the ample available building area.
- The shape of the gas canopy is not an issue with the subject parcel. The shape of the canopy combined with the size of the proposed build as laid out are the issue. This could best be described as trying to fit a square peg in a parallelogram hole.
- If strict enforcement of the 135-foot setback limits a reasonable canopy placement, then there simply is not a reasonable canopy placement. This setback is essential for traffic safety, which will be further discussed in this memo.
- The “hardship” of the parcel geometry is a condition invented by the applicant for a parcel she has not yet acquired. But not for this proposal, there is no hardship. Said differently, no one is making this applicant buy this parcel, nor should anyone guarantee that a convenience store and gas station will or should fit on this parcel. The “hardship” as it is referred to is simply whether or not this financial proforma for this parcel works for the ill fitted proposed use.

To state that these conditions are not common to surrounding properties illustrates the applicants’ lack of knowledge of the surrounding parcels. The fact is that there are only four commercial properties in the surrounding area (all located at this intersection) and they all have a “parallelogram” shape. The following is an extract from the county zoning map:

45



The applicant's assessment of risk is flawed and erroneous:

- There is an occupied structure directly across the street. (12 Brice Jackson, which I own.)
- The adjacent area is not low risk and includes a very busy and dangerous intersection to be discussed later in this memo.
- Open canopies and subsurface fuel storage are standard and have no bearing on this variance request.
- Fuel Dispensing has no bearing on this variance request.

The applicant contends that the setback reduction will not harm neighbors, however these statements again are patently false:

- The proposed project will increase:
 - Noise levels at surrounding properties, and reduced setbacks will intensify those noise increases. Noise levels will increase not only from the customers of the proposed development, but also from delivery trucks (backup alarms), trash trucks (dumpster located adjacent to residential uses). It should also be noted that studies have proved that increased vegetation does not mitigate noise levels. The only way to mitigate noise is with either distance or a physical barrier.
 - Lighting spillover will inevitably be increased with the reduction of existing vegetation and the increase of both site lighting and vehicular lights using the proposed driveway that fronts two residential properties. The residences across the street will experience extreme increases in direct lights (not just spill over) from vehicles exiting the proposed driveway on to Bruce Jackson Road. Additionally, the light pollution from under canopy mounted lights as required for safety in fuel canopies, cannot be mitigated by the border of the property, is further increased on neighboring properties by the requested setback reductions and contributes to light pollution in a rural area that currently has no streetlights. Further, the light spill and distraction therefrom in the intersection will contribute to an already dangerous intersection.
 - Traffic congestion will be greatly impacted for properties immediately adjacent to the project including the introduction of delivery trucks on Bruce Jackson Road and increased queueing that will block the driveways at 12 and 44 Bruce Jackson Road.
 - Visual Impact to adjacent properties will be greatly affected by reducing buffers and edging the proposed development closer to adjacent existing residences.
- As previously stated, landscaping does not decrease noise impacts and will not be in a location that is effective for the reduction of lights impacts to existing residences.
- The canopy does not align with existing development patterns as the closest canopy to this area is nearly (and only) four miles away. There are no recent existing development patterns for this part of the county.

The applicant states they will minimize potential impacts, but the reasoning is not sound or enforceable:

CS

- There is no guarantee that the owners will maintain ownership of the adjacent lots, or even that they will close on said lots after potential approval.
- Landscaping will have little to no mitigation of effects to existing properties. Additionally, the project proposes a driveway and drainage basin, not landscaping, facing the adjacent properties.
- Lighting design for the gas canopy requires that in order to provide sufficient lighting for the operation, light will inevitably spill beyond the project.

Site Plan

First and foremost, it should be noted that the site plan filed by the applicant was not prepared by an engineer, but rather a landscape architect. In fact, the entire submittal package lacks sufficient preliminary engineering to justify a variance. Upon review of the site plan, I found the following deficiencies:

- The proposed location of the pond is situated on a corner where vehicles are often projected after frequent accidents.
- The proposed location of the pond drains via a culvert directly to the residential properties located north of the subject property.
- The proposed street improvements on Highway 34 and Bruce Jackson do not tie together or complete the corner, creating a dangerous traffic condition. The deceleration lane on 34 would need to continue as a turn lane at Bruce Jackson and wrap the corner connection to the turn lane on Bruce Jackson. Note the additional lane on Bruce Jackson is not a decel lane as noted on the plans, as vehicles entering that lane will have either stopped or made a turn prior to entering the lane. Rather it is a turn lane into the site and would be critical to provide shelter to cars turning into the site out of the through traffic lane.
- The proposed driveway on Bruce Jackson is excessively large (36 feet wide) and directly across from a residential driveway. Comparatively, this is as large as a fire station drive access. This indicates that the project proposes fuel and commercial deliveries from Bruce Jackson Road. As recently re-constructed by the county, Bruce Jackson Road has not been constructed to a TI (Traffic Index) appropriate for fuel truck deliveries.
- The trash enclosure for the project is located directly across from the residence on 12 Bruce Jackson Road, increasing noise impacts for dumpsters slamming back to the pavement.
- The proposed driveway location on Highway 34 is located on the crest (high point) of the Highway, where existing vertical conditions already limit sight distance. This will be discussed further in this memo.
- The project topography is not current and does not reflect power poles that were recently installed along Highway 34, one of which will impact the driveway location.
- The proposed driveway median (porkchop design) has been proven ineffective to prohibit left turn movements and further exacerbates the sight distance and safety issue at Bruce Jackson Road
- The prepared site plan lacks analysis of vertical impacts and is little more than a two-dimensional cartoon of the proposed development.
- The site plan should include proposed truck routes and turning radii to ensure safety at the intersection and to show that it will not impact adjacent properties.
- The site appears to be over parked for the intended use and could reduce impacts by reducing the number of proposed parking spaces, particularly on the east side of the building.

Building Elevations

The building elevations and renderings provided are not site specific and do not provide sufficient detail to ensure the proposed building meets the requirements of county ordinance. In addition, the renderings do not match each other and are actually in conflict. Project specific renderings should be provided with the application showing all four sides of the building as well as a perspective from the highway. Especially because the project seeks to reduce setbacks, rendering for the areas with reduced setbacks should be provided. Simply put, this application lacks sufficient detail to understand what architectural detailing is actually proposed.



Traffic

The scope of the traffic study prepared for this application is incomplete and is missing critical data required to properly analyze the project impacts. The study has been prepared in a two-dimensional fashion that does take into account the severity of sight distance limitations present at the existing intersection.

This intersection is well known to the community, law enforcement, the fire department and to GADOT as a dangerous intersection. There is significant sight distance reduction due to topographic and grade limitations on Highway 34, west of the intersection, that are well known to cause accidents. The submitted traffic report does not include any information or analysis of the vertical limitations of this intersection. Coupled with the said vertical limitations, the average speed of vehicles traveling on Highway 34 far exceeds the posted speed limit. The submitted traffic study does not include analysis of average speed of vehicles traveling on the Highway.

Further complicating this intersection is the fact that the roads do not meet at a 90 degree angle. This reduces visibility for vehicles northbound on Bruce Jackson Road as they are pointed away from the vertical obstruction and vehicles heading southbound on Pierce Chapple cannot see approaching east bound vehicles over the crest in the highway grade.

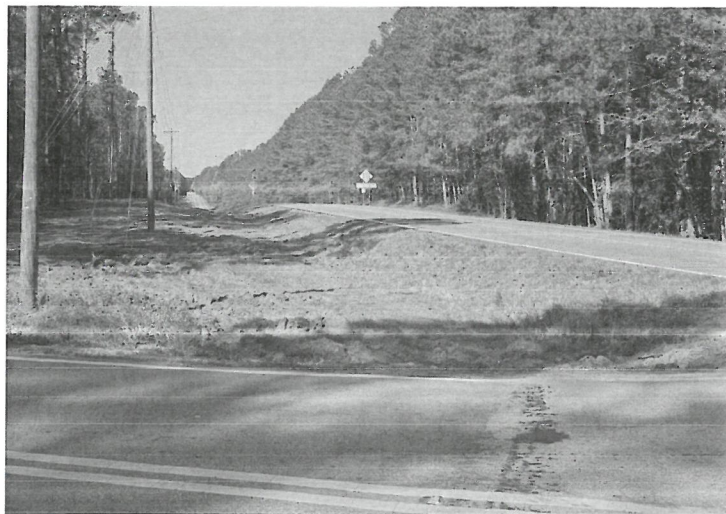
An adequately prepared traffic study would include a line of site study for all movements at this intersection as well as the project entrance onto highway 34. Additionally, the traffic study should include an analysis of vehicular accidents at this intersection, their probable causes and required mitigation. As currently designed, the introduction of this project to this already dangerous intersection will increase distractions, reduce visibility and create a situation that threatens the welfare and safety of the drivers and passengers using this intersection. Allowing the development to encroach into the required setbacks would only serve to make the existing problems worse.

In the 10+ years we have owned the adjacent properties, we have witnessed and seen the aftermath of dozens of accidents at this intersection. The fire department has disassembled our gate to gain access to our pasture as a landing zone for life flight helicopters. The area shown on the plan as a basin repeatedly receives vehicles after they are engaged in accidents at this intersection. The sight distance issue at this intersection is so acute that GADOT has made several attempts to increase warning for drivers on both the Highway and the intersecting streets. GADOT installed a lighted warning sign on east bound 34 to warn drivers at the previously mentioned crest that there are intersecting vehicles ahead. When the beacons and sign were not sufficient to reduce accidents, GADOT installed signs on the intersecting streets warning that cross traffic does not stop. Neither of these modifications improved the sight distance issues and only served as band aids and liability deflection improvements.

To illustrate the impact of the vertical issues at this intersection, please refer to the following photos:

CS

The following photo is from the vantage point of a vehicle stopped at the stop sign at northbound Bruce Jackson Road. The photo is taken at a height of 5 feet, similar to the vantage point of a SUV. The photo illustrates the crest in the highway. Noticeably, the drainage "ditch" to the left (or south) of the crest provides the only view corridor to the west of the grade. The proposed project includes a driveway that will fill the roadside ditch and block the only available visibility of approaching eastbound traffic. Also note in this photo the recently installed power poles which may conflict with the proposed driveway location. The addition of a gas canopy, fuel price and other signage, will only contribute to the distraction and site obstruction at this intersection.



The following photo illustrates the flashing beacon located at approximately the same location as the proposed project driveway. This safety feature cannot be entirely moved and is already positioned for maximum effectiveness.



CS

The following photo illustrates the view from vehicles driving eastbound on Highway 34. Notably, the stop sign at Bruce Jackson Road is barely visible. The bottom of that stop sign is approximal 6-feet from the ground. This photo also illustrates the grade of the site relative to the highway. The proposed project entrance is located at approximately the same location at the beacon and sign in this photo. In order to construct the driveway to the site, the drainage ditch will need to be filled, and this view corridor will be blocked. This exacerbates the existing site distance deficiency and significantly worsens the existing safety issues.



The following photo illustrates the line of site for vehicles traveling southbound on Pierce Chapple Road. Notably in this photo is the lack of visibility of eastbound vehicles approaching the intersection on Highway 34. This is commonly referred to as a "gun-it" intersection as even the smallest of hesitation can (and often does) result in a "T-bone" collision between east and south bound vehicles. Additionally, the introduction of additional lanes and driveways south of this intersection further complicated a vehicle's ability to safely navigate the intersection considering there may be other vehicle in front of them after they accelerate through the intersection.



As currently designed the project would create a significant traffic liability by reducing visual line of site at an already compromised and dangerous intersection. The project entrance is out of scale for existing improvements on Bruce Jackson Road and invites dangerous illegal left turn movements on Highway 34. If allowed to reduce setbacks from Highway 34, this project can only worsen the above referenced and existing intersection deficiencies.

Drainage

The proposed project includes a retention basin located at the northeast corner of the subject site. The basin shown on the plans is little more than a placeholder and does not appear to be sized, or include any preliminary engineering. The project should be required to meet Georgia Stormwater Management Manual (Bluebook) standards including pre and post storm analysis, retention / detention basin routing calculations. Additionally, per Bluebook requirements, the project will be required to provide a runoff reduction analysis to demonstrate that is will not have downstream impacts to existing properties. This analysis will need to include calculations that demonstrate that the project will not impact properties including the 10% downstream study point. This is especially important in this location as the proposed basin location will outlet to an existing drainage culvert that conveys storm flows to the residential lots north of the Highway on Sanders Davis Road.

Additionally, the project will need to demonstrate that the proposed design will continue to accept unobstructed historic drainage via the existing culvert from 12 Bruce Jackson Road. The basin design will need to include landscaping and take into account vector control.

Crime

As the owner of the existing commercial building located on the southeast corner of the subject intersection, I can personally attest to the fact that this intersection attracts a constant nuisance. I have gone to great measures to prevent access from this corner for all sorts of nefarious activities. This proposed project will likely increase and entice these activities, particularly if the store is closed through the night. In particular, creating a driveway and parking lot in an area with reduced setbacks and not consistent with safety for the adjacent residential parcels.

Summary

In my professional opinion, the proposed application for variance is ill-prepared and does not sufficiently justify approval of setback variances. The variance request letter is comprised of incorrect assumptions and outright falsehoods. The project site plan lacks any engineering input. The project traffic report neglects critical safety issues and vital accident analysis. The project renderings are not coordinated and were obviously borrowed from another project.

In short, based on my experience, this is a poorly prepared application promoted by an applicant that has not committed to supplying the resources necessary to justify the request for variance.

If a rational and complete application for this site was presented with the appropriate analysis and justification, as a development professional I would absolutely support it. This is not that. Therefore, as an adjacent property owner and a licensed Professional Engineer, I request that the Board of Zoning Appeals and subsequently the Board of Commissioners deny these Variance applications.

If the applicant, staff or any of the board members would like to contact me, I would like to make myself available to discuss this application and to meet onsite to observe the existing conditions in person.

Regards,

Robert Winslow, PE
Principal Engineer
Civil Design Studio, Inc.



Cindy and Lisle Millard

124 Bruce Jackson Rd

Newnan, GA 30263

April 14, 2026

Attn: Lisa Eschman, zoning associate
Coweta County Community Development Department
22 East Broad Street
Newnan, GA 30263

REF: Request for variance(s) at the southwest corner of Hwy 34 W and Bruce Jackson Rd, Newnan (Parcel ID 026-3101-001 partial), by Virginia Singh.

Dear **Zoning Review Board** members:

We **object** to the request for variances of the above referenced corner property which is near our home on Bruce Jackson Road. We request that this Board, deny these requests based on the following:

Variance 26-003 Request: front building setback reduction. Objection due to safety concerns.

This is a dangerous intersection with limited visibility for eastbound vehicles approaching, because of a hill. For vehicles pulling out from Bruce Jackson Rd and Pierce Chapel Rd, there is also limited visibility to the west, due to this hill.

A gas canopy any closer to Hwy 34 would make visibility even worse for cars coming from Bruce Jackson Road.

During the past 12+ years since we purchased our home, we have observed numerous crashes. These are T-bone crashes with the vehicles traveling on Hwy 34 at a high rate of speed and the vehicles coming from Bruce Jackson Rd and/or Pierce Chapel Road to the north, pulling out onto the highway.

We hear the “big thump”, look out the kitchen window. and vehicles are in the ditches. Usually, one vehicle is in the ditch at the southwest corner of Hwy 34 and Bruce Jackson Rd (the subject property) and the other vehicle in the ditch at the northwest corner of Hwy 34 and Pierce Chapel Rd (where utilities are located). EMS responds, often an ambulance is called, and the damage to vehicles necessitates a tow truck. (No minor fender benders here.)

Because of concern for traffic safety at this intersection, I contacted the area office Georgia Department of Transportation (GDOT) several years ago. In the weeks afterwards, a yellow road

crossing sign with flashing yellow lights was erected at the bottom of this hill, facing eastbound traffic.

The accidents continued, so a couple of years later I phoned the GDOT office again. This time GDOT placed a sign on each of the STOP signs, facing Bruce Jackson and Pierce Chapel, which says, "Cross traffic does not stop".

There were still accidents at this intersection. Late last summer I called GDOT and requested they clear the right of way on the north side of Hwy 34 to improve visibility from Pierce Chapel Rd, which they did.

At this time, the GDOT yellow caution sign has been moved to the top of that hill and is not flashing. I am providing a photo which shows the sign and the intersection.

Variance 26-002 Buffer Reduction. We object to the requests based on preserving the integrity of the County's five (5) acre residential zoning. Appropriate buffers set forth in current commercial zoning should not be compromised.

Any changes to buffers which effect residential property compromises the integrity of the current residential 5-acre zoning. There is no reason to compromise for a commercial venture. Preserving our residential zoning as it exists now is important for the neighborhood and for property values. Buffer reductions in commercial, only to add "buffers" to the residential neighbor, diminishes the value of that residential property, no matter who owns it.

The subject property is located in the residential community of Dresden. Approximately four (4) miles from our home on Highway 34 W in both directions, there is a gas station and a Dollar General. One is located just outside the Hwy 34 bypass, and the other is just on this side of the Heard County line. There is only residential property on Highway 34 west in between. Home sizes range from large estate sized homes, property and farms to moderate 3+ to 5+ acre parcels and some smaller homes and 1+ acre lots.

When the subject was zoned Old Commercial, a corner store was a lot different than now, which leads us to the conclusion that the old zoning may be obsolete by the standards of today. However, obsolescence should not compel the County to compromise safety and the integrity of adjoining residential properties.

Please recommend denial of these variance requests.

Respectfully,

Cindy and Lisle Millard
678-340-9415



Eschman, Lisa

From: Paul Pruett <pruett1234@att.net>
Sent: Tuesday, April 7, 2026 1:09 PM
To: Eschman, Lisa
Subject: Objection for Variance 26-002 and 26-003

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Dear Coweta County Commissioners,

I am writing to express my strong opposition to the proposed land variance petition 26-002 and 26-003 that would allow for the development of a convenience store at the intersection of Highway 34 and Bruce Jackson Road. **I object to the request for variances, including the front canopy setback and reduction in buffers on the 2 sides that join residential areas.**

The parcel in question is irregularly shaped and appears insufficient to safely accommodate the traffic flow, parking demands, and delivery access required for a business of this nature. This raises serious concerns about site functionality and long-term safety.

Traffic safety at this intersection is already a significant issue as I have personally seen accidents occur here. Vehicles frequently travel at high speeds along Highway 34, particularly coming over the hill from the Franklin direction, which limits visibility and reaction time. As a regular driver in this area, I can attest that turning movements—especially crossing Highway 34 or making left-hand turns from Pierce Chapel Road—are already difficult and hazardous. **Introducing a high-traffic commercial store at this location will inevitably increase congestion and the likelihood of accidents.**

Additionally, this corridor is already adequately served by similar businesses, with multiple gas stations and discount retailers located within a short distance of the proposed site. Approving another convenience store would contribute to unnecessary commercial over-development without providing meaningful benefits to the surrounding community.

Furthermore, this area is characterized by its rural nature, which is a defining feature valued by its residents. The introduction of a convenience store and gas station would alter the character of the community, bringing increased noise, lighting, and activity that are inconsistent with the existing environment. Such a change could also negatively impact nearby property values and set a precedent for further unwanted commercial encroachment along this corridor.

There are also broader concerns related to environmental impact, including increased stormwater runoff, fuel storage risks, and light pollution, all of which could affect nearby properties and natural surroundings.

For these reasons—traffic safety, incompatibility with the surrounding rural character, over-saturation of similar businesses, site limitations, and potential environmental and property value impacts—I respectfully urge you to deny this variance request.

Thank you for your time and consideration of the concerns of residents who will be directly affected by this decision.

Thank you,
Julie Pruett
Pierce Chapel Road Resident

Eschman, Lisa

From: Robert Winslow <robert@civil-studio.com>
Sent: Friday, January 23, 2026 10:22 AM
To: Eschman, Lisa
Cc: attorneylanduse@gmail.com
Subject: Re: SW Corner of Bruce Jackson Road and Highway 34

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Lisa,

One additional thought:

Any proposed development on the subject property needs to provide a photometric study / lighting plan to ensure that their lighting does not spill past their property lines. This is another reason setbacks need to be honored and one of many reasons they were established in the first place.

Light pollution is unacceptable to the residential properties (like my house at 12 Bruce Jackson) and could create a dangerous visibility condition on the highway.

Regards,

Robert Winslow, PE QSD

Civil Design Studio, Inc.
805.706.0401 (Ext 101)
805.903.3202 cell

On Fri, Jan 23, 2026 at 9:40 AM Robert Winslow <robert@civil-studio.com> wrote:
Lisa,

Thank you for taking my call this morning regarding the above referenced property.

I am writing this email to you with the intent that you share it with the applicant.

I own the properties located at 12 and 44 Bruce Jackson Road, and therefore have an interest in any variances requested adjacent to my property.

At this point in time, I have not been contacted by any parties regarding development near my properties or regarding the potential impact to my property. Additionally, I want to make clear that I have not given permission to any party to access any part of any of my properties for any activities related to

construction of adjacent properties. If needed, I am prepared to file a restraining order in order to protect my property frontage.

I understand that the applicant is preparing a traffic study. I am requesting to receive a copy of that traffic study in advance of the hearing so that I have sufficient time to make sure the analysis is adequate.

That traffic study need to include sight distance analysis for Bruce Jackson Roan and Pierce Chapel road, looking west. This intersection is notorious for very serious accidents (almost monthly) due to poor sight distance where vehicles are cresting the highway just west of the subject intersection. Any queuing on the highway at this intersection will present a significant risk of further accidents. The traffic study should include a detailed analysis of both east and west bound traffic queuing to turn onto the intersecting streets from both existing and project generated traffic.

I am also requesting that the county require a noise study to ensure that noise from the potential development is mitigated to acceptable levels at adjacent residential properties. This includes normal operations for the project like fuel and vendor deliveries. Said deliveries should be conditioned to occur during normal business hours for noise purposes.

With regard to the zoning request, I ask that you keep me updated to application status. Any legal notifications for hearings should be signature verified delivery. It is currently my position that setback variances should not be granted at this location given the severity and frequency of accidents at this location and the sight distance challenges relating to the grade of the highway to the west. Additionally, the developer of the property has 60 acres total to work with. If needed, they can adjust the map to provide proper setbacks.

I will be communicating with the other property owners in the community to discuss the potential impacts of this development. I strongly encourage that the project applicant reach out to me to discuss this project.

Again, thank you for taking the time to speak with me this morning. I am looking forward to working with the county to make sure development on the subject corner meets state and local guidelines and regulations.

Regards,

Robert Winslow, PE QSD

Civil Design Studio, Inc.
805.706.0401 (Ext 101)
805.903.3202 cell



Community Development

To: Board of Zoning Appeals
From: Lisa Eschman, Zoning Manager
Date: April 23, 2026
RE: Petition #: VAR 26-009
Applicant: Bryan Cahoon
Property Owners: Bryan Cahoon
Location: 1640 Hines Road, Moreland
Commission District: 2nd - McKenzie
Tax Parcel(s): 116-2225-005 {Partial}
Property Size: 16.50+
Current Zoning: RC (Rural Conservation)
Requested Zoning: N/A
Proposed Use: Seeking a Front Building Setback Reduction for the Construction of a Guest House
Public Hearing (Date, Time, Location): Thursday, April 23, 2026—6:00 PM — 37 Perry Street, Newnan

Issue:

Petition # VAR 26-009 Filed by Bryan Cahoon Requesting a Front Building Setback Variance for Property Located at 1640 Hines Road, Moreland.

Discussion:

Brian Cahoon has filed a variance application for a front building setback reduction to 83-feet from the required 100-foot to build a guest house on property located at 1640 Hines Road, Moreland.

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 front building setback for the guest house shall be 83-feet from the property line along Hines Road.

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

D/L - BY Friday 20 MAR
Zoning Board MTG - April 23 6pm
ANSWER BY MAY 19th

Name of Applicant(s): BRYAN CAHOON
Address of Applicant(s): 1634 Hines Road MORELAND, GA 30259
Phone #: [REDACTED] E-mail address: [REDACTED]
Address of Subject Property: 1640 Hines Road Moreland GA 30259
Property Tax I.D. #: _____

Definition of Variance: A variance is a relaxation of the terms of the ordinance where such variance will not be contrary to the public interest and where, 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 Ø Item Ø

Brief description of requested use: EXPLAINS the Guest House, the set back used 1100' from ROAD EDGE per COUNTY STAFF, AND that the SLAB IS ALREADY poured AND APPROVED.

Applicant's reason for not conforming to the Zoning Ordinance: TRACES my good-faith reliance ON Dave Beatenbough's guidance through the set BACK discussion AND through reliance on the correct inspections, APPROVALS AND Reviews of the project.

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

FOCUSED ON the COUNTY'S OWN MULTI-STAGE REVIEW FAILURE to Catch the ISSUE.

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

No mitigation is needed since the county approved the SLAB LOCATION.

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:

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

NO



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

To: Coweta County Board of Zoning Appeals

From: Lisa J Eschman, Zoning Manager

Re: Variance Request – *Article 23. Dimensional Requirements*

Applicant: Bryan Cahoon

Location: 1640 Hines Road, Moreland

Petition: VARIANCE 26-009

Tax ID #: 116-2225-005 {partial}

"2nd" Commission District

Date: April 9, 2026

The subject property, located at 1640 Hines Road, comprises approximately 16.50± acres and is zoned **RC (Rural Conservation)**. The site contains a primary dwelling constructed in 1980. The applicant is currently constructing a 1,000-square-foot guest house for a family member. Guest houses are permitted within the **RC (Rural Conservation)** zoning district, subject to applicable requirements, including a minimum lot size of 10± acres.

For clarity, zoning setbacks are established through the Zoning Verification and confirmed during the Site Preparation Permit review, while the elevation certificate is used solely to verify floodplain compliance. To initiate construction of the guest house, Mr. Cahoon obtained an approved Zoning Verification (ZV-25-108) on November 13, 2025, which formally communicated the required 100-foot front building setback and noted the need for an elevation certificate to verify the structure would be located above the floodplain. The applicant then submitted a site sketch for the Site Preparation Permit on November 17, 2025, which reflected compliance with the required 100-foot setback. The applicant's surveyor, S.A. Gaskins, later submitted the required elevation certificate along with a surveyed site plan on December 2, 2025, indicating a reduced front setback. Staff approved the elevation certificate and the accompanying site plan for purposes of floodplain compliance, which is not the instrument that verifies zoning setbacks on January 7, 2026; and a site preparation permit (RES-SFS-25-0449) was subsequently issued on January 8, 2026. All site preparations were met.

On February 24, 2026, a foundation permit (RES-SFF-26-0046) was issued to allow the guest house foundation to be poured. Upon submission of the foundation survey, it was determined that the structure does not comply with the required 100-foot front building setback from Hines Road. The survey shows the guest house is located approximately 83 feet, 6 inches from Hines Road. The applicant based the foundation placement on the floodplain verification site plan that had been submitted with the elevation certificate, rather than the site sketch submitted with the Site Preparation Permit which was the document reflecting the required 100-foot front setback.

The applicant is requesting a variance to allow the guest house to remain 83 feet, 6 inches from Hines Road, resulting in a front setback reduction of 17 feet.

During the review of the elevation certificate and site plan, staff focused on confirming floodplain compliance, and the reduced front setback shown on the accompanying plan was not reconciled against the setback from Hines Road previously established through the Zoning Verification and Site Preparation Permit review. Consequently, the applicant proceeded with construction based on the drawing associated with the elevation certificate.

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

Public Safety

Public Works:

The proposed request to reduce the front building setback to 83-foot will not adversely impact the public roadway.

Community Development

Development Review:

The applicant provided the Building Division with a drawing that showed the proposed guest house meeting the required 100-ft building setback along Hines Roads. During submittal of an additional required document, the guest house location was adjusted.

The guest house at the current location should not have a significant negative effect on the surrounding residences.

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 encompasses approximately 16.50 acres and is surrounded entirely by parcels zoned RC (Rural Conservation).

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

Response: A guest house is a permitted use on the subject property, subject to applicable requirements.

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

Response: There are no special circumstances for the property involved.

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

Response: According to the Public Works Division, the request will not adversely impact the public roadway.

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: Initially, on November 17, 2025, when applying for a site preparation permit, the applicant submitted a sketch showing the guest house located 101.5 feet from Hines Road. However, upon submission of the required elevation certificate on December 2, 2025, the site plan, which is only intended to verify elevation above floodplain, indicated a reduced setback of 83 feet, 6 inches. Because this document is not used to establish and communicate zoning setbacks, the discrepancy was not identified at this stage.

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

Response: According to the applicant, the guest house foundation was poured based on multiple approvals from the County. The Board should consider whether the request is justified by a hardship as the ordinance requires.

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

Response The 17-foot front setback deficiency resulted from an unintentional error. The applicant's site sketch, submitted with the Site Preparation Permit, correctly indicated the required 100-foot building setback. However, the staff-approved elevation certificate and accompanying site plan depicted the guest house at a distance of 83 feet, 6 inches from Hines Road.

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

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

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

According to the applicant, the property contains elevation changes with many valleys and springs.

- II. Does the property contain exceptional topographic conditions?

No

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

No

- IV. Are there other existing extraordinary or exceptional circumstances?

None

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

Response: According to the applicant, financial injury, including, but not limited to, construction loan interest, survey costs, contractor fees, building materials holding fees, and project site degradation caused by fallow activity caused by the county's error.

- C. The requested variance relief may be recommended for approval without substantially impairing the intent and purpose of this ordinance.

Response: According to the applicant, the variance doesn't undermine the ordinance since the structure and project site passed all county reviews.

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

1. Based on staff comments, the proposed request is not expected to impact public facilities or the surrounding area.
2. The Board should consider if this request is justified by hardship.

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

1. The front building setback for the guest houses shall be 83-ft from the property line along Hines Road.

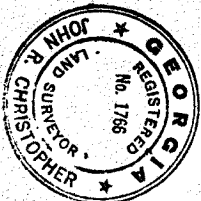
The meetings regarding this request will be held at 6:00 PM in the Commission Chambers located at 37 Perry Street, Newnan, GA 30263:

- Public Hearing with the Board of Zoning Appeals – **Thursday, April 23, 2026**
- Final Decision with the Board of Commissioners – **Tuesday, May 19, 2026**

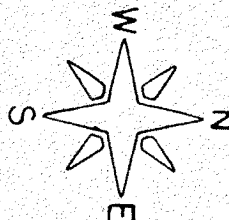
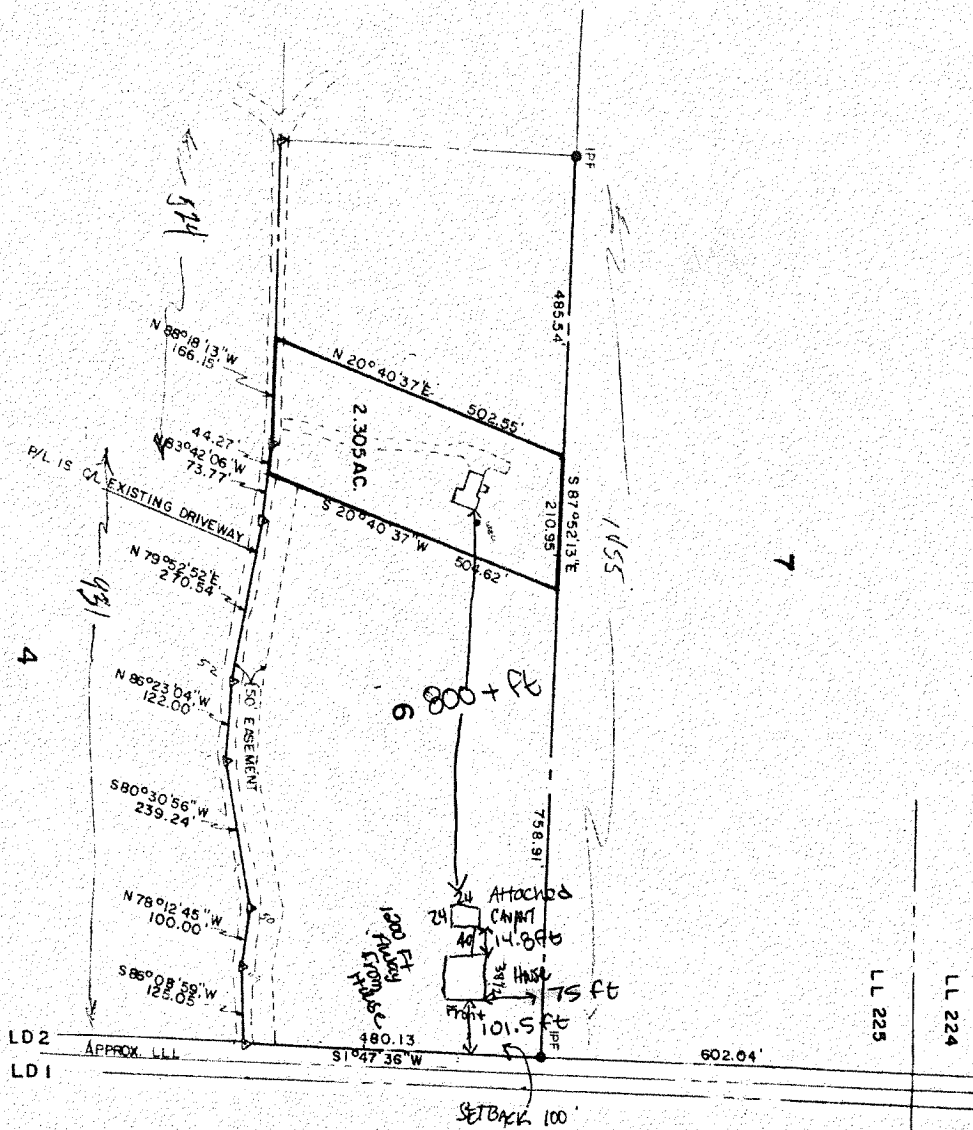
The applicant or his/her designated representative's presence is recommended to attend the Public Hearing.

c: Byran Cahoon – bryancahoo@bellsouth.net

I HAVE THIS DAY EXAMINED THE FIA OFFICIAL FLOOD HAZARD MAP AND FOUND THAT THIS PROPERTY IS NOT LOCATED IN AN AREA DESIGNATED AS A SPECIAL FLOOD HAZARD AREA.

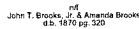


PLAY FOR		KIMBERLY S ODOM GARRETT	
DATE	11 = 200'	PORTION TR. 6	
DATE	6/4/86	PORTION TR. 6 SURVEY FOR LOR	
LL 225 LD 2		DATED 6/26/78	
COWETA CO. GEORGIA			
PLAY BY	John R. Christopher		
	DATE		



GRID NORTH
WEST ZONE
NAD 83

BA=BUILDING LINE
 CL=CENTERLINE
 CTP=CRIMP TOP PIPE
 DR=DEED BOOK
 D= DRAINAGE EASEMENT
 ESMT=EASEMENT
 EP=EDGE OF PAVEMENT
 F.W.P.D.=FIELD WORK PERFORMANCE DATE
 L.L.=LAND LOT
 L.L.L.=LAND LOT LINE
 NF=NOW OR FORMERLY
 PL=PLAT BOOK
 PG.=PAGE
 P.O.B.=POINT OF BEGINNING
 FH=FIRE HYDRANT
 RBF=REBAR FOUND
 RBS=REBAR SET
 RW=RIGHT-OF-WAY
 UP=UTILITY POLE
 DU LTL=COVERHEAD UTILITY LINES



FLOOD STATEMENT
ACCORDING TO FEMA FLOOD
INSURANCE RATE MAP OF COWETA
COUNTY AND UNINCORPORATED
AREAS DATED FEBRUARY 06, 2013 MAP
NUMBER 13077C0380D, NO PORTION OF
THIS PROPERTY LIES WITHIN A SPECIAL
FLOOD HAZARD AREA.



AFFP

85119- 1640 Hines Rd

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA } SS

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

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

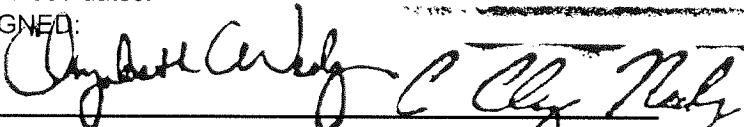
March 25, 2026

Notice of Public Hearing

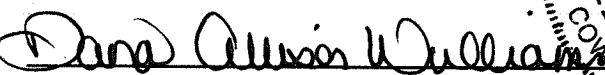
Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an appeal filed by Bryan Cahoon requesting a variance for a front building setback reduction under Article 26. Dimensional Requirements for property located at 1640 Hines Road, Moreland being identified as Parcel ID: 116- 2225-005. The meeting will be held on Thursday, April 23, 2026, at 6:00pm at the Coweta County Commission Chambers, 37 Perry St., 2nd Floor, Newnan, GA. Copies of the proposed request may be obtained at the Coweta County Community Development Department 22 E. Broad St. Newnan, Georgia between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday with questions answered at (770) 254-2635. All that tract or parcel of land lying and being in Land Lot 225 of the Second Land District of Coweta County, Georgia, said property containing 16.5 acres, according to a plat of survey prepared by KENCO Engineering and Surveying Co., Inc. dated June 26, 1978. 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 March 2026 Coweta County Community Development Department
No:85119-3-25

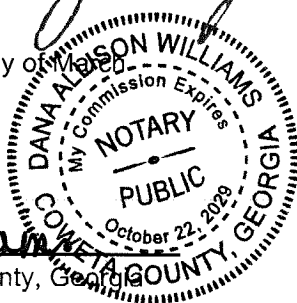
That said newspaper was regularly issued and circulated
on those dates.

SIGNED:


Co-Publishers

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


Dana Allison Williams, Notary, Coweta County, Georgia



My commission expires: October 22, 2029

02100746 00143716

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



Community Development

To: Board of Zoning Appeals
From: Nicole Blackwell, Zoning Coordinator
Date: April 23, 2026
RE: Petition #: VARIANCE 26-001
Applicant: Blue Frog Engineering, LLC on behalf of TSP, LLC
Property Owners: Register Holdings, LLC
Location: Northwest Corner of Highway 29 and Fine Road
Commission District: 2nd - Commissioner McKenzie
Tax Parcel(s): 076-2072-020
Property Size: 1.72± acres
Current Zoning: M (Industrial)
Requested Zoning: N/A
Proposed Use: Seeking a front yard setback reduction in order to build a veterinary clinic
Public Hearing (Date, Time, Location): April 23, 2026, at 6:00 PM — 37 Perry Street, Newnan

Issue:

Petition # VAR 26-001 Filed by Blue Frog Engineering, LLC on Behalf of TSP, LLC Requesting a Front Yard Setback Variance for Property Located at the Northwest Corner of Highway 29 and Pine Road, Newnan

Discussion:

Blue Frog Engineering, LLC on behalf of TSP, LLC has filed a variance application for a front yard setback reduction for property located at the northwest corner of Highway 29 and Pine Road, Newnan (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. Eastern Property Line (South Highway 29): The front setback shall be 105 feet from the centerline of South Highway 29 as shown on the site plan submitted with the variance application.
2. Southern Property Line (Pine Road): The front setback shall be 60 feet from the right-of-way of Pine Road 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): Blue Frog Engineering, LLC on behalf of TSP, LLC
Address of Applicant(s): 3011 Sutton Gate Dr, Ste 120, Suwanee, GA 30024
Phone #: (772)559-8202 E-mail address: kburk@bfrog.net
Address of Subject Property: NWC of Hwy 29 & Pine Rd, Newnan, GA 30263
Property Tax I.D. #: 076 2072 020

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 19 Section 191 Item 1 (Variance is for setback requirements in Art 23 Note O)
Brief description of requested use: The proposed use is veterinary clinic. The site is bounded on the east by Hwy 29 and on the south and west by Pine Rd. The required setbacks are 135' from the centerline of Hwy 29 and 100' from the right-of-way of Pine Rd. Applicant is requesting a variance to the setback off of Hwy 29 to provide a 105' setback (30' reduction) from the centerline and a 60' setback (40' reduction) from the right-of-way of Pine Rd. along the south side. The 100' setback from Pine Rd. along the west side will be provided

Applicant's reason for not conforming to the Zoning Ordinance: The parcel fronts on Hwy 29 and Pine Rd (on two sides), creating multiple front-yard setback lines that overlap and materially reduce the buildable envelope, creating an undue hardship.

What extraordinary conditions concerning the property/structure/property, warrants a variance or variances?
The site is bounded by three road frontages (Hwy 29 to the east and Pine Rd on the south/west). The combined setbacks from these three roads would create an undue hardship preventing development of the property.

Provide proffered measures to reduce any impact. If no mitigation is proposed, the applicant must include an explanation of why none is being proposed.
The proposed development will maintain required landscape buffers, meet Quality Development Corridor District architectural requirements, and still provide significant setbacks from the ROW lines.

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 site is relatively narrow and has some unusual shape. In addition, it is surrounded by rights-of-way on three sides, which leads to the hardship requiring a variance. At the time the lot was created, the required setbacks were less restrictive than the current ordinance.

II. Does property contain exceptional topographic conditions?

No, there are no exceptional topographic conditions that impact development.

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

The subject property is also encumbered by a 20' Georgia Power easement across the northeast portion of the property, and an existing stormwater pond that serves the adjacent development to the north. In addition to the setback requirements, these two encumbrances also further limit development area for this parcel.

IV. Are there other existing extraordinary or exceptional circumstances?

N/A

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 front yard setback requirements results in practical difficulties and undue hardship because the required setbacks on all three road frontages materially reduce the usable building envelope on this parcel, leaving insufficient area to reasonably site a code-compliant building and required site improvements. The constraint is unique to this property due to its three street frontages and associated setback lines and is not a condition generally applicable to other properties in the area.

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.

Granting the requested variance will not weaken the intent of the setback requirements because the proposed building will still be located a substantial distance from both roadway rights-of-way (105' from Hwy 29 ROW centerline and 60' from Pine Rd ROW), and required buffering/landscaping shown on the concept plan will remain in place. The development will continue to provide separation, visibility, and an orderly corridor appearance consistent with the purpose of the setback standards.

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 23 – Dimensional Requirements

Applicant: Blue Frog Engineering, LLC on behalf of TSP, LLC

Location: Northwest Corner of South Highway 29 & Pine Road, Newnan (±1.72 acres)

Petition # VAR 26-001

Tax ID #: 076-2072-020

2nd Commission District

Date: April 9, 2026

The subject property is located at the northwest corner of South Highway 29 and Pine Road in Newnan and consists of approximately 1.72 acres. The property is zoned M (Industrial) and lies within the Quality Development Corridor overlay District (QDCD). This parcel has been zoned M since the adoption of the Coweta County Zoning and Development Ordinance in 1969.

The property has road frontage along three sides: South Highway 29 borders the eastern property line, and Pine Road borders both the southern and western property lines. A Georgia Power easement traverses the northeast corner of the property. Adjacent property, as well as properties across Pine Road, are zoned M (Industrial), while properties across South Highway 29 are zoned C (Old Commercial).

According to the site plan submitted with the application, the applicant proposes to construct a two-story, approximately 5,500 square-foot veterinary clinic on the site. The application indicates that the proposed development will maintain required landscape buffers and will comply with QDCD architectural requirements.

Due to the property's frontage along South Highway 29 and Pine Road, three front setbacks are required. The site plan indicates compliance with the required setback along the western property line fronting Pine Road. However, the applicant is requesting variances from the required front setbacks along the eastern and southern property lines, as outlined below:

- **Eastern Property Line (South Highway 29)**
 - Required Setback: 135 feet from the centerline of South Highway 29
 - Requested Setback: 105 feet from the centerline of South Highway 29 (a 30-foot reduction)

- **Southern Property Line (Pine Road)**

- Required Setback: 100 feet from the right-of-way of Pine Road
- Requested Setback: 60 feet from the right-of-way of Pine Road (a 40-foot reduction)

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

Public Safety

Public Works:

This request should not cause any adverse impacts to Pine Road. Per the Transportation Study, the proposed veterinary clinic will have negligible impact on roadway operations within the study area. Existing operational constraints are unrelated to the project, and projected traffic from the development does not materially affect intersection performance or require geometric improvements.

Public Utilities

Environmental Health:

No objections to the proposed variance request for building setbacks. It should be noted that the proposed parking may require reconfiguring, to make room for primary and replacement septic absorption fields. To what extent cannot be determined until a Level 3 soil report is provided.

Community Development

Development Review:

We acknowledge that right-of-way acquisition has constrained the subject property in terms of available buildable area. However, it should be noted that a building envelope of similar size exists slightly northwest of the proposed building location.

Based on this, while a hardship may be present, staff defers to Public Works to determine whether granting the variance would compromise any future widening of the Pine Road By-Pass leg or U.S. 29.

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: Surrounding properties are primarily zoned industrial, with commercial zoning located across South Highway 29. The proposed veterinary clinic is a use permitted within the M (Industrial) zoning district.

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

Response: The requested setback reductions are along roadway frontages and do not directly encroach upon adjacent properties. The request is not expected to adversely affect nearby properties.

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

Response: The property's three road frontages and the Georgia Power easement limit the buildable area.

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 property has been zoned M (Industrial) since 1969. The combination of multiple road frontages due to right-of-way acquisition and the existing utility easement limits the developable area.

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

Response: While the required setbacks along three road frontages, combined with the utility easement, reduce the property's functional buildable area, the Board must determine whether this constitutes 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: According to the applicant, the site is relatively narrow and irregularly shaped. The applicant states that the property is bordered by rights-of-way on three sides, resulting in multiple front setbacks that create a hardship necessitating the requested variance. The applicant also notes that, at the time the lot was created, the required setbacks were less restrictive than the current ordinance, and that the subject property is further encumbered by a 20-foot Georgia Power easement across the northeast portion of the site.

- 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 required front setbacks along all three road frontages significantly reduces the buildable area of the parcel, limiting the ability to reasonably accommodate a code-compliant building and associated site improvements.

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

Response: According to the applicant, the requested variances will not weaken the intent of the setback requirements as the proposed building will remain a substantial distance from both roadway rights-of-way. The applicant further states that the required buffering and landscaping, as shown on the concept plan, will remain in place, and the development will continue to provide separation, visibility, and an orderly corridor appearance consistent with the purpose of the setback standards.

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

1. The combination of required setbacks along three road frontages, due in part to right-of-way acquisition, and the presence of a utility easement limits the developable area.
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 for the request, the Community Development Department is submitting the following conditions for consideration:

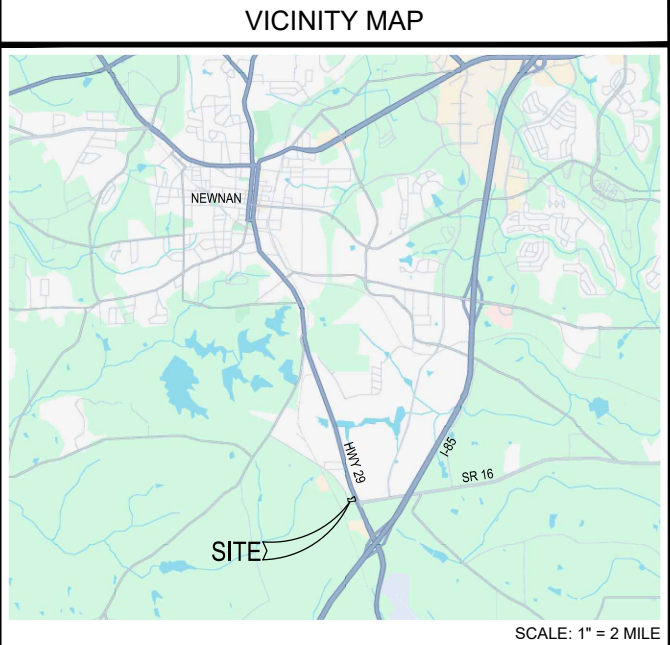
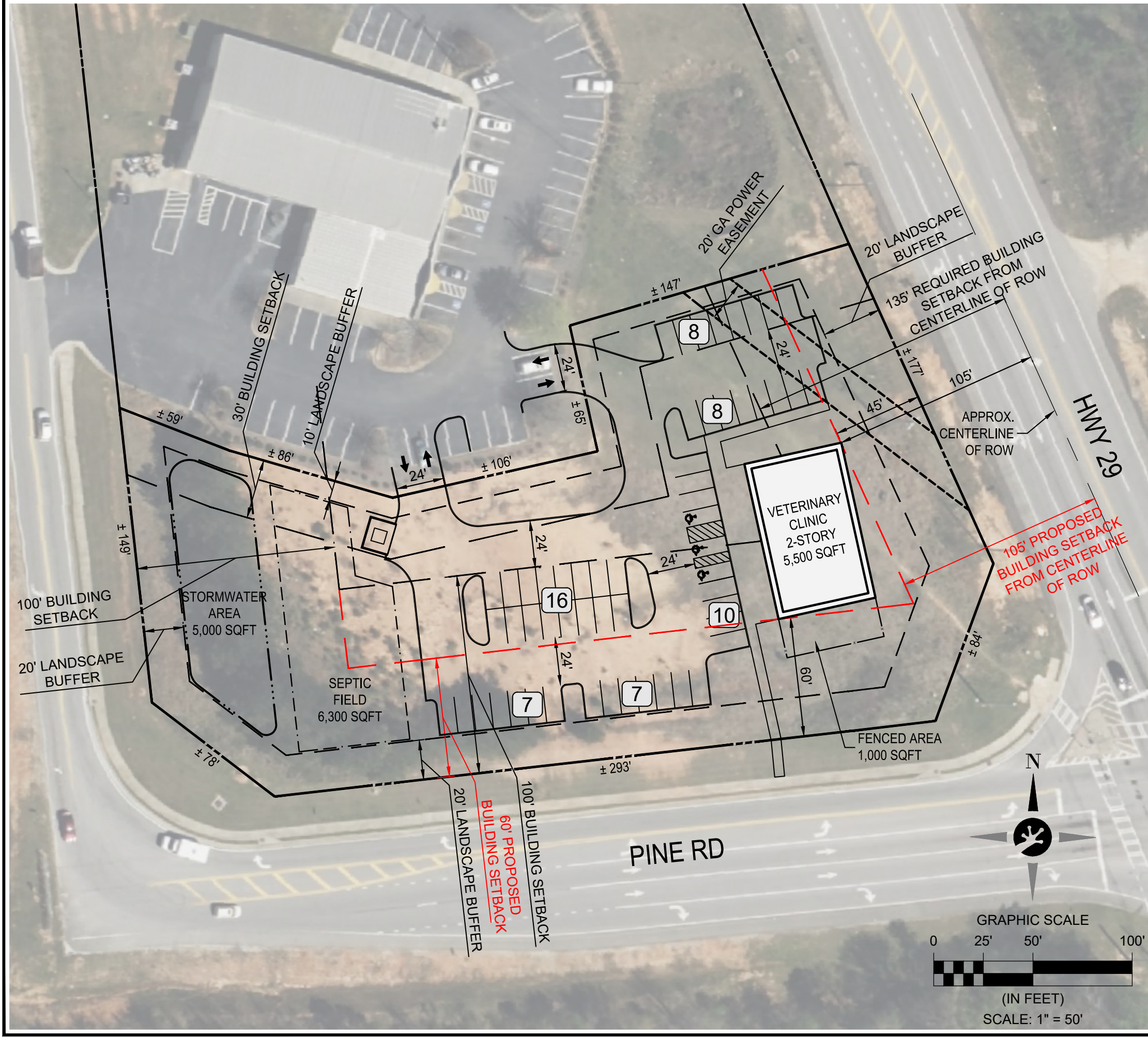
1. **Eastern Property Line (South Highway 29):** The front setback shall be 105 feet from the centerline of South Highway 29 as shown on the site plan submitted with the variance application.
2. **Southern Property Line (Pine Road):** The front setback shall be 60 feet from the right-of-way of Pine Road 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, April 23, 2026**
- Final Decision with Board of Commissioners – **Tuesday, May 19, 2026**

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

c: Kai Burk



SITE DATA TABLE

ADDRESS	NWC OF HWY 29 & PINE RD
PARCEL ID	076 2072 020
JURISDICTION	COWETTA COUNTY
ZONING	M (INDUSTRIAL)
OVERLAY DISTRICT	QDCD (QUALITY DEVELOPMENT CORRIDOR OVERLAY DISTRICT)
EXISTING PARCEL SIZE	±1.72 AC
BUILDING SIZE	5,500 SQFT - 2-STORY

PARKING CALCULATIONS

PARKING REQUIRED	1 PER 200 SQFT = 33 REQUIRED SPACES
PARKING SPACE SIZE	90' = 9' x 18'
TOTAL PROPOSED	56 SPACES

BUILDING SETBACKS / LANDSCAPE BUFFERS

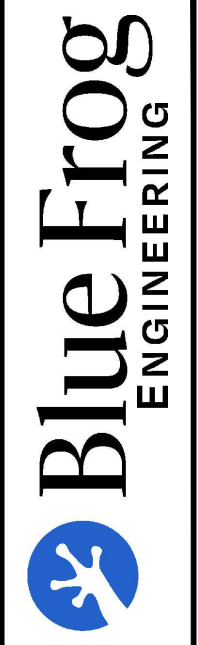
YARD	BUILDING	LANDSCAPE
FRONT (HWY 29)	135' FROM ROW CENTERLINE	20'
SIDE (PINE RD WEST)	100'	20'
SIDE (PINE RD SOUTH)	100'	20'
REAR (NORTH)	30'	10'

- CONCEPTUAL PLAN NOTES:
- THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY.
 - NO SITE VISIT HAS BEEN PERFORMED TO VERIFY EXISTING CONDITIONS.
 - PROPERTY BOUNDARIES ARE BASED ON COUNTY GIS DATA.
 - SITE CONDITIONS OR REGULATORY CONSTRAINTS MAY LIMIT DEVELOPMENT FEASIBILITY, WHICH HAS NOT BEEN VERIFIED.
 - UTILITY AVAILABILITY AND CAPACITY HAVE NOT BEEN VERIFIED.
 - NO ENGINEERING ANALYSIS OF STORMWATER MANAGEMENT OR GRADING HAS BEEN PERFORMED.
 - ADDITIONAL ANALYSIS AND DESIGN WILL BE REQUIRED TO PREPARE A SITE PLAN THAT COMPLIES WITH APPLICABLE CODES.
 - ALL DEVELOPMENT AND PURCHASE DECISIONS ARE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER.

CONCEPTUAL PLAN LEGEND:

	EXISTING PROPERTY BOUNDARY
	REQUIRED BUILDING SETBACK LINE
	PROPOSED BUILDING SETBACK LINE
	LANDSCAPE BUFFER LINE
	STORMWATER AREA
	SEPTIC FIELD
	GA POWER EASEMENT
	PARKING COUNT

CONCEPTUAL SITE PLAN
NOT FOR CONSTRUCTION



Blue Frog Engineering
3011 Sutton Gate Dr Suite 120
Suwanee, GA 30024
Phone: (770) 831-4150
www.bfrog.net
© 2025 Blue Frog Engineering, LLC

CONCEPTUAL SITE PLAN
SWEETWATER VETERINARY CLINIC
NWC OF HWY 29 & PINE RD
NEWNAN, GA 30263

DATE: 1/7/2026
SCALE: 1" = 50'
VERSION 3.2

FILED
10:42 AM
11/10/2015
COWETA COUNTY SUPERIOR COURT
CINDY G BROWN
CLERK

BK 93 PG 247

LEGEND		
1033 CATCH BASIN	HANDICAPPED PARKING	TREE
1034 CATCH BASIN	TRAFFIC FLOW	CHAIN LINK FENCE
DROP INLET	UNDER GROUND POWER	101 - EXISTING GRADE
JUNCTION BOX	OVER HEAD POWER	101 - PROPOSED GRADE
DRAINAGE SLOPE	UG/T - UNDER GROUND TELEPHONE	EXISTING CURB & GUTTER
HEAD WALL	T - OVER HEAD TELEPHONE	PROPOSED CURB & GUTTER
DRAINAGE MANHOLE	SD - STORM DRAIN	X 1010 EXISTING SPOT ELEVATIONS
SEWER MANHOLE	SF - SILT FENCE	1010 PROPOSED SPOT ELEVATIONS
EXISTING FIRE HYDRANT	W - WATER	
PROPOSED FIRE HYDRANT	SS - SANITARY SEWER	
LAMP POST	G - GAS	
GUT POLE	WV - WATER VALVE	
UTILITY POLE	GV - GAS VALVE	

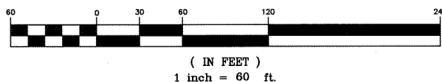
EASEMENTS & AGREEMENTS AFFECTING PROPERTY:
1. EASEMENT TO GA. POWER CO. DB 33 / PG. 171
2. RIGHT OF WAY ORDER & JUDGMENT DB 4056 / PG. 240

Parcel Line Table		
Line #	Length	Direction
L1	100.00	N05° 45' 24"W
L2	109.96	S51° 15' 25"E
L3	60.58	S73° 36' 22"E
L4	96.27	N74° 41' 16"E
L5	64.00	S11° 57' 33"E
L6	85.53	N73° 36' 22"W
L7	58.42	N68° 30' 20"W
L8	56.45	N05° 45' 24"W

Curve Table				
Curve #	Length	Radius	Chord Direction	Chord Length
C1	119.88	619.23	S65° 28' 18"E	119.70
C2	41.81	6950.00	S84° 04' 27"W	41.81
C3	175.58	700.00	N12° 56' 32"W	175.12

LEGEND	
101	HOUSE NUMBER
10	LOT NUMBER
PC	PROPERTY CORNER
UP	UTILITY POLE
RM	R/W MONUMENT
SS	SANITARY SEWER
PB	POWER BOX
TE	TELEPHONE BOX
CB	CABLE TV BOX
OP	OVERHEAD POWER
-X-	FENCE LINE
IPF	IRON PIN FOUND
(1/2")	REBAR (UNLESS NOTED)
IPP	IRON PIN PLACED
(1/2")	REBAR
OTP	OPEN TOP PIPE
111	LAND LOT NUMBER

GRAPHIC SCALE



NOTE: EXISTING ZONING: M-INDUSTRIAL

LEGEND	
	GA. D.O.T. EASEMENT
	DRIVE EASEMENT

BOUNDARY SURVEY FOR:
BEST DEVELOPMENT, LLC.
LOCATED IN LAND LOT 72, DISTRICT 2
COWETA COUNTY, GEORGIA
SCALE: 1" = 60' DATE: 12-17-2014
CHECKED BY: REV: 08-25-2015 TRACTS
JN141208
3-14-123

REF: 3-03-206

CLOSURE

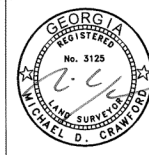
THE FIELD DATA UPON THIS MAP OR PLAT IS BASED ON A CLOSURE PRECISION OF ONE FOOT IN 10,000 FEET AND AN ANGULAR ERROR OF 10" PER ANGLE POINT, AND WAS ADJUSTED USING CRANDALL RULE.
NIKON 4203G WAS USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS PLAT.
THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 10,000 FEET.

GENERAL NOTES

- NO TITLE OR ABSTRACT RESEARCH WAS PERFORMED BY THE UNDERSIGNED FOR THIS SURVEY.
- WARNING:** THIS PLAT OF SURVEY MAKES NO WARRANTY OR GUARANTEE AS TO THE EXISTENCE OF ANY EASEMENTS OF ANY TYPE OR ABSTRACT OR TITLE SEARCH WAS PERFORMED TO DISCOVER THE EXISTENCE OF EASEMENTS.
- NO WARRANTY OR GUARANTEE AS TO THE EXISTENCE OR LOCATION OF UNDERGROUND STRUCTURES IS IMPLIED, ONLY THOSE ITEMS SHOWN.
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IN MY OPINION, THIS IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED SUBSTANTIALLY IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW.

Michael D. Crawford
GA. REG. L.S. #3125 MICHAEL D. CRAWFORD



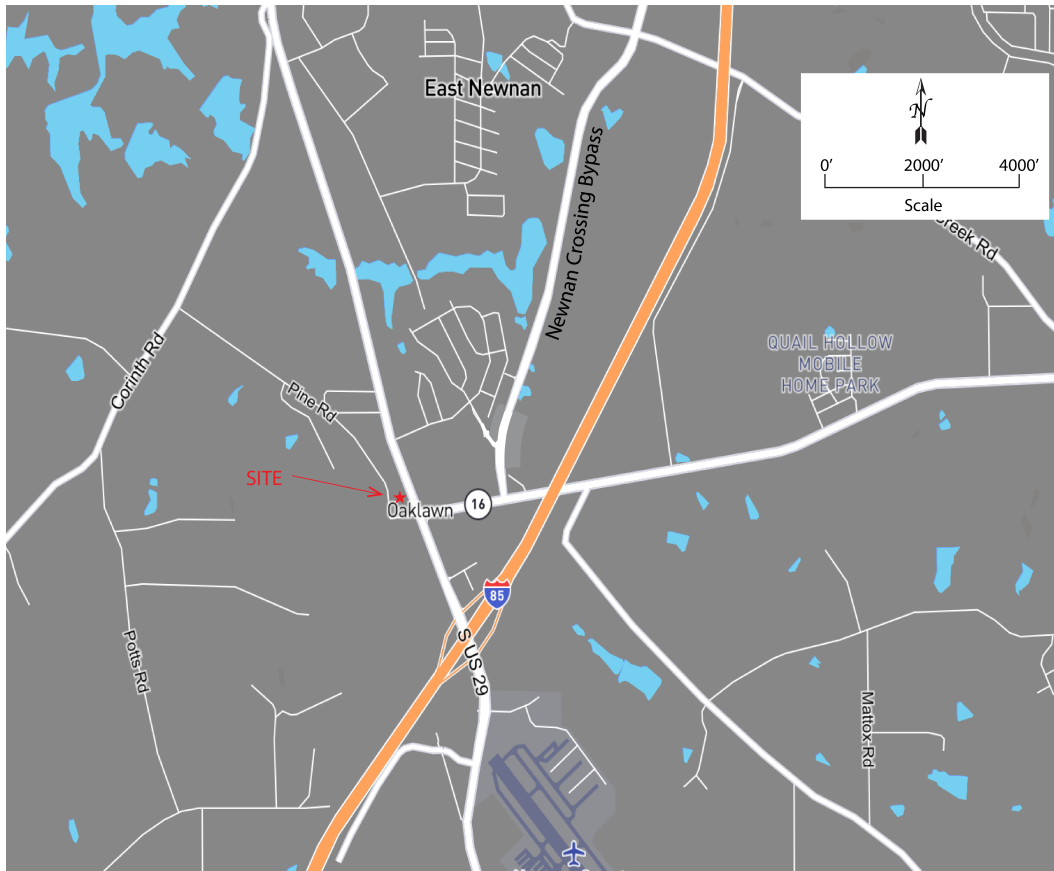
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Traffic Study Report

Sweetwater Veterinary Clinic

Coweta County, GA

February 13, 2026



Maldino & Wilburn
Traffic Engineering Consultants



Sweetwater Veterinary Clinic

MW Proj. No. 26-03

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Executive Summary

This study evaluates the transportation impacts associated with a proposed 5,500-square-foot veterinary clinic accessing Pine Road via the existing Dollar General driveway. Existing conditions, background growth (No-Build), and post-development (Build) scenarios were analyzed using field traffic counts, GDOT data, Institute of Transportation Engineers trip-generation rates, and Highway Capacity Manual methodology.

Existing Conditions

Four intersections were evaluated during weekday peak periods. The existing Dollar General south driveway currently operates at LOS B or better, while each of the other study intersections has at least one movement operating at LOS F during peak periods.

Future No-Build Conditions

Background traffic growth was projected using historical GDOT count station data, resulting in an average annual growth rate of 3.17 percent. With the development expected within one year, volumes increase only slightly. Levels of service remain essentially unchanged, except the SR 16 & US 29 intersection, which shifts marginally from LOS B to LOS C because existing conditions are already near the threshold.

Trip Generation and Distribution

The proposed clinic is estimated to generate approximately 118 daily trips, including about 20 AM peak-hour trips and 19 PM peak-hour trips. All trips are assumed to be new traffic. A market-area analysis based on a 10-minute travel shed was used to distribute traffic to surrounding corridors.

Future Build Conditions

Adding site-generated traffic to No-Build volumes produces minimal operational change. Intersection delays and levels of service remain effectively the same as under background growth alone.

Turn-Lane Evaluation

The development is expected to generate only 59 inbound daily trips, including about 51 right turns and 8 left turns from Pine Road. These volumes are well below GDOT thresholds for auxiliary turn lanes; therefore, additional turn lanes at the driveway are not warranted.

Conclusion

The proposed veterinary clinic will have negligible impact on roadway operations within the study area. Existing operational constraints are unrelated to the project, and projected traffic from the development does not materially affect intersection performance or require geometric improvements.

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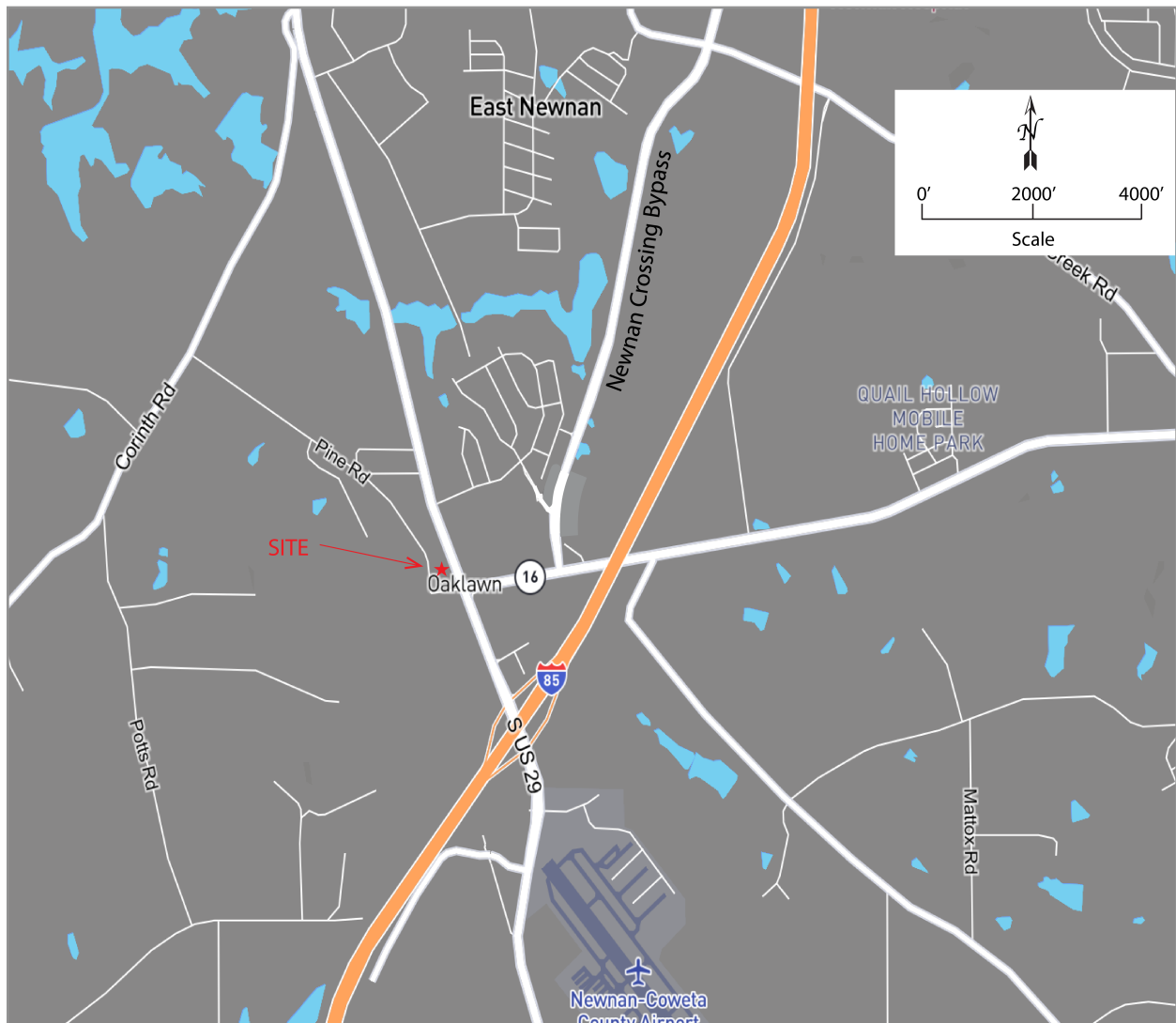
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1. Introduction

This study was conducted to evaluate the traffic impacts of a proposed veterinary clinic in Coweta County, Georgia. Figure 1 indicates the location of the site.

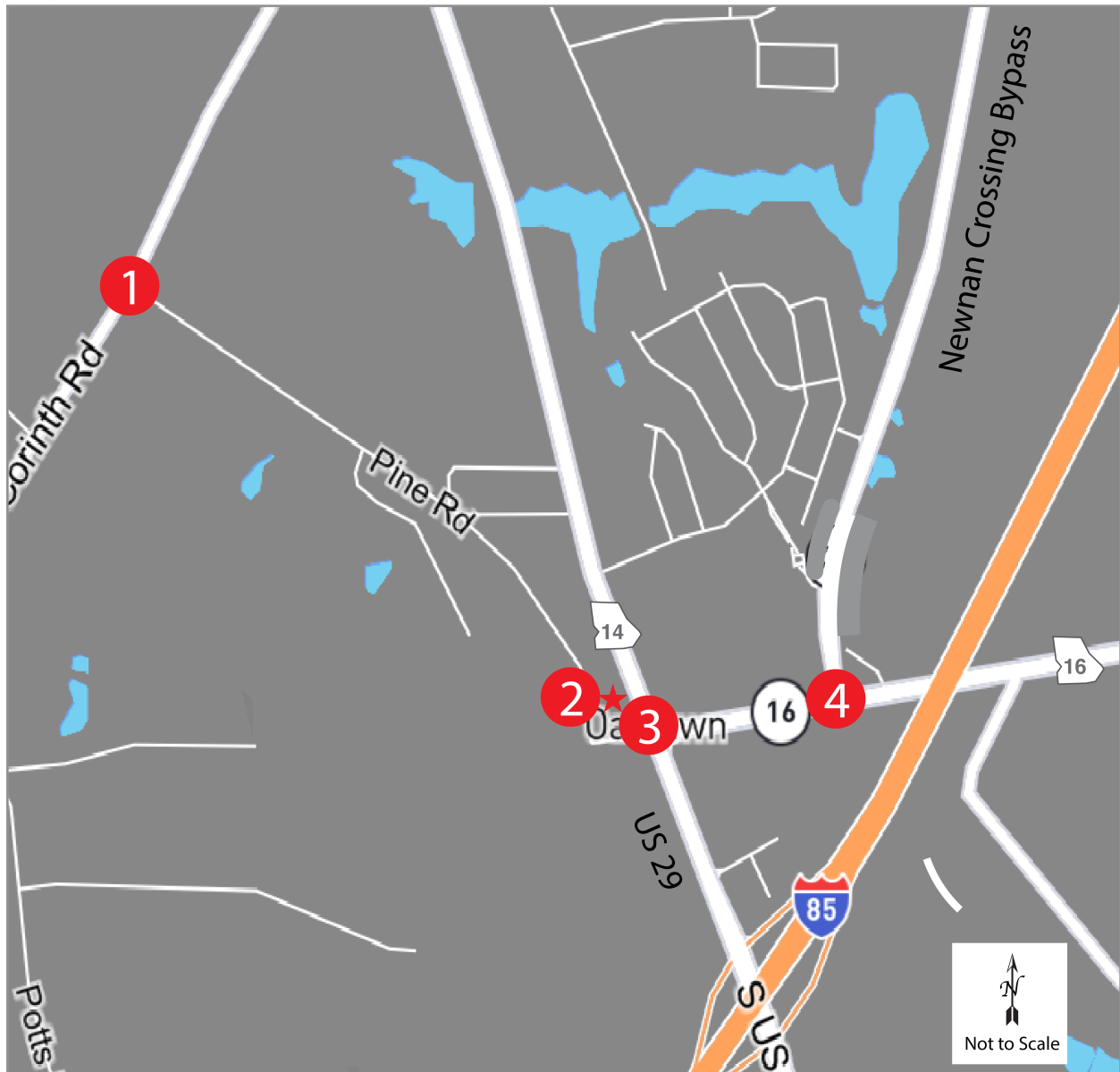
Figure 1: Site Location



Study Area

Figure 2 illustrates the vicinity of the site and indicates the intersections included in the study area.

Figure 2: Study Area



Analysis Scenarios

The following summarizes the different sets of traffic volumes that were developed and analyzed:

1. Existing
2. No-Build (Background Traffic Volumes immediately prior to development completion)
3. No-Build + Development

2. Existing Traffic Conditions

Existing Roadways in the Study Area

SR 16

State Route 16 is classified by the Georgia DOT as a minor arterial and is generally a two-lane facility. The route runs from US 29/SR 14 (which is just west of the study intersection) eastward through Griffin and beyond Interstate 75.

US 29

US 29 runs northward into Atlanta and southward to Moreland and beyond. It is a two-lane roadway just south of I-85. GDOT classifies it as a major arterial from the I-85 interchange (inclusive) and to the north. South of the northbound ramps, it is a minor arterial.

Pine Road

Pine Road is a two-lane street that runs between Corinth Road and US 29. GDOT classifies it as a local road.

Corinth Road

Corinth Road is a two-lane, generally rural/low-density collector corridor extending south from central Newnan into more open and lightly developed parts of the county. The character along the road is mixed residential, agricultural, and undeveloped land, with wooded parcels, single-family homes, larger acreage estates, and subdivisions.

Newnan Crossing Bypass

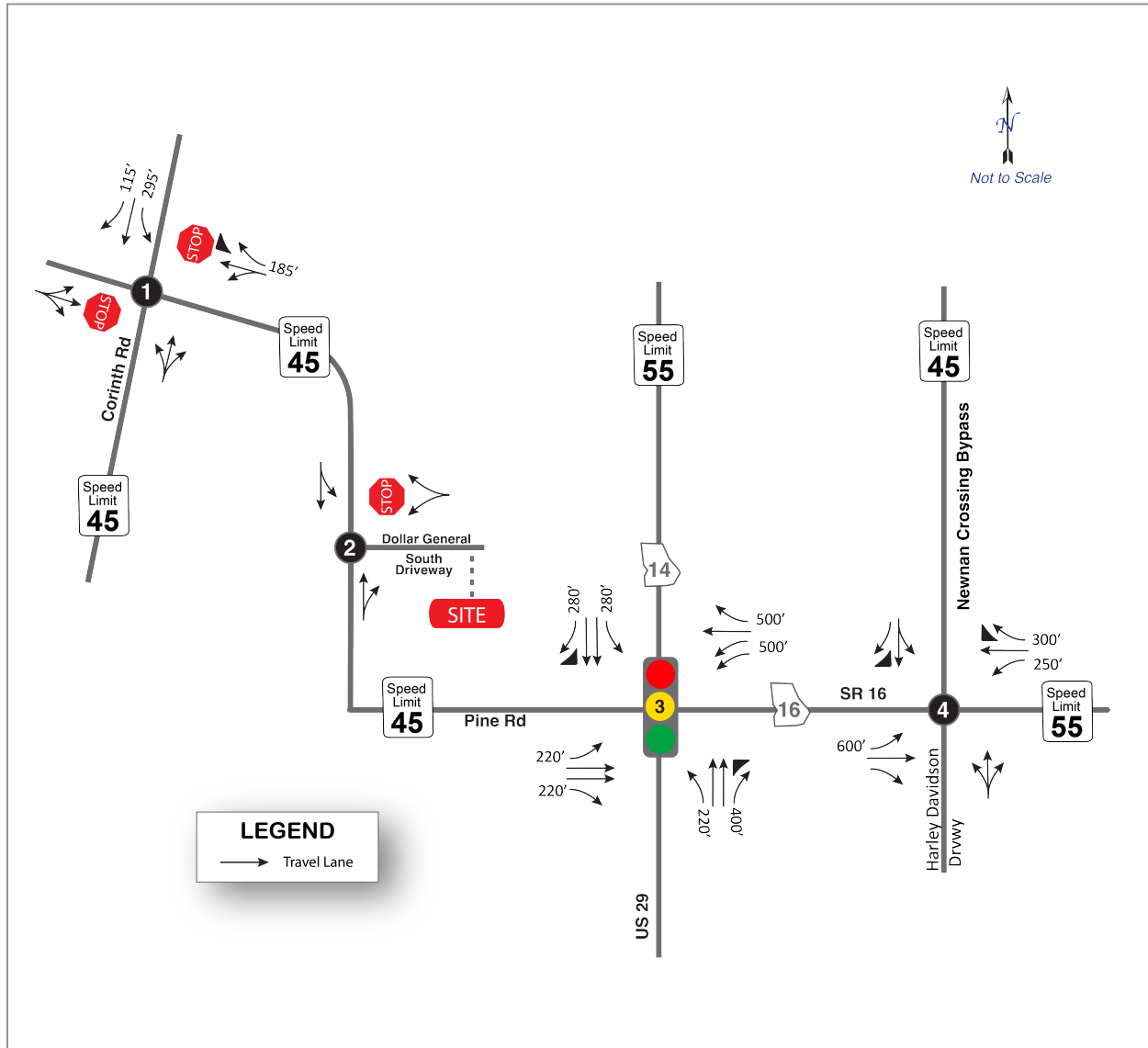
Newnan Crossing Bypass is a four-lane divided road that runs from SR 16 north to Bullsboro Drive (SR 34). The road continues north of SR 34 as the SR 34 Bypass (Millard Farmer Industrial Boulevard).

GDOT classifies Newnan Crossing Bypass as a minor arterial.

Travel Lanes and Traffic Control

Figure 3 portrays the existing conditions at the study intersections.

Figure 3: Existing Conditions



3. Existing Traffic Volumes

Turning movement counts (TMCs) were conducted on Tuesday, January 27, 2026 between 6:30-8:30 am and 4:30-6:30 pm at Intersections 1-3. The data for SR 16 and Newnan Crossing Bypass was collected on Tuesday, January 13, 2026.

Detailed traffic count data are included in Appendix A.

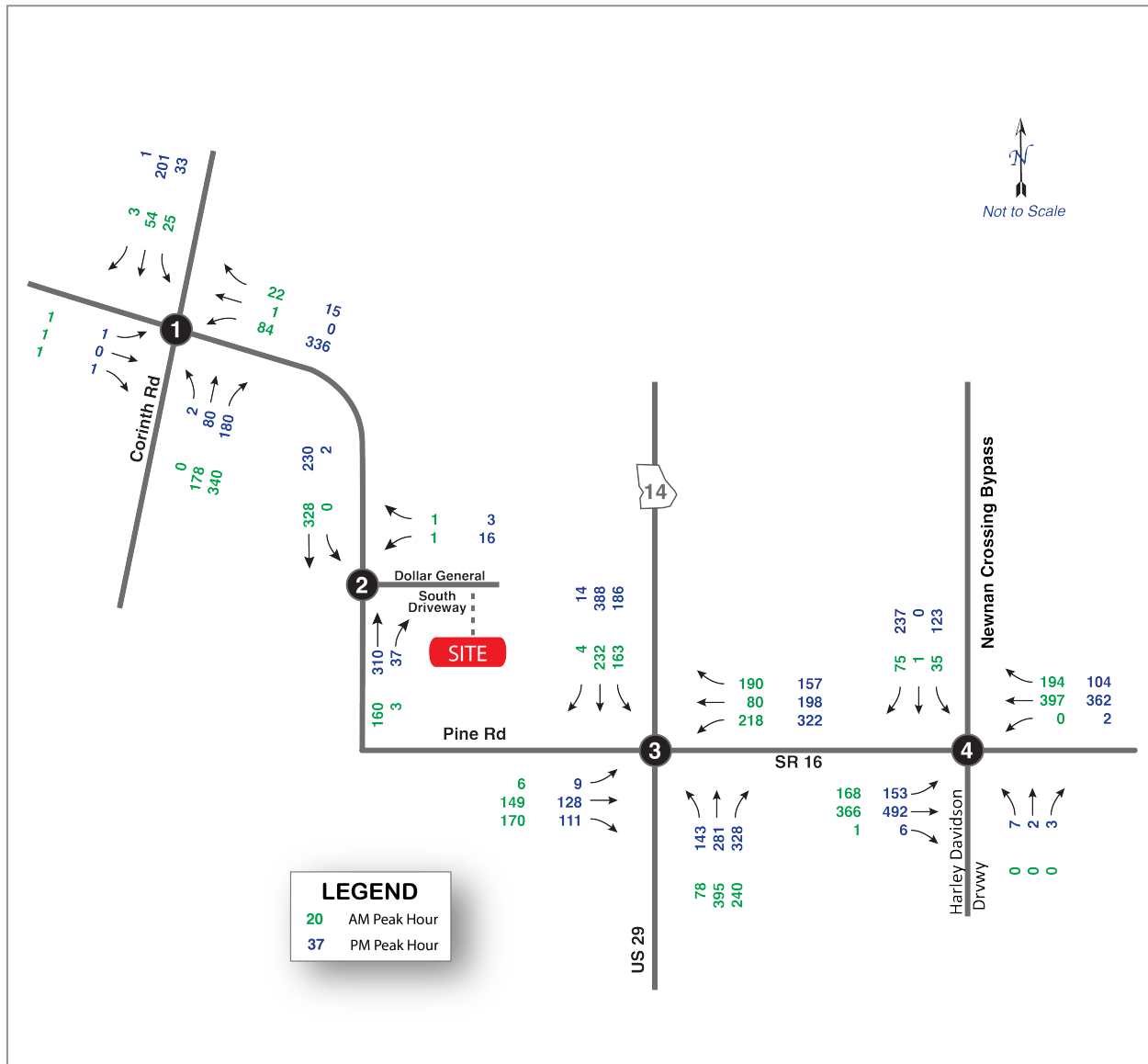
Peak-Hour Traffic Volumes

The Existing Peak-Hour Traffic Volumes are summarized graphically in Figure 4 on the next page.

The peak hours occurred at the following times for all four study intersections:

- AM Peak Hour: 7:15 am - 8:15 am
- PM Peak Hour: 5:00 pm - 6:00 pm

Figure 4: Existing Traffic Volumes



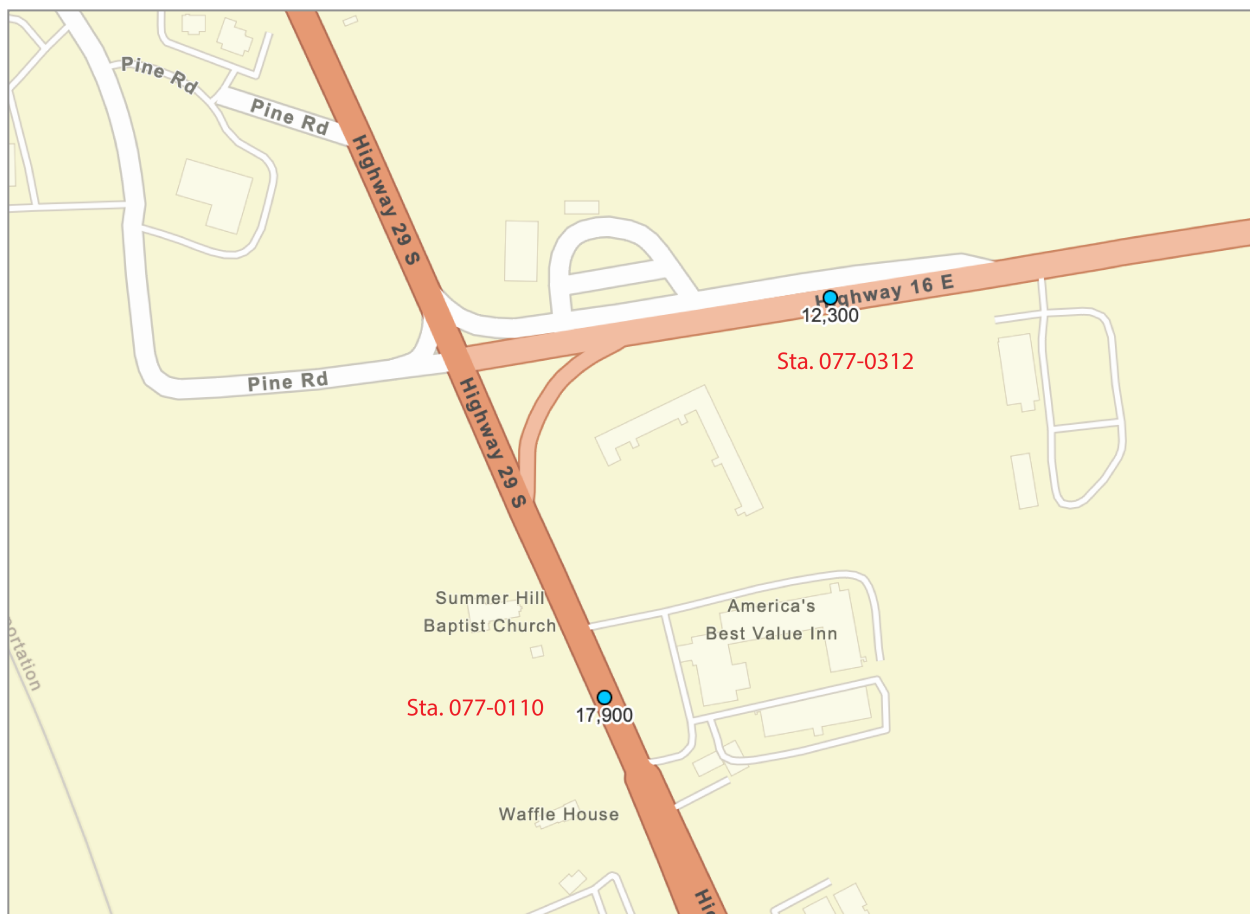
4. Future Conditions, No-Build

Background Traffic Growth Rate

Estimates of background traffic growth were prepared for the period between the present and the planned completion date of the development. The development is expected to be completed within one year of the methodology meeting date.

Historic traffic data for the study area was obtained using the GDOT Traffic Analysis & Data Application (TADA). Figure 5 illustrates the location of the GDOT Count Stations near the site.

Figure 5: GDOT Traffic Count Stations Near Study Area



Growth rates were developed using the following relationship between present and future conditions:

$$F/P = (1+r)^n$$

where:

F/P = Factor, when multiplied by present values will yield future values

F = Future Value

P = Present Value

r = Annual Growth Rate (Compounded)

n = Number of Years

Table 1 summarizes the data for the stations in the study area and provides the calculated annual growth rates. The data obtained from the TADA website are provided in Appendix B.

Table 1: Historic Growth Rate

STATION ID	VALUE of 1st ADT	YEAR of 1st ADT	VALUE of Last ADT	YEAR of Last ADT	NUMBER of Years, 1st to Last	RATE
077-0110	18400	2015	19700	2019	4	1.72%
077-0312	8900	2016	12200	2023	7	4.61%

For Station 077-0110, the data for Covid years were excluded, since the reported volumes decreased beginning in 2020. Instead, data from 2015 through 2019 were used for this station.

An average annual growth rate of 3.17 percent was applied to develop background traffic volumes. Given the one-year completion time, a projection factor for application to Existing Traffic Volumes was calculated using $n = 1$, as shown in Table 2.

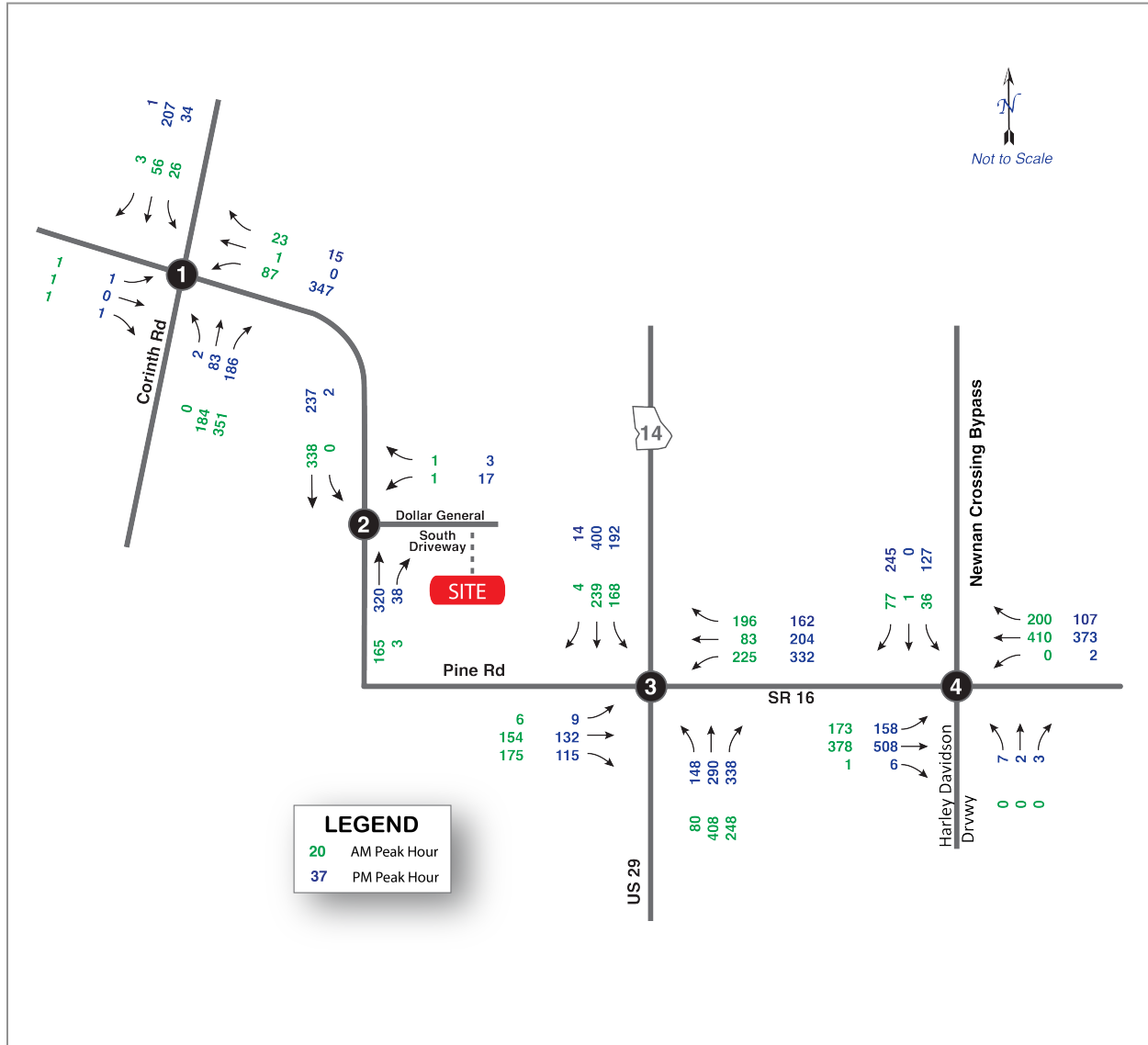
Table 2: Growth Factor

OPEN YEAR		
r	n	Factor
3.17%	1	1.0317

No-Build Traffic Volumes

Figure 6 presents the estimated No-Build Traffic Volumes, derived by applying the above growth factor to the Existing Traffic Volumes. These volumes reflect anticipated traffic increases due to general area growth.

Figure 6: No-Build Traffic Volumes



5. Future Conditions, Build

Proposed Development

The proposed development is a veterinary clinic with 5500 square feet of building area. The site will access the street system through the adjacent Dollar General store parking lot, which has two driveway connections to Pine Road. At the methodology meeting, it was agreed that all generated traffic would be assumed to use the south driveway.

The site plan for the proposed clinic is provided in Appendix C.

Trip Generation

The estimated number of trips to be generated by the proposed development was calculated using trip rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation, 12th Edition*. A summary of the expected trip generation for a typical weekday is provided in Table 3.

Table 3: Estimated Trip Generation

ITE LUC	SIZE No. Units	DAILY		AM PEAK HOUR				PM PEAK HOUR			
		RATE (per unit)	TOTAL	RATE (per unit)	TOTAL	IN	OUT	RATE (per unit)	TOTAL	IN	OUT
640	5.5 ksf	21.5	118	3.64 ¹	20	13 (67%)	7 (33%)	3.53 ²	19	8 (40%)	11 (60%)

Notes:

1. Fitted Curve Used To Estimate AM Trips: $T = 4.07 (X) - 2.48$
2. Fitted Curve Used To Estimate PM Trips: $T = 4.75 (X) - 6.96$

The ITE Land Use Code (LUC) 640 is for animal hospital/veterinary clinics. The independent variable is the building area in thousands of square feet.

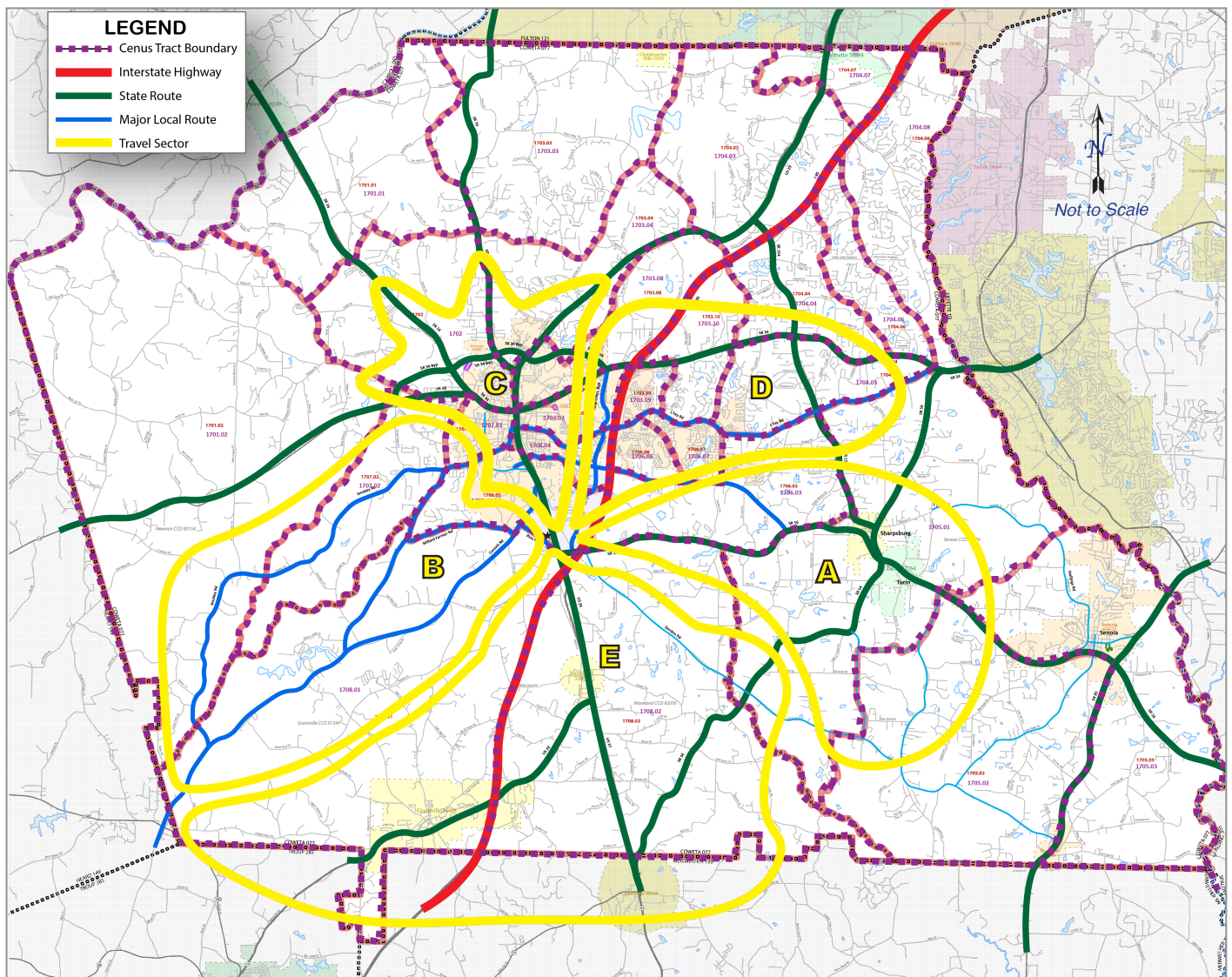
Pass By Trips

The trips are expected to all be new trips.

Trip Distribution

A distribution pattern was developed to define the origin and destination of new trips. Most of the trip-making associated with the development is expected to be home-based on one end. The facility is also expected to draw from the population within a distance that can be reached from the site by a 10-minute drive. The distribution of the population within this area was used to develop a market area by which to assign generated trips to and from the development. Figure 7 shows the market area superimposed onto a census tract map of the area.

Figure 7: Market Area



The market area was divided into five (5) sectors that correspond to the travel routes to and from the site. The distribution of the market area population within these sectors establishes the basis for distributing the generated traffic. The market area distribution is summarized in Table 4.

Table 4: Market Area Distribution

SECTOR	ROUTE	CENSUS TRACT	POP. Of TOTAL TRACT	% of TRACT In SECTOR	POP. of TRACT In SECTOR	TOTAL SECTOR POP.	% of MARKET AREA
A	East on SR 16	1706.03	6337	63	3992	14742	22%
		1705.01	7251	49	3553		
		1705.03	7795	65	5067		
		1705.02	7343	29	2129		
B	West on Pine Rd	1706.05	3846	30	1154	9407	14%
		1707.01	3884	24	932		
		1707.02	3773	91	3433		
		1708.01	5900	52	3068		
		1701.02	5467	15	820		
C	North on US 29	1706.05	3846	33	1269	13048	19%
		1707.01	3884	59	2292		
		1706.04	4134	40	1654		
		1703.07	7414	41	3040		
		1703.08	5633	23	1296		
		1702	7444	47	3499		
D	North on Newnan Crossing Bypass	1706.05	3846	8	308	22614	34%
		1706.04	4134	39	1612		
		1703.07	7414	43	3188		
		1703.08	5633	28	1577		
		1706.06	4967	100	4967		
		1703.09	4978	100	4978		
		1703.10	4505	81	3649		
		1704.04	5502	24	1320		
		1706.03	6337	16	1014		
E	South On US 29	1708.01	5900	42	2478	7280	11%
		1708.02	5261	83	4367		
		1705.01	7251	6	435		
	TOTAL MARKET AREA					67091	100%

The distribution pattern to be used for assigning the generated traffic is illustrated in Figure 8.

Figure 8: Trip Distribution Pattern

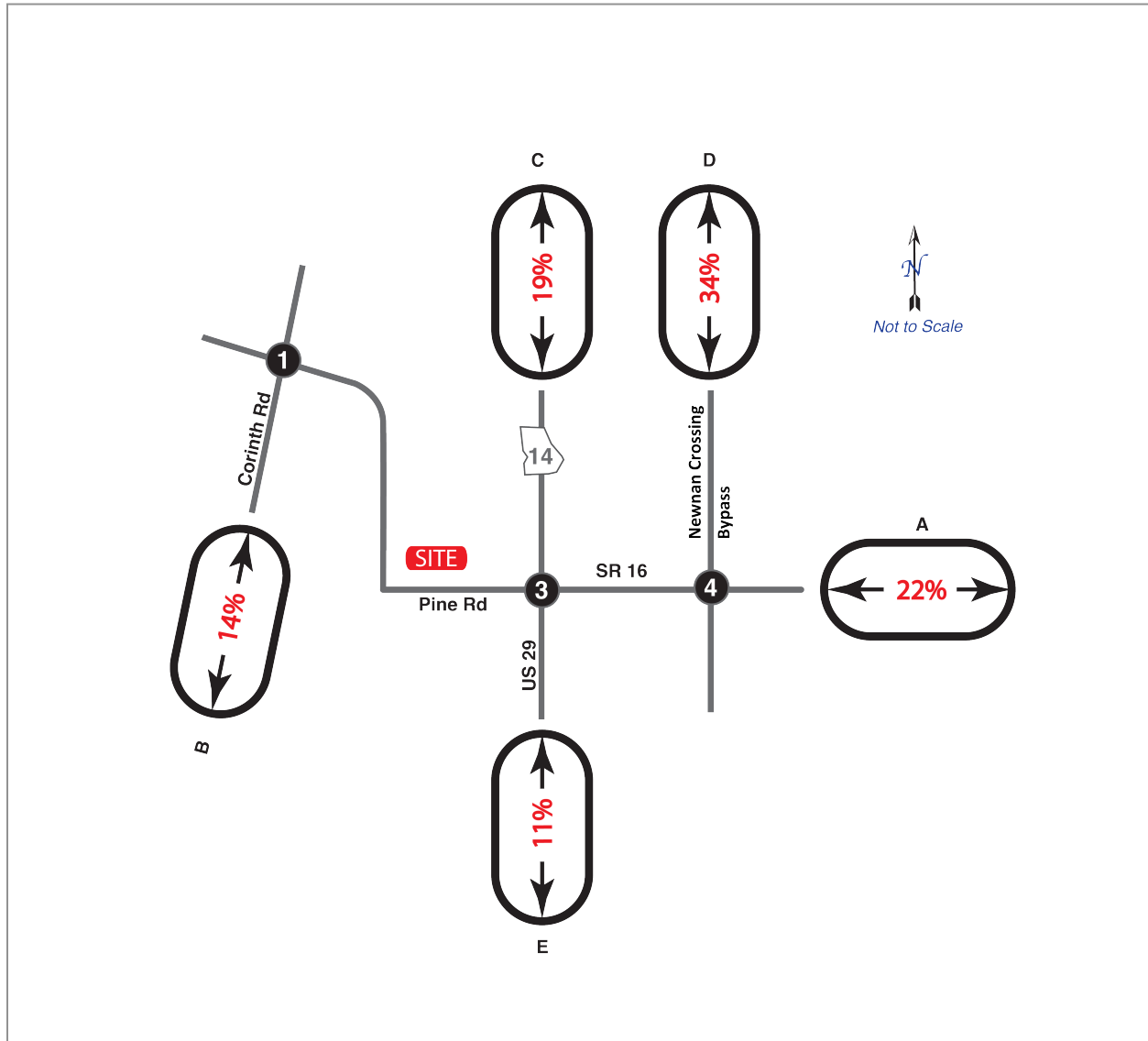


Table 5 presents the anticipated distribution of generated trips for the development based on the percentages shown in Figure 8.

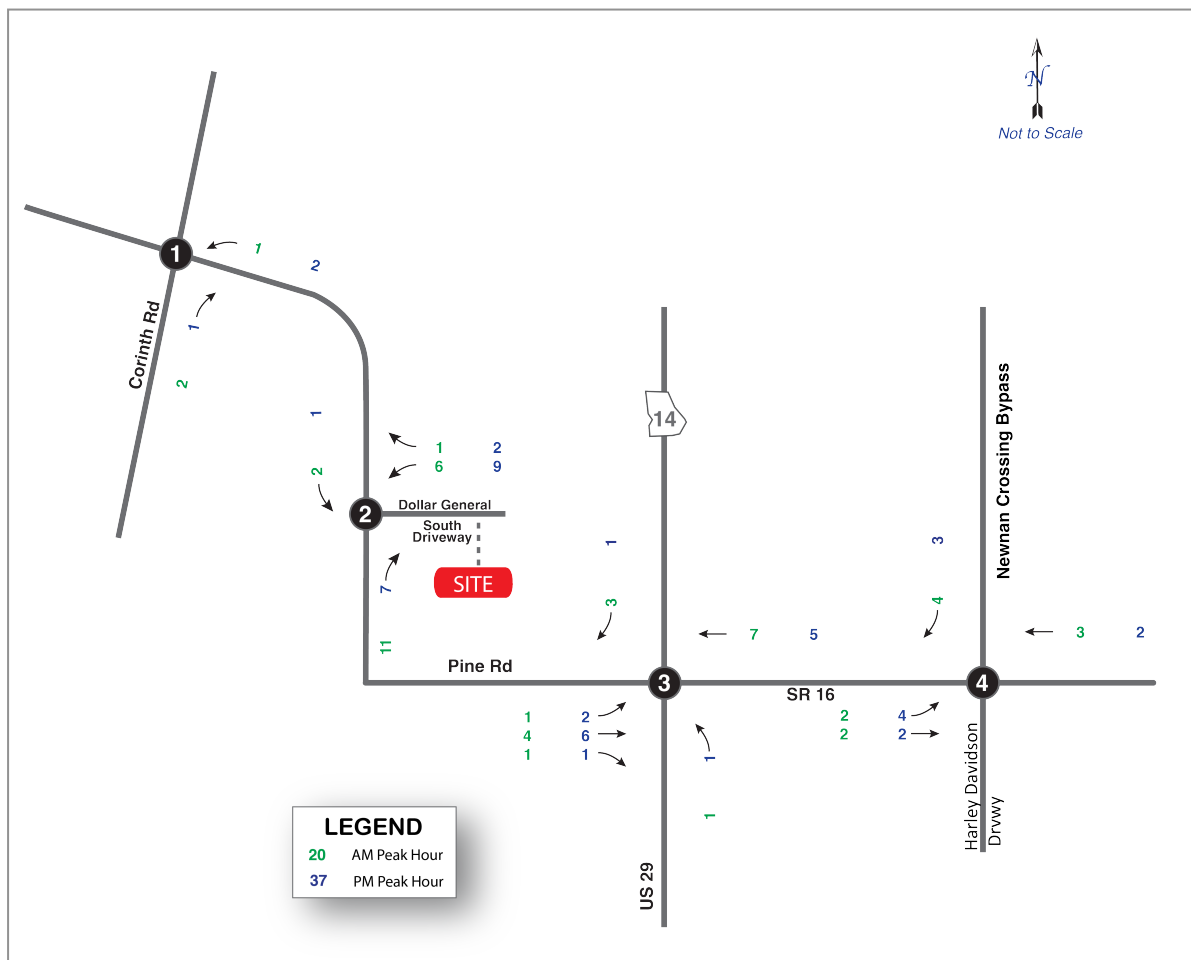
Table 5: Estimated Trip Distribution

DIRECTION	ROUTE	%	DAILY (2-Way)	AM PEAK HOUR		PM PEAK HOUR	
				IN	OUT	IN	OUT
East	SR 16	22%	26	3	2	2	2
West	Pine Rd	14%	17	2	1	1	2
North	US 29	19%	22	3	1	1	2
North	New. Cross. Byp.	34%	40	4	2	3	4
South	US 29	11%	13	1	1	1	1
TOTAL		100%	118	13	7	8	11

Traffic Assignment

The process of assigning the generated trips to the study network produces the traffic volumes depicted in Figure 9.

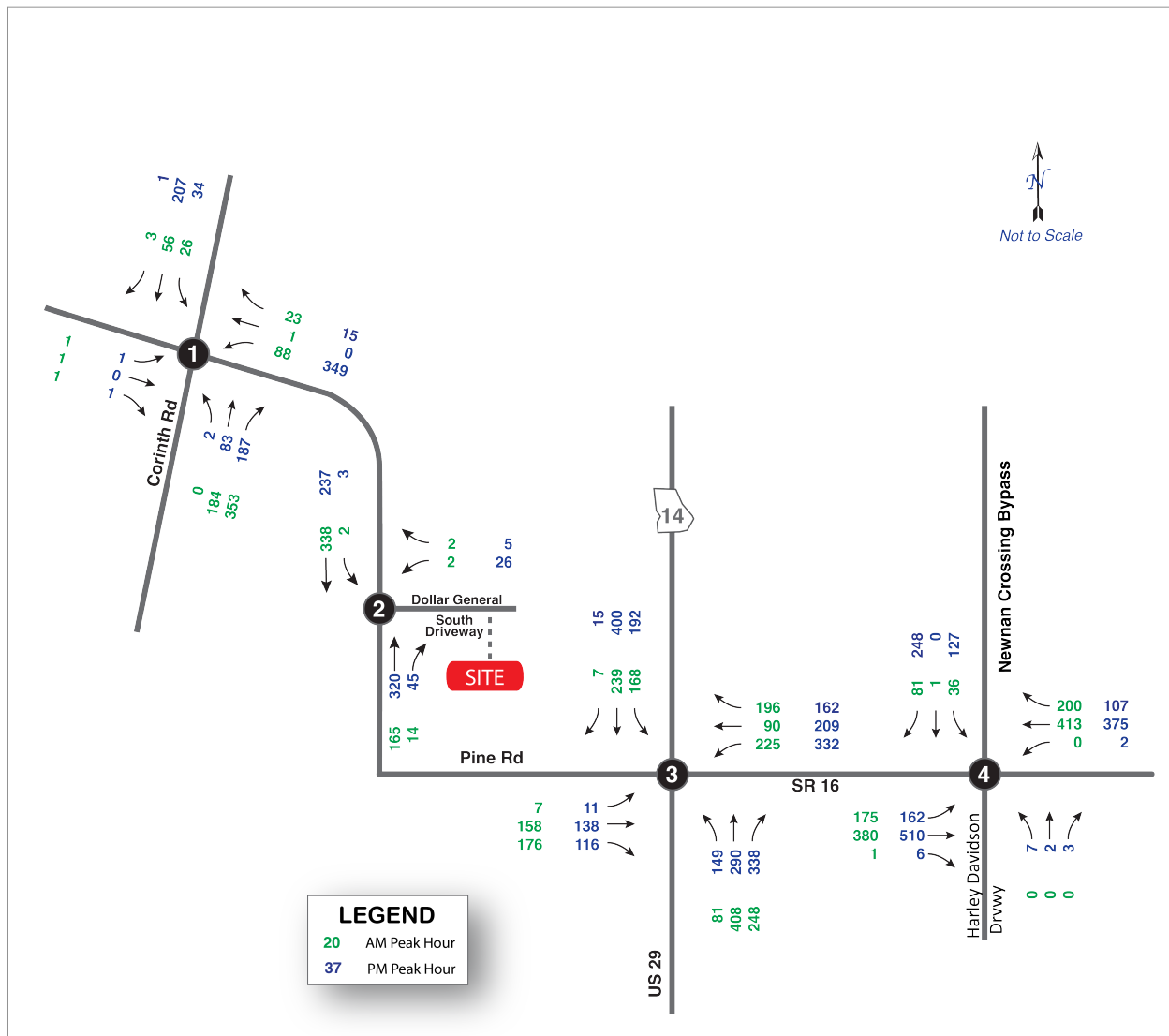
Figure 9: Generated Traffic



Build Traffic Volumes

The projected traffic volumes for the projected condition expected immediately after the development is constructed and occupied were calculated by adding the Generated Traffic Volumes (Figure 9) to the No-Build Traffic Volumes (Figure 6). The resulting Build Traffic Volumes are shown in Figure 10.

Figure 10: Build Traffic Volumes



6. Capacity Analysis

Capacity analysis for existing and projected conditions was conducted for the study intersections using Synchro 12 software by Trafficware. The intersection capacity analysis results are reported in terms of Level of Service (LOS), which is based on the average delay per vehicle in seconds. The LOS scales, as defined by the *Highway Capacity Manual (HCM)*, are presented in Table 6.

Table 6: HCM Level of Service Scales

LEVEL OF SERVICE	AVERAGE DELAY PER VEHICLE (SECONDS)	
	WITH STOP CONTROL	WITH SIGNAL CONTROL
A	≤10.0	≤10.0
B	10.1 to 15.0	10.1 to 20.0
C	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	>50.0	>80.0

LOS D is the minimum acceptable level of operation as prescribed by Coweta County standards.

Capacity Analysis Results

Detailed reports of the capacity analysis are included in the following appendices:

- Appendix D (Existing Conditions)
- Appendix E (No-Build Volumes)
- Appendix F (Build Volumes)

The results of capacity analysis are summarized in Table 7. The first value shown in each entry is the level of service, followed by the average delay per vehicle in seconds. For entries with a LOS F, a red font is used.

Table 7: Capacity Analysis Results

INT. No.	MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
		EXISTING VOLUMES	NO-BUILD VOLUMES	BUILD-VOLUMES	EXISTING VOLUMES	NO-BUILD VOLUMES	BUILD-VOLUMES
1 Corinth Rd & Pine Rd	EB Approach	B (12)	B (12.2)	B (12.2)	B (14)	B (14.2)	B (14.2)
	WB Approach	C (18)	C (18.9)	C (19)	F (139.9)	F (170.9)	F (174.2)
	NB Left Turn	A (0)	A (0)	A (0)	A (7.7)	A (7.7)	A (7.7)
	SB Left Turn	A (9.4)	A (9.5)	A (9.5)	A (8)	A (8)	A (8)
	Total Intersection	A (3.4)	A (3.5)	A (3.5)	F (59.5)	F (72.6)	F (74.1)
2 Pine Rd & Dollar General Drvwy	WB Approach	B (10.8)	B (10.9)	B (11.1)	B (13.8)	B (14.1)	B (14.5)
	SB Left Turn	A (0)	A (0)	A (0)	A (8.1)	A (8.1)	A (8.1)
	Total Intersection	A (0.2)	A (0.1)	A (0.3)	A (0.6)	A (0.6)	A (0.9)
3 SR 16 & US 29	EB Left Turn	B (14.3)	B (14.5)	B (14.6)	B (13.4)	B (13.6)	B (13.6)
	WB Left Turn	E (61)	E (66.9)	E (66.9)	F (115.9)	F (130.3)	F (133.3)
	NB Left Turn	B (11.3)	B (11.4)	B (11.4)	B (12.9)	B (15.3)	B (16.2)
	SB Left Turn	B (17.6)	B (18.5)	B (18.5)	B (12.9)	B (17.9)	B (19)
	Total Intersection	B (19.9)	C (20.7)	C (20.6)	C (28.2)	C (30.2)	C (31)
4 SR 16 & Newnan Crossing Bypass	EB Left Turn	A (9)	A (9.1)	A (9.1)	A (8.7)	A (8.8)	A (8.8)
	WB Left Turn	A (0)	A (0)	A (0)	A (8.5)	A (8.6)	A (8.6)
	NB Approach	A (0)	A (0)	A (0)	D (33)	E (35.4)	E (36.4)
	SB Approach	F (70)	F (81.7)	F (84.9)	F (296.6)	F (368.4)	F (389.5)
	Total Intersection	A (5.4)	A (5.9)	A (6.1)	D (32.5)	E (40.1)	E (42)

The capacity analysis shows the Dollar General driveway intersection currently operates at LOS B or better, while each of the other study intersections has at least one movement operating at LOS F.

Under projected No-Build volumes, levels of service remain essentially unchanged. The only variation occurs at Intersection 3 (SR 16 & US 29), which shifts from LOS B to LOS C; however, existing conditions were already near the LOS B/C threshold.

Projected Build volumes produce delays comparable to the No-Build condition, and overall levels of service remain unchanged.

7. Need for Turn Lanes

The construction of turn lanes at the Dollar General driveway is unwarranted. Capacity analysis shows all movements will operate at their existing level of service under Build conditions (LOS B or better).

The veterinary clinic is projected to generate 59 total inbound daily trips. Based on the distribution in Figure 8, this equates to approximately 51 daily right turns from Pine Road and 8 daily left turns. These volumes are minimal and remain well below GDOT turn-lane warrant thresholds.

Appendices

Appendix A, Traffic Count Data	A
Appendix B, Data from GDOT TADA	B
Appendix C, Site Plan	C
Appendix D, Capacity Analysis Reports, Existing Conditions	D
Appendix E, Capacity Analysis Reports, No-Build Volumes	E
Appendix F, Capacity Analysis Reports, Build Volumes	F

Appendix A, Traffic Count Data



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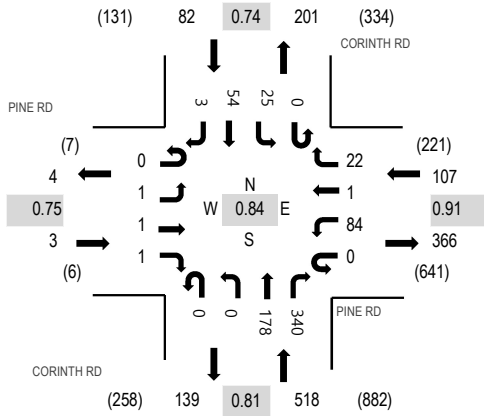
Location: 1 CORINTH RD & PINE RD AM

Date: Tuesday, January 27, 2026

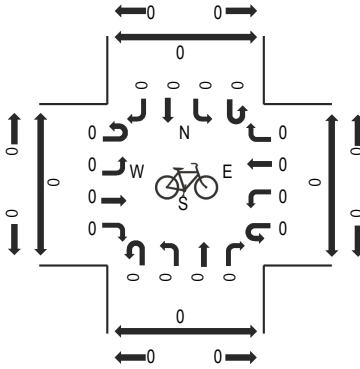
Peak Hour: 07:15 AM - 08:15 AM

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

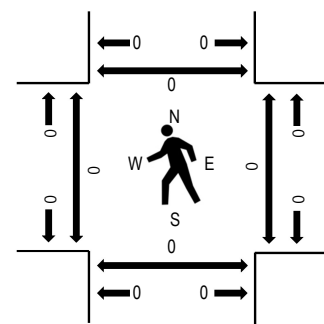
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINE RD Eastbound				PINE RD Westbound				CORINTH RD Northbound				CORINTH RD 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
6:30 AM	0	1	0	0	0	19	0	11	0	1	13	75	0	2	9	0	131	561	0	0	0	0
6:45 AM	0	0	1	0	0	20	0	14	0	0	28	65	0	3	4	0	135	641	0	0	0	0
7:00 AM	0	0	0	0	0	14	0	4	0	0	29	71	0	4	7	0	129	698	0	0	0	0
7:15 AM	0	0	1	0	0	15	0	4	0	0	39	97	0	2	7	1	166	710	0	0	0	0
7:30 AM	0	0	0	1	0	22	0	5	0	0	61	101	0	8	12	1	211	679	0	0	0	0
7:45 AM	0	1	0	0	0	24	0	9	0	0	48	79	0	10	20	1	192		0	0	0	0
8:00 AM	0	0	0	0	0	23	1	4	0	0	30	63	0	5	15	0	141		0	0	0	0
8:15 AM	0	1	0	0	0	30	0	2	0	0	30	52	0	2	16	2	135		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	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	1	1	0	0	80	0	22	0	0	173	325	0	20	50	2	674
Mediums	0	0	0	1	0	3	1	0	0	0	5	15	0	5	4	1	35
Total	0	1	1	1	0	84	1	22	0	0	178	340	0	25	54	3	710

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 %		33.3%				4.7%				3.9%				12.2%			5.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	100.0%	0.0%	4.8%	100.0%	0.0%	0.0%	0.0%	2.8%	4.4%	0.0%	20.0%	7.4%	33.3%	5.1%
Peak Hour Factor		0.75				0.91				0.81				0.74			0.84
Peak Hour Factor	0.00	0.50	0.50	0.25	0.00	0.83	0.25	0.59	0.00	0.25	0.73	0.86	0.00	0.63	0.79	0.50	0.84



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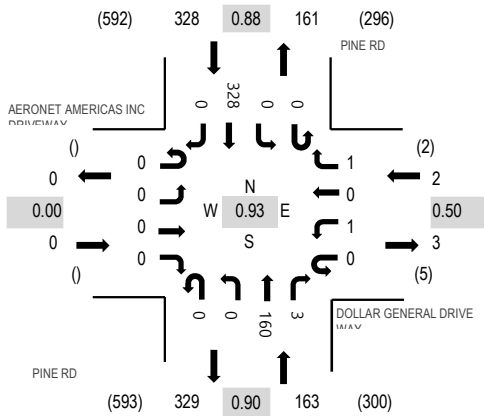
Location: 2 PINE RD & DOLLAR GENERAL DRIVEWAY AM

Date: Tuesday, January 27, 2026

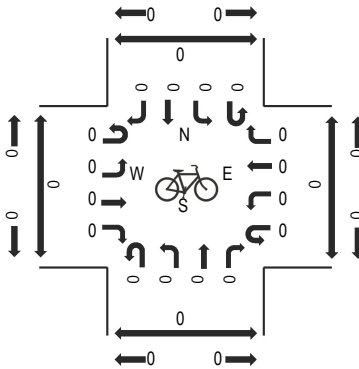
Peak Hour: 07:15 AM - 08:15 AM

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

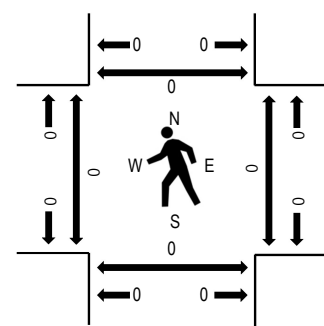
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AERONET AMERICAS INC DRIVEWAY				DOLLAR GENERAL DRIVEWAY				PINE RD Northbound				PINE RD 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
6:30 AM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	70	0	111	441	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	67	0	102	462	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	22	0	0	0	73	0	95	479	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	36	1	0	0	96	0	133	493	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	35	0	0	0	96	0	132	453	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	74	0	119		0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	44	2	0	0	62	0	109		0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	37	2	0	0	54	0	93		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	4	0	0	0	4	0	8
Lights	0	0	0	0	0	1	0	1	0	0	152	3	0	0	304	0	461
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	20	0	24
Total	0	0	0	0	0	1	0	1	0	0	160	3	0	0	328	0	493

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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	0.0%	0.0%	0.0%	7.3%	0.0%	6.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	7.3%	0.0%	6.5%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.90	0.50	0.00	0.00	0.88	0.00	0.93
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.89	0.50	0.00	0.00	0.88	0.00	0.93



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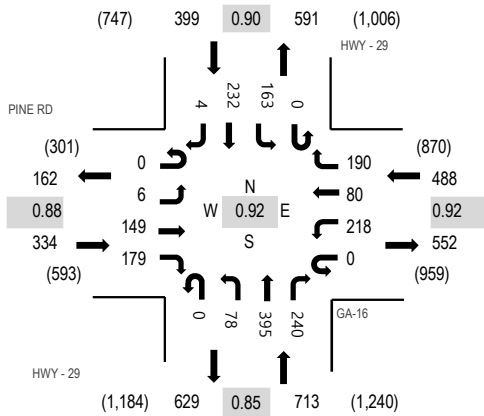
Location: 3 HWY - 29 & GA-16 AM

Date: Tuesday, January 27, 2026

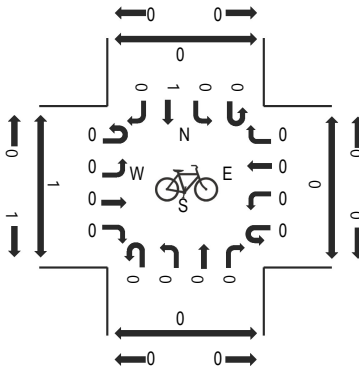
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

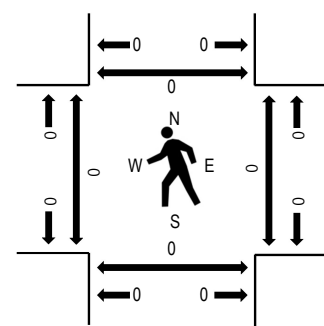
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINE RD Eastbound				GA-16 Westbound				HWY - 29 Northbound				HWY - 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
6:30 AM	0	0	33	35	0	45	18	23	0	21	58	42	0	21	41	0	337	1,583	0	0	0	0
6:45 AM	0	0	26	40	0	53	8	36	0	29	76	43	0	37	62	0	410	1,764	0	0	0	0
7:00 AM	0	1	32	39	0	44	7	48	0	15	65	44	0	21	69	0	385	1,878	0	0	0	0
7:15 AM	0	1	42	51	0	65	15	37	0	18	77	48	0	33	64	0	451	1,934	0	0	0	0
7:30 AM	0	1	51	46	0	55	21	41	0	18	106	68	0	50	61	0	518	1,867	0	0	0	0
7:45 AM	0	1	36	45	0	48	25	60	0	19	119	72	0	43	55	1	524		0	0	0	0
8:00 AM	0	3	20	37	0	50	19	52	0	23	93	52	0	37	52	3	441		0	0	0	0
8:15 AM	0	0	26	27	0	38	18	44	0	23	64	47	0	35	62	0	384		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	4	0	6	0	6	0	4	5	19	0	3	7	0	54
Lights	0	6	146	158	0	201	79	174	0	70	377	217	0	151	216	4	1,799
Mediums	0	0	3	17	0	11	1	10	0	4	13	4	0	9	9	0	81
Total	0	6	149	179	0	218	80	190	0	78	395	240	0	163	232	4	1,934

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 %		7.2%				7.0%				6.9%				7.0%			7.0%
Heavy Vehicle %	0.0%	0.0%	2.0%	11.7%	0.0%	7.8%	1.3%	8.4%	0.0%	10.3%	4.6%	9.6%	0.0%	7.4%	6.9%	0.0%	7.0%
Peak Hour Factor		0.88				0.92				0.85				0.90			0.92
Peak Hour Factor	0.00	0.50	0.79	0.89	0.00	0.84	0.83	0.82	0.00	0.72	0.83	0.83	0.00	0.83	0.93	0.33	0.92



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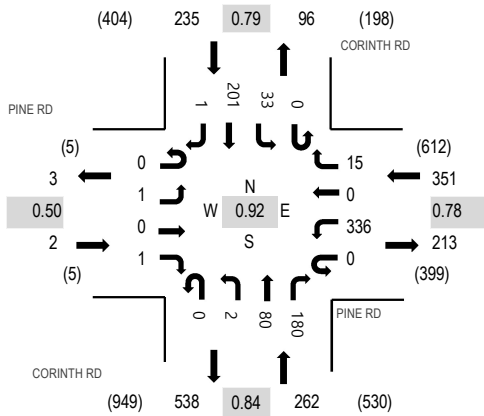
Location: 1 CORINTH RD & PINE RD PM

Date: Tuesday, January 27, 2026

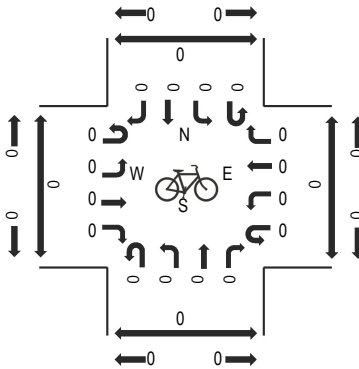
Peak Hour: 05:00 PM - 06:00 PM

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

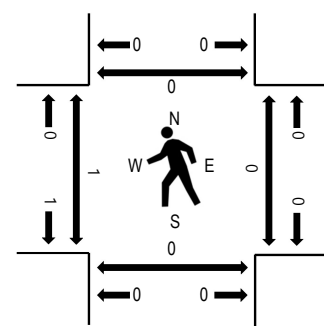
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINE RD Eastbound				PINE RD Westbound				CORINTH RD Northbound				CORINTH RD 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
4:30 PM	0	0	0	1	0	45	0	1	0	0	27	35	0	8	39	0	156	788	0	0	0	0
4:45 PM	0	0	0	0	0	69	0	2	0	0	25	43	0	3	44	0	186	844	0	0	0	0
5:00 PM	0	0	0	0	0	76	0	4	0	0	31	47	0	12	61	1	232	850	0	0	0	0
5:15 PM	0	1	0	1	0	108	0	4	0	0	19	36	0	4	41	0	214	801	0	0	0	0
5:30 PM	0	0	0	0	0	76	0	5	0	0	13	51	0	14	53	0	212	763	0	0	0	0
5:45 PM	0	0	0	0	0	76	0	2	0	2	17	46	0	3	46	0	192		1	0	0	0
6:00 PM	0	0	2	0	0	63	0	1	0	0	26	53	0	3	35	0	183		0	0	0	0
6:15 PM	0	0	0	0	0	78	2	0	0	0	20	39	0	0	37	0	176		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	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	0	1	0	331	0	15	0	2	80	178	0	32	200	1	840
Mediums	0	1	0	0	0	4	0	0	0	0	0	2	0	1	1	0	9
Total	0	1	0	1	0	336	0	15	0	2	80	180	0	33	201	1	850

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 %		50.0%				1.4%				0.8%				0.9%			1.2%
Heavy Vehicle %	0.0%	100.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	3.0%	0.5%	0.0%	1.2%
Peak Hour Factor		0.50				0.78				0.84				0.79			0.92
Peak Hour Factor	0.00	0.25	0.25	0.50	0.00	0.78	0.25	0.75	0.00	0.25	0.82	0.89	0.00	0.59	0.82	0.25	0.92



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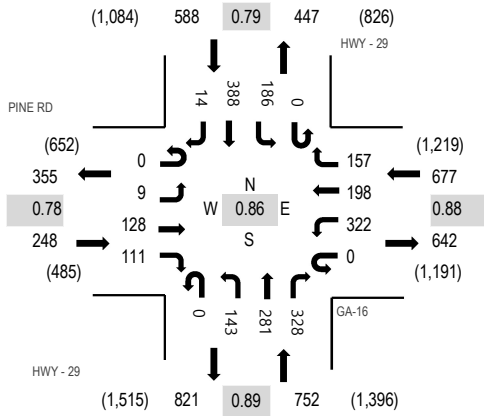
Location: 3 HWY - 29 & GA-16 PM

Date: Tuesday, January 27, 2026

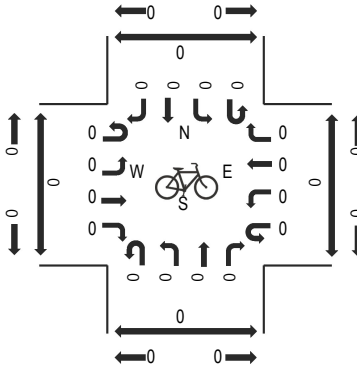
Peak Hour: 05:00 PM - 06:00 PM

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

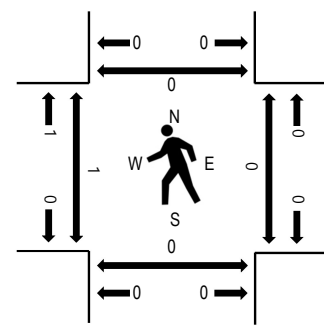
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINE RD Eastbound				GA-16 Westbound				HWY - 29 Northbound				HWY - 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
4:30 PM	0	2	24	31	0	64	30	41	0	32	63	72	0	46	75	2	482	2,159	0	0	0	1
4:45 PM	0	5	30	25	0	45	37	38	0	29	54	65	0	43	80	2	453	2,221	1	0	1	0
5:00 PM	0	4	45	32	0	83	58	52	0	33	80	87	0	59	124	2	659	2,265	1	0	0	0
5:15 PM	0	3	32	18	0	88	52	40	0	37	76	73	0	51	93	2	565	2,120	0	0	0	0
5:30 PM	0	1	19	38	0	72	45	36	0	42	69	100	0	36	82	4	544	2,025	0	0	0	0
5:45 PM	0	1	32	23	0	79	43	29	0	31	56	68	0	40	89	6	497		0	0	0	0
6:00 PM	0	0	30	36	0	69	48	33	0	35	61	70	0	46	86	0	514		0	0	0	0
6:15 PM	0	1	26	27	0	76	38	23	0	42	58	63	0	34	80	2	470		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	1	0	10	0	0	0	2	4	18	0	3	3	0	41
Lights	0	9	127	106	0	308	194	154	0	138	274	302	0	180	385	14	2,191
Mediums	0	0	1	4	0	4	4	3	0	3	3	8	0	3	0	0	33
Total	0	9	128	111	0	322	198	157	0	143	281	328	0	186	388	14	2,265

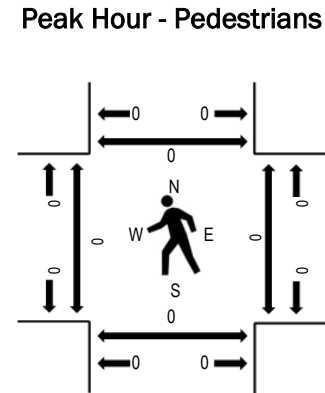
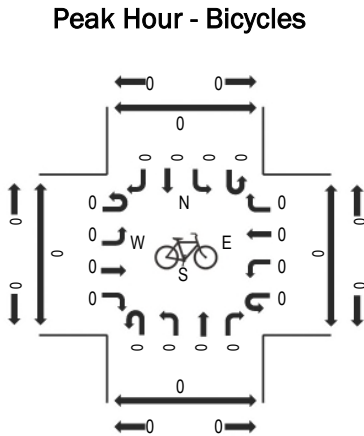
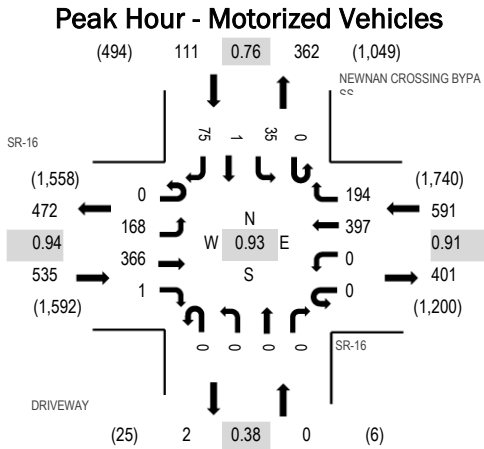
Heavy Vehicle Percentage and Peak Hour Factor

	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 %	2.4%				3.1%				5.1%				1.5%				3.3%
Heavy Vehicle %	0.0%	0.0%	0.8%	4.5%	0.0%	4.3%	2.0%	1.9%	0.0%	3.5%	2.5%	7.9%	0.0%	3.2%	0.8%	0.0%	3.3%
Peak Hour Factor	0.78				0.88				0.89				0.79				0.86
Peak Hour Factor	0.00	0.70	0.73	0.82	0.00	0.91	0.85	0.82	0.00	0.89	0.88	0.82	0.00	0.84	0.78	0.58	0.86



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Location: 4 Newnan Crossing Byp &
SR-16 AM **Date:** Tuesday, January
13, 2026 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR-16 Eastbound				SR-16 Westbound				DRIVEWAY Northbound				NEWNAN CROSSING BYPASS 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
7:00 AM	0	36	73	0	0	0	81	26	0	0	0	0	0	8	0	17	241	1,194	0	0	0	0
7:15 AM	0	33	94	0	0	0	100	45	0	0	0	0	0	6	0	23	301	1,237	0	0	0	0
7:30 AM	0	42	95	0	0	0	102	52	0	0	0	0	0	9	0	18	318	1,193	0	0	0	0
7:45 AM	0	57	85	0	0	0	110	52	0	0	0	0	0	9	0	21	334	1,130	0	0	0	0
8:00 AM	0	36	92	1	0	0	85	45	0	0	0	0	0	11	1	13	284	1,017	0	0	0	0
8:15 AM	0	35	65	2	0	1	79	38	0	0	0	2	0	20	0	15	257	936	0	0	0	0
8:30 AM	0	39	58	3	0	1	86	42	0	0	0	0	0	7	0	19	255	880	0	0	0	0
8:45 AM	0	29	50	5	0	2	86	22	0	0	0	0	0	8	0	19	221	810	0	0	0	0
9:00 AM	0	33	54	0	0	0	66	21	0	1	0	0	0	12	0	16	203	789	0	0	0	0
9:15 AM	0	23	59	0	0	0	70	23	0	0	0	0	0	10	0	16	201	786	0	0	0	0
9:30 AM	0	28	45	1	0	0	60	20	0	0	0	0	0	7	0	24	185	776	0	0	0	0
9:45 AM	0	36	53	1	0	0	58	23	0	0	0	0	0	9	0	20	200	802	0	0	0	0
10:00 AM	0	25	49	3	0	1	57	29	0	0	0	1	0	13	0	22	200	832	0	0	0	0
10:15 AM	0	31	46	2	0	0	63	18	0	0	1	0	0	11	0	19	191		0	0	0	0
10:30 AM	0	31	51	0	0	0	59	19	0	0	0	0	0	21	1	29	211		0	0	0	0
10:45 AM	0	36	55	0	0	0	75	23	0	1	0	0	0	12	0	28	230		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	2	23	0	0	0	21	2	0	0	0	0	0	2	0	0	50
Lights	0	165	328	1	0	0	356	188	0	0	0	0	0	33	1	74	1,146
Mediums	0	1	15	0	0	0	20	4	0	0	0	0	0	0	0	1	41
Total	0	168	366	1	0	0	397	194	0	0	0	0	0	35	1	75	1,237

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 %		7.7%				8.0%				0.0%				2.7%			7.4%
Heavy Vehicle %	0.0%	1.8%	10.4%	0.0%	0.0%	0.0%	10.3%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	5.7%	0.0%	1.3%	7.4%
Peak Hour Factor		0.94				0.91				0.38				0.76			0.93
Peak Hour Factor	0.00	0.75	0.96	0.55	0.00	0.50	0.90	0.93	0.00	0.25	0.25	0.25	0.00	0.68	0.25	0.84	0.93

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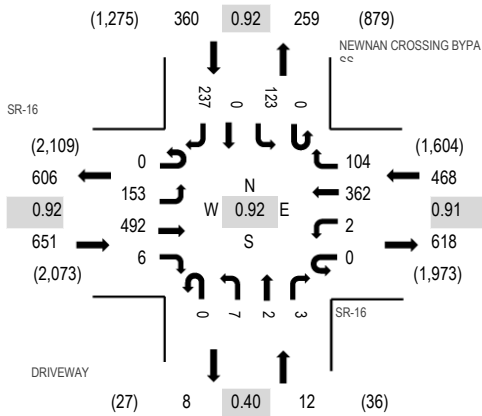
Location:4 Newnan Crossing Byp & &

SR-16 PM **Date:** Tuesday, January

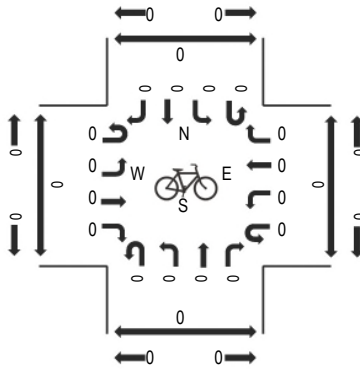
13, 2026 05:00 PM - 06:00 PM

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

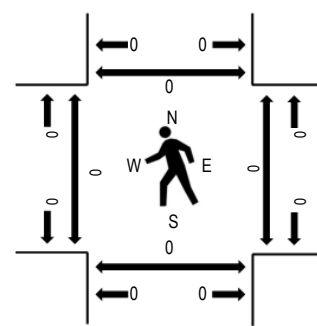
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR-16 Eastbound				SR-16 Westbound				DRIVEWAY Northbound				NEWNAN CROSSING 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
3:00 PM	0	25	83	0	0	0	68	18	0	1	0	0	0	21	1	48	265	1,185	0	0	0	0
3:15 PM	0	35	86	2	0	2	71	23	0	1	1	1	0	25	0	41	288	1,240	0	0	0	0
3:30 PM	0	36	92	0	0	0	92	18	0	1	1	0	0	24	0	56	320	1,257	0	0	0	0
3:45 PM	0	35	102	0	0	0	74	29	0	0	0	0	0	23	0	49	312	1,295	0	0	0	0
4:00 PM	0	26	106	0	0	0	81	19	0	1	0	0	0	34	0	53	320	1,297	0	0	2	0
4:15 PM	0	26	101	3	0	0	77	15	0	0	0	0	0	28	1	54	305	1,380	0	0	0	0
4:30 PM	0	40	98	0	0	0	108	23	0	0	0	0	0	28	0	61	358	1,459	0	0	0	0
4:45 PM	0	26	103	2	0	0	81	23	0	0	0	0	0	24	0	55	314	1,433	0	0	0	0
5:00 PM	0	40	137	0	0	0	101	25	0	1	0	1	0	28	0	70	403	1,491	0	0	0	0
5:15 PM	0	35	131	1	0	1	87	29	0	1	0	0	0	34	0	65	384	1,423	0	0	0	0
5:30 PM	0	37	122	0	0	1	56	23	0	2	1	0	0	34	0	56	332	1,321	0	0	0	0
5:45 PM	0	41	102	5	0	0	118	27	0	3	1	2	0	27	0	46	372	1,214	0	0	0	0
6:00 PM	0	46	83	3	0	2	71	22	0	9	4	4	0	28	1	62	335	1,015	0	0	0	0
6:15 PM	0	33	74	1	0	1	64	30	0	0	0	0	0	19	0	60	282		0	0	0	0
6:30 PM	0	17	61	0	0	0	60	21	0	0	0	0	0	25	0	41	225		0	0	0	0
6:45 PM	0	15	62	0	0	0	30	13	0	0	0	0	0	20	0	33	173		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	17	0	0	0	15	0	0	0	0	0	0	0	0	2	34
Lights	0	153	463	6	0	2	343	104	0	7	2	3	0	123	0	232	1,438
Mediums	0	0	12	0	0	0	4	0	0	0	0	0	0	0	0	3	19
Total	0	153	492	6	0	2	362	104	0	7	2	3	0	123	0	237	1,491

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 %		4.5%					4.1%					0.0%					1.4%				3.6%
Heavy Vehicle %	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	3.6%				
Peak Hour Factor		0.92					0.91					0.40					0.92				0.92
Peak Hour Factor	0.00	0.86	0.90	0.45	0.00	0.50	0.87	0.90	0.00	0.42	0.38	0.38	0.00	0.90	0.25	0.90	0.92				

Appendix B, Data from GDOT TADA

Annual Statistics

ID 077-0110

Data Item	2015	2016	2017	2018	2019	2020	2021
Statistics type	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	18,400	19,000	17,100	17,100	19,700	18,100	17,300
SU AADT	-	-	1,013	1,011	1,508	1,390	1,206
CU AADT	-	-	335	334	979	902	1,054
K-Factor	0.089	0.089	0.099	0.099	0.100	0.100	0.110
D-Factor	0.500	0.500	0.520	0.520	0.520	0.520	0.520
Future	-	24,500	27,400	29,300	31,400	31,400	34,300



Annual Statistics

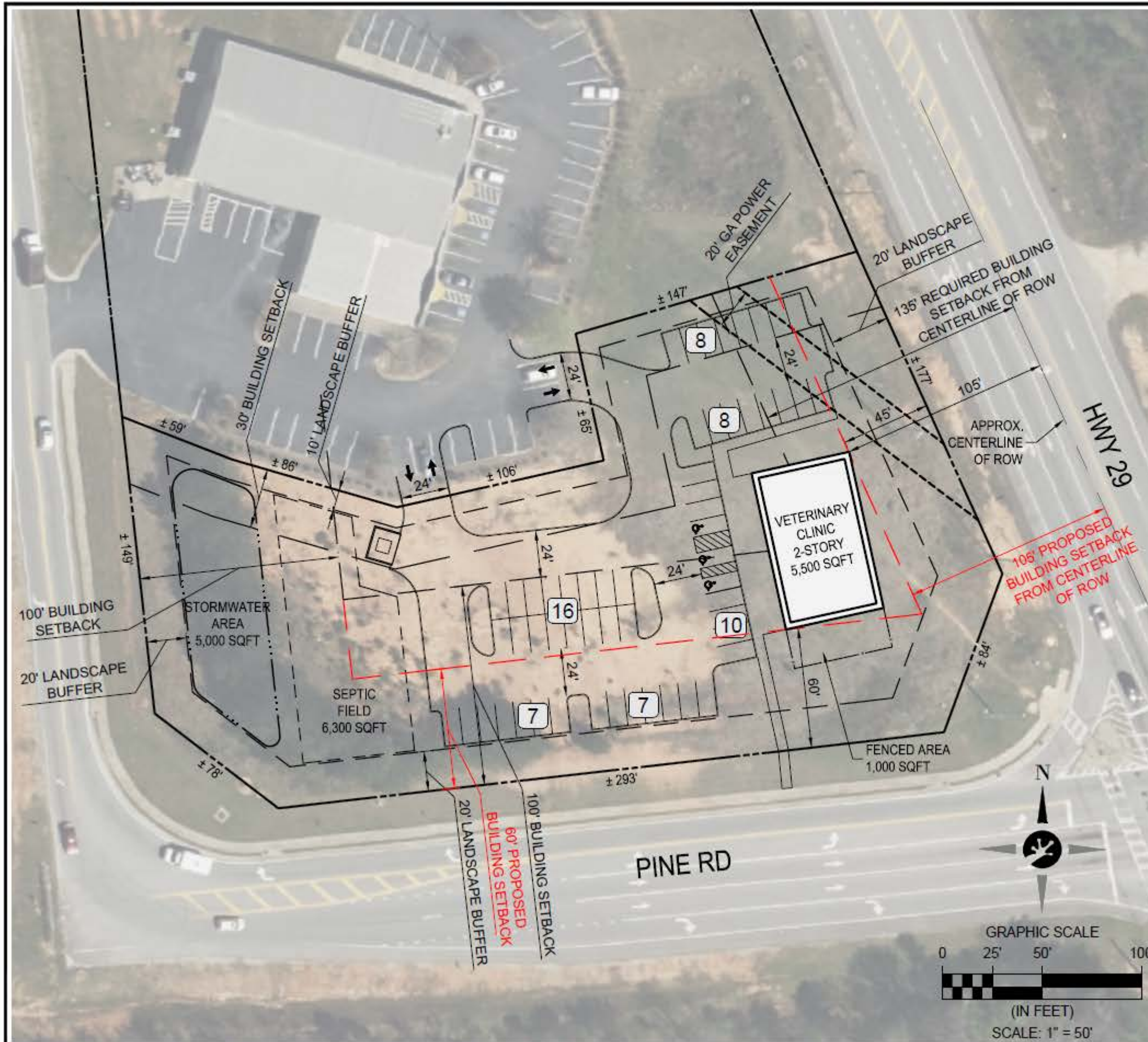
ID 077-0312

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Actual	Estimated
AADT	9,360	8,900	9,420	9,410	8,070	7,440	8,040	11,800	12,200	12,300
SU AADT	-	-	-	-	427	394	425	992	1,209	1,219
CU AADT	-	-	-	-	305	281	304	420	420	424
K-Factor	0.093	0.104	-	-	0.099	0.099	0.099	0.109	0.110	0.110
D-Factor	0.500	0.500	-	-	0.560	0.560	0.560	0.530	0.530	0.530
Future AADT	-	10,900	13,600	17,100	15,200	15,200	13,700	17,500	18,900	19,800



Traffic Study

Appendix C, Site Plan



VICINITY MAP

SITE DATA TABLE

ADDRESS	NWC OF HWY 29 & PINE RD
PARCEL ID	076 2072 020
JURISDICTION	COWETTA COUNTY
ZONING	M (INDUSTRIAL)
OVERLAY DISTRICT	QDCD (QUALITY DEVELOPMENT CORRIDOR OVERLAY DISTRICT)
EXISTING PARCEL SIZE	±1.72 AC
BUILDING SIZE	5,500 SQFT - 2-STORY

PARKING CALCULATIONS

PARKING REQUIRED	1 PER 200 SQFT = 33 REQUIRED SPACES
PARKING SPACE SIZE	90' x 18'
TOTAL PROPOSED	56 SPACES

BUILDING SETBACKS / LANDSCAPE BUFFERS

YARD	BUILDING	LANDSCAPE
FRONT (HWY 29)	135' FROM ROW CENTERLINE	20'
SIDE (PINE RD WEST)	100'	20'
SIDE (PINE RD SOUTH)	100'	20'
REAR (NORTH)	30'	10'

CONCEPTUAL PLAN NOTES:

- THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY.
- NO SITE VISIT HAS BEEN PERFORMED TO VERIFY EXISTING CONDITIONS.
- PROPERTY BOUNDARIES ARE BASED ON COUNTY GIS DATA.
- SITE CONDITIONS OR REGULATORY CONSTRAINTS MAY LIMIT DEVELOPMENT FEASIBILITY, WHICH HAS NOT BEEN VERIFIED.
- UTILITY AVAILABILITY AND CAPACITY HAVE NOT BEEN VERIFIED.
- NO ENGINEERING ANALYSIS OF STORMWATER MANAGEMENT OR GRADING HAS BEEN PERFORMED.
- ADDITIONAL ANALYSIS AND DESIGN WILL BE REQUIRED TO PREPARE A SITE PLAN THAT COMPLIES WITH APPLICABLE CODES.
- ALL DEVELOPMENT AND PURCHASE DECISIONS ARE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER.

CONCEPTUAL PLAN LEGEND:

- EXISTING PROPERTY BOUNDARY
- REQUIRED BUILDING SETBACK LINE
- PROPOSED BUILDING SETBACK LINE
- LANDSCAPE BUFFER LINE
- STORMWATER AREA
- SEPTIC FIELD
- GA POWER EASEMENT
- PARKING COUNT

CONCEPTUAL SITE PLAN
SWEETWATER VETERINARY CLINIC
NWC OF HWY 29 & PINE RD
NEWNAN, GA 30263

DATE: 1/7/2026
SCALE: 1" = 50'

CONCEPTUAL SITE PLAN
NOT FOR CONSTRUCTION

VERSION 3.2
Page 2 of 301

Appendix D, Capacity Analysis Reports, Existing Conditions

HCM 7th TWSC
1: Corinth Rd & Pine Rd

Existing Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔		↔	↔	↔
Traffic Vol, veh/h	1	1	1	84	1	22	0	178	340	25	54	3
Future Vol, veh/h	1	1	1	84	1	22	0	178	340	25	54	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	185	-	-	-	295	-	115
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	2	-	-	4	-	-	-3	-	-	4	-
Peak Hour Factor	50	50	25	83	25	59	25	73	86	63	79	50
Heavy Vehicles, %	0	0	0	5	100	0	0	3	4	20	7	33
Mvmt Flow	2	2	4	101	4	37	0	244	395	40	68	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	394	787	68	590	595	442	74	0	0	639	0	0
Stage 1	148	148	-	442	442	-	-	-	-	-	-	-
Stage 2	246	639	-	149	154	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.9	6.4	7.95	8.3	6.6	4.1	-	-	4.3	-	-
Critical Hdwy Stg 1	6.5	5.9	-	6.95	7.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.9	-	6.95	7.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.9	3.3	2.2	-	-	2.38	-	-
Pot Cap-1 Maneuver	545	299	997	364	272	590	1538	-	-	864	-	-
Stage 1	846	766	-	534	399	-	-	-	-	-	-	-
Stage 2	742	441	-	819	596	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	480	285	997	343	259	590	1538	-	-	864	-	-
Mov Cap-2 Maneuver	480	285	-	343	259	-	-	-	-	-	-	-
Stage 1	807	731	-	534	399	-	-	-	-	-	-	-
Stage 2	688	441	-	776	569	-	-	-	-	-	-	-

Synchro 12 Report

HCM 7th TWSC
1: Corinth Rd & Pine Rd

Existing Volumes
AM Peak Hour

Approach	EB	WB	NB	SB					
HCM Ctrl Dly, s/v	11.94	18.01	0	3.26					
HCM LOS	B	C							
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn	WBLn	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	527	339	590	864	-	-
HCM Lane V/C Ratio	-	-	-0.015	0.31	0.063	0.046		-	-
HCM Ctrl Dly (s/v)	0	-	-	11.9	20.3	11.5	9.4	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.2	0.1	-	-

HCM 7th TWSC
2: Pine Rd & Dollar General

Existing Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations   

Traffic Vol, veh/h 1 1 160 3 0 328

Future Vol, veh/h 1 1 160 3 0 328

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 - 2 - - -1

Peak Hour Factor 25 25 89 50 92 88

Heavy Vehicles, % 0 0 5 0 0 7

Mvmt Flow 4 4 180 6 0 373

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 556 183 0 0 186 0

Stage 1 183 - - - - -

Stage 2 373 - - - - -

Critical Hdwy 6.4 6.2 - - 4.1 -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 - - 2.2 -

Pot Cap-1 Maneuver 496 865 - - 1401 -

Stage 1 853 - - - - -

Stage 2 701 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 496 865 - - 1401 -

Mov Cap-2 Maneuver 496 - - - - -

Stage 1 853 - - - - -

Stage 2 701 - - - - -

Synchro 12 Report

HCM 7th TWSC
2: Pine Rd & Dollar General

Existing Volumes
AM Peak Hour

Approach	WB	NB	SB		
HCM Ctrl Dly, s/v	10.78	0	0		
HCM LOS	B				
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	630	1401	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Ctrl Dly (s/v)	-	-	10.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Phasings
3: US 29 & Pine Rd/SR 16

Existing Volumes
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	149	170	218	80	190	78	395	240	163	232	4
Future Volume (vph)	6	149	170	218	80	190	78	395	240	163	232	4
Satd. Flow (prot)	1796	3522	1435	3291	1909	1518	1649	3455	1476	1712	3424	1639
Flt Permitted	0.695			0.950			0.597			0.408		
Satd. Flow (perm)	1314	3522	1435	3291	1909	1518	1036	3455	1476	735	3424	1639
Satd. Flow (RTOR)			205			232			289			205
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.50	0.79	0.89	0.84	0.83	0.82	0.72	0.83	0.83	0.83	0.93	0.33
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	12%	8%	1%	8%	10%	5%	10%	7%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	189	191	260	96	232	108	476	289	196	249	12
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		6
Total Split (s)	11.0	15.0	15.0	11.0	15.0	15.0	11.0	43.0	43.0	11.0	43.0	43.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	4.5
Act Effct Green (s)	13.0	8.0	8.0	5.0	17.1	17.1	19.0	14.0	14.0	20.4	18.0	18.0
Actuated g/C Ratio	0.23	0.14	0.14	0.09	0.30	0.30	0.34	0.25	0.25	0.36	0.32	0.32
v/c Ratio	0.03	0.38	0.50	0.88	0.17	0.37	0.27	0.55	0.49	0.55	0.23	0.02
Control Delay (s/veh)	14.3	25.0	9.0	61.0	18.6	5.8	11.3	20.9	5.8	17.6	15.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.3	25.0	9.0	61.0	18.6	5.8	11.3	20.9	5.8	17.6	15.8	0.0
LOS	B	C	A	E	B	A	B	C	A	B	B	A
Approach Delay (s/veh)		16.9			32.3			14.7			16.1	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	3	31	0	48	22	0	22	76	0	41	35	0
Queue Length 95th (ft)	7	54	47	#113	67	43	37	106	39	72	62	0
Internal Link Dist (ft)		492			1688			514			421	

Synchro 12 Report

Phasings
3: US 29 & Pine Rd/SR 16

Existing Volumes
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	220		220	500		500	220		400	280		280
Base Capacity (vph)	348	567	403	294	580	623	405	2288	1075	354	2359	1193
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.33	0.47	0.88	0.17	0.37	0.27	0.21	0.27	0.55	0.11	0.01

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 56.2

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 19.8

Intersection LOS: B

Intersection Capacity Utilization 49.1%

ICU Level of Service A

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 29 & Pine Rd/SR 16



HCM 7th TWSC
4: Harley Davidson/New Crossing Byp & SR 16

Existing Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	168	366	1	0	397	194	0	0	0	35	1	75
Future Vol, veh/h	168	366	1	0	397	194	0	0	0	35	1	75
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	-	-	Free	-	-	None	-	-	Free
Storage Length	600	-	0	250	-	300	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	2	-	-	-1	-	-	1	-
Peak Hour Factor	75	96	55	50	90	93	92	92	92	68	25	84
Heavy Vehicles, %	2	10	0	0	10	3	0	0	0	6	0	1
Mvmt Flow	224	381	2	0	441	209	0	0	0	51	4	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	0	383	0	0	1272	1270	381	1270	1272	-
Stage 1	-	-	-	-	-	-	829	829	-	441	441	-
Stage 2	-	-	-	-	-	-	443	441	-	829	831	-
Critical Hdwy	4.12	-	-	4.1	-	-	6.9	6.3	6.1	7.36	6.7	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.36	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.36	5.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.554	4	-
Pot Cap-1 Maneuver	119	-	-	1186	-	0	156	182	678	132	158	0
Stage 1	-	-	-	-	-	0	385	406	-	573	566	0
Stage 2	-	-	-	-	-	0	612	595	-	343	370	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	119	-	-	1186	-	-	122	145	678	106	126	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	145	-	106	126	-
Stage 1	-	-	-	-	-	-	308	325	-	573	566	-
Stage 2	-	-	-	-	-	-	608	595	-	274	296	-

Synchro 12 Report

HCM 7th TWSC

4: Harley Davidson/New Crossing Byp & SR 16

Existing Volumes

AM Peak Hour

Approach	EB	WB		NB		SB		
HCM Ctrl Dly, s/v	3.33	0		0		70.12		
HCM LOS				A		F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1119	-	-	1186	-	107	-
HCM Lane V/C Ratio	-	0.2	-	-	-	-	0.518	-
HCM Ctrl Dly (s/v)	0	9	-	-	0	-	70.1	0
HCM Lane LOS	A	A	-	-	A	-	F	A
HCM 95th %tile Q(veh)	-	0.7	-	-	0	-	2.4	-

HCM 7th TWSC
1: Corinth Rd & Pine Rd

Existing Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 59.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	↕
Traffic Vol, veh/h	1	0	1	336	0	15	2	80	180	33	201	1
Future Vol, veh/h	1	0	1	336	0	15	2	80	180	33	201	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	185	-	-	-	295	-	115
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	2	-	-	4	-	-	-3	-	-	4	-
Peak Hour Factor	25	25	50	78	25	75	25	82	89	59	82	25
Heavy Vehicles, %	100	0	0	2	0	0	0	0	1	3	1	0
Mvmt Flow	4	0	2	431	0	20	8	98	202	56	245	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	471	673	245	572	576	199	249	0	0	300	0	0
Stage 1	357	357	-	215	215	-	-	-	-	-	-	-
Stage 2	114	316	-	357	361	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.9	6.4	7.92	7.3	6.6	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	7.5	5.9	-	6.92	6.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.9	-	6.92	6.3	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.518	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	354	352	788~	380	379	829	1328	-	-	1256	-	-
Stage 1	480	607	-	751	695	-	-	-	-	-	-	-
Stage 2	692	636	-	610	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	328	334	788~	359	360	829	1328	-	-	1256	-	-
Mov Cap-2 Maneuver	328	334	-~	359	360	-	-	-	-	-	-	-
Stage 1	459	580	-	745	690	-	-	-	-	-	-	-
Stage 2	670	631	-	582	555	-	-	-	-	-	-	-

Synchro 12 Report

HCM 7th TWSC
1: Corinth Rd & Pine Rd

Existing Volumes
PM Peak Hour

Approach	EB	WB		NB		SB			
HCM Ctrl Dly, s/v	13.98	139.91		0.2		1.47			
HCM LOS	B	F							
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn	WBLn	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	41	-	-	407	359	829	1256	-	-
HCM Lane V/C Ratio	0.006	-	-	0.015	1.199	0.024	0.045	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	14	146	9.5	8	-	-
HCM Lane LOS	A	A	-	B	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	17.9	0.1	0.1	-	-
Notes									
~: Volume exceeds capacity		\$: Delay exceeds 300s							
+: Computation Not Defined		*: All major volume in platoon							

HCM 7th TWSC
2: Pine Rd & Dollar General

Existing Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	16	3	310	37	2	230
Future Vol, veh/h	16	3	310	37	2	230
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	-	2	-	-	-1
Peak Hour Factor	71	63	92	71	50	74
Heavy Vehicles, %	6	0	2	5	0	2
Mvmt Flow	23	5	337	52	4	311

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	682	363	0
Stage 1	363	-	-
Stage 2	319	-	-
Critical Hdwy	6.46	6.2	-
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.3	-
Pot Cap-1 Maneuver	409	686	-
Stage 1	695	-	-
Stage 2	728	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	408	686	-
Mov Cap-2 Maneuver	408	-	-
Stage 1	695	-	-
Stage 2	725	-	-

Synchro 12 Report

HCM 7th TWSC
2: Pine Rd & Dollar General

Existing Volumes
PM Peak Hour

Approach	WB	NB	SB		
HCM Ctrl Dly, s/v	13.75	0	0.1		
HCM LOS	B				
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	439	23	-
HCM Lane V/C Ratio	-	-	0.062	0.003	-
HCM Ctrl Dly (s/v)	-	-	13.7	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Phasings
3: US 29 & Pine Rd/SR 16

Existing Volumes
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	128	111	322	198	157	143	281	328	186	388	14
Future Volume (vph)	9	128	111	322	198	157	143	281	328	186	388	14
Satd. Flow (prot)	1796	3556	1530	3418	1891	1607	1744	3522	1503	1779	3628	1639
Flt Permitted	0.613			0.950			0.371			0.548		
Satd. Flow (perm)	1159	3556	1530	3418	1891	1607	681	3522	1503	1026	3628	1639
Satd. Flow (RTOR)			205			205			400			205
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.70	0.73	0.82	0.91	0.85	0.82	0.89	0.88	0.82	0.84	0.78	0.58
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	5%	4%	2%	2%	4%	3%	8%	3%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	175	135	354	233	191	161	319	400	221	497	24
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		6
Total Split (s)	11.0	15.0	15.0	11.0	15.0	15.0	12.0	43.0	43.0	11.0	42.0	42.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	4.5
Act Effct Green (s)	12.8	7.8	7.8	5.0	16.9	16.9	18.2	12.2	12.2	17.8	15.4	15.4
Actuated g/C Ratio	0.24	0.14	0.14	0.09	0.31	0.31	0.34	0.23	0.23	0.33	0.28	0.28
v/c Ratio	0.04	0.34	0.34	1.12	0.40	0.30	0.46	0.40	0.62	0.54	0.48	0.04
Control Delay (s/veh)	13.4	23.7	3.9	115.9	22.3	4.9	14.8	19.4	7.0	17.2	19.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.4	23.7	3.9	115.9	22.3	4.9	14.8	19.4	7.0	17.2	19.1	0.1
LOS	B	C	A	F	C	A	B	B	A	B	B	A
Approach Delay (s/veh)		15.0			60.6			12.9			18.0	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)	3	27	0	~72	55	0	32	47	0	45	75	0
Queue Length 95th (ft)	10	44	9	#162	#175	32	64	77	41	79	98	0
Internal Link Dist (ft)		492			1688			514			421	

Synchro 12 Report

Phasings
3: US 29 & Pine Rd/SR 16

Existing Volumes
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	220		220	500		500	220		400	280		280
Base Capacity (vph)	333	594	426	317	589	641	347	2419	1157	406	2526	1203
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.29	0.32	1.12	0.40	0.30	0.46	0.13	0.35	0.54	0.20	0.02

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 54.2

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay (s/veh): 28.2

Intersection LOS: C

Intersection Capacity Utilization 52.0%

ICU Level of Service A

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 29 & Pine Rd/SR 16



Synchro 12 Report

HCM 7th TWSC
4: Harley Davidson/New Crossing Byp & SR 16

Existing Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 32.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	153	492	6	2	362	104	7	2	3	123	0	237
Future Vol, veh/h	153	492	6	2	362	104	7	2	3	123	0	237
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	-	-	Free	-	-	None	-	-	Free
Storage Length	600	-	0	250	-	300	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	2	-	-	-1	-	-	1	-
Peak Hour Factor	86	90	45	50	87	90	42	38	38	90	25	90
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	2
Mvmt Flow	178	547	13	4	416	116	17	5	8	137	0	263

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	560	0	0	1327	1327	547	1329	1340	-
Stage 1	-	-	-	-	-	-	902	902	-	424	424	-
Stage 2	-	-	-	-	-	-	424	424	-	905	916	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.9	6.3	6.1	7.3	6.7	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	-
Pot Cap-1 Maneuver	154	-	-	1021	-	0	144	169	549	~ 124	143	0
Stage 1	-	-	-	-	-	0	352	377	-	598	577	0
Stage 2	-	-	-	-	-	0	626	605	-	317	336	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	154	-	-	1021	-	-	121	142	549	~ 100	120	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	142	-	~ 100	120	-
Stage 1	-	-	-	-	-	-	298	319	-	595	574	-
Stage 2	-	-	-	-	-	-	624	602	-	260	285	-

Synchro 12 Report

HCM 7th TWSC

4: Harley Davidson/New Crossing Byp & SR 16

Existing Volumes
PM Peak Hour

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	2.09		0.08		33.01		296.64	
HCM LOS					D		F	
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	158	1154	-	-	1021	-	100	-
HCM Lane V/C Ratio	0.189	0.154	-	-	0.004	-	1.373	-
HCM Ctrl Dly (s/v)	33	8.7	-	-	8.5	-	296.6	0
HCM Lane LOS	D	A	-	-	A	-	F	A
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0	-	9.8	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

Appendix E, Capacity Analysis Reports, No-Build Volumes

HCM 7th TWSC
1: Corinth Rd & Pine Rd

No-Build Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔		↔	↔	↔
Traffic Vol, veh/h	1	1	1	87	1	23	0	184	351	26	56	3
Future Vol, veh/h	1	1	1	87	1	23	0	184	351	26	56	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	185	-	-	-	295	-	115
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	2	-	-	4	-	-	-3	-	-	4	-
Peak Hour Factor	50	50	25	83	25	59	25	73	86	63	79	50
Heavy Vehicles, %	0	0	0	5	100	0	0	3	4	20	7	33
Mvmt Flow	2	2	4	105	4	39	0	252	408	41	71	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	407	814	71	611	616	456	77	0	0	660	0	0
Stage 1	153	153	-	456	456	-	-	-	-	-	-	-
Stage 2	254	660	-	154	159	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.9	6.4	7.95	8.3	6.6	4.1	-	-	4.3	-	-
Critical Hdwy Stg 1	6.5	5.9	-	6.95	7.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.9	-	6.95	7.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.9	3.3	2.2	-	-	2.38	-	-
Pot Cap-1 Maneuver	533	287	993	351	262	578	1535	-	-	848	-	-
Stage 1	839	761	-	523	391	-	-	-	-	-	-	-
Stage 2	734	430	-	812	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	466	273	993	330	250	578	1535	-	-	848	-	-
Mov Cap-2 Maneuver	466	273	-	330	250	-	-	-	-	-	-	-
Stage 1	798	724	-	523	391	-	-	-	-	-	-	-
Stage 2	677	430	-	768	563	-	-	-	-	-	-	-

Synchro 12 Report

HCM 7th TWSC
1: Corinth Rd & Pine Rd

No-Build Volumes
AM Peak Hour

Approach	EB	WB	NB	SB					
HCM Ctrl Dly, s/v	12.15	18.88	0	3.3					
HCM LOS	B	C							
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn	WBLn	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	512	326	578	848	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.334	0.067	0.049	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.1	21.5	11.7	9.5	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.4	0.2	0.2	-	-

HCM 7th TWSC
2: Pine Rd & Dollar General

No-Build Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations   

Traffic Vol, veh/h 1 1 165 3 0 338

Future Vol, veh/h 1 1 165 3 0 338

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 - 2 - - -1

Peak Hour Factor 25 25 89 50 92 88

Heavy Vehicles, % 0 0 5 0 0 7

Mvmt Flow 4 4 185 6 0 384

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 572 188 0 0 191 0

Stage 1 188 - - - - -

Stage 2 384 - - - - -

Critical Hdwy 6.4 6.2 - - 4.1 -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 - - 2.2 -

Pot Cap-1 Maneuver 485 859 - - 1394 -

Stage 1 849 - - - - -

Stage 2 693 - - - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 485 859 - - 1394 -

Mov Cap-2 Maneuver 485 - - - - -

Stage 1 849 - - - - -

Stage 2 693 - - - - -

Synchro 12 Report

HCM 7th TWSC
2: Pine Rd & Dollar General

No-Build Volumes
AM Peak Hour

Approach	WB	NB	SB		
HCM Ctrl Dly, s/v	10.89	0	0		
HCM LOS	B				
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	620	1394	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Ctrl Dly (s/v)	-	-	10.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Phasings
3: US 29 & Pine Rd/SR 16

No-Build Volumes
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	154	175	225	83	196	80	408	248	168	239	4
Future Volume (vph)	6	154	175	225	83	196	80	408	248	168	239	4
Satd. Flow (prot)	1796	3522	1435	3291	1909	1518	1649	3455	1476	1712	3424	1639
Flt Permitted	0.692			0.950			0.593			0.395		
Satd. Flow (perm)	1308	3522	1435	3291	1909	1518	1029	3455	1476	712	3424	1639
Satd. Flow (RTOR)			205			239			299			205
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.50	0.79	0.89	0.84	0.83	0.82	0.72	0.83	0.83	0.83	0.93	0.33
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	12%	8%	1%	8%	10%	5%	10%	7%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	195	197	268	100	239	111	492	299	202	257	12
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		6
Total Split (s)	11.0	15.0	15.0	11.0	15.0	15.0	11.0	43.0	43.0	11.0	43.0	43.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	4.5
Act Effct Green (s)	13.1	8.1	8.1	5.0	17.2	17.2	19.3	14.3	14.3	20.7	18.3	18.3
Actuated g/C Ratio	0.23	0.14	0.14	0.09	0.30	0.30	0.34	0.25	0.25	0.37	0.32	0.32
v/c Ratio	0.03	0.39	0.52	0.92	0.17	0.38	0.27	0.56	0.50	0.58	0.23	0.02
Control Delay (s/veh)	14.5	25.3	9.5	66.9	18.8	5.8	11.4	21.0	5.8	18.5	15.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	25.3	9.5	66.9	18.8	5.8	11.4	21.0	5.8	18.5	15.8	0.0
LOS	B	C	A	E	B	A	B	C	A	B	B	A
Approach Delay (s/veh)		17.3			34.9			14.8			16.5	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	3	32	0	50	23	0	23	79	0	43	37	0
Queue Length 95th (ft)	7	56	50	#118	69	44	38	110	39	74	64	0
Internal Link Dist (ft)		492			1688			514			421	

Synchro 12 Report

Phasings
3: US 29 & Pine Rd/SR 16

No-Build Volumes
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	220		220	500		500	220		400	280		280
Base Capacity (vph)	346	563	401	292	579	626	406	2273	1073	349	2344	1186
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.35	0.49	0.92	0.17	0.38	0.27	0.22	0.28	0.58	0.11	0.01

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 56.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 20.7

Intersection LOS: C

Intersection Capacity Utilization 50.0%

ICU Level of Service A

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 29 & Pine Rd/SR 16



HCM 7th TWSC
4: Harley Davidson/New Crossing Byp & SR 16

No-Build Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	173	378	1	0	410	200	0	0	0	36	1	77
Future Vol, veh/h	173	378	1	0	410	200	0	0	0	36	1	77
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	-	-	Free	-	-	None	-	-	Free
Storage Length	600	-	0	250	-	300	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	2	-	-	-1	-	-	1	-
Peak Hour Factor	75	96	55	50	90	93	92	92	92	68	25	84
Heavy Vehicles, %	2	10	0	0	10	3	0	0	0	6	0	1
Mvmt Flow	231	394	2	0	456	215	0	0	0	53	4	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	396	0	0	1313	1311	394	1311	1312	-
Stage 1	-	-	-	-	-	-	855	855	-	456	456	-
Stage 2	-	-	-	-	-	-	458	456	-	855	857	-
Critical Hdwy	4.12	-	-	4.1	-	-	6.9	6.3	6.1	7.36	6.7	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.36	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.36	5.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.554	4	-
Pot Cap-1 Maneuver	105	-	-	1174	-	0	147	172	667	124	149	0
Stage 1	-	-	-	-	-	0	373	396	-	562	558	0
Stage 2	-	-	-	-	-	0	602	586	-	331	359	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	105	-	-	1174	-	-	113	136	667	98	118	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	136	-	98	118	-
Stage 1	-	-	-	-	-	-	295	313	-	562	558	-
Stage 2	-	-	-	-	-	-	598	586	-	262	284	-

Synchro 12 Report

HCM 7th TWSC

4: Harley Davidson/New Crossing Byp & SR 16

No-Build Volumes

AM Peak Hour

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	3.36		0		0		81.71	
HCM LOS					A		F	
Minor Lane/Major Mvmt								
	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1105	-	-	1174	-	99	-
HCM Lane V/C Ratio	-	0.209	-	-	-	-	0.574	-
HCM Ctrl Dly (s/v)	0	9.1	-	-	0	-	81.7	0
HCM Lane LOS	A	A	-	-	A	-	F	A
HCM 95th %tile Q(veh)	-	0.8	-	-	0	-	2.7	-

HCM 7th TWSC
1: Corinth Rd & Pine Rd

No-Build Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 72.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	↕
Traffic Vol, veh/h	1	0	1	347	0	15	2	83	186	34	207	1
Future Vol, veh/h	1	0	1	347	0	15	2	83	186	34	207	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	185	-	-	-	295	-	115
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	2	-	-	4	-	-	-3	-	-	4	-
Peak Hour Factor	25	25	50	78	25	75	25	82	89	59	82	25
Heavy Vehicles, %	100	0	0	2	0	0	0	0	1	3	1	0
Mvmt Flow	4	0	2	445	0	20	8	101	209	58	252	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	485	694	252	589	593	206	256	0	0	310	0	0
Stage 1	368	368	-	222	222	-	-	-	-	-	-	-
Stage 2	117	326	-	368	372	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.9	6.4	7.92	7.3	6.6	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	7.5	5.9	-	6.92	6.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.9	-	6.92	6.3	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.518	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	345	341	780	~ 368	369	821	1320	-	-	1245	-	-
Stage 1	472	600	-	743	689	-	-	-	-	-	-	-
Stage 2	688	629	-	601	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	323	780	~ 348	349	821	1320	-	-	1245	-	-
Mov Cap-2 Maneuver	319	323	-	~ 348	349	-	-	-	-	-	-	-
Stage 1	450	572	-	738	684	-	-	-	-	-	-	-
Stage 2	666	624	-	572	547	-	-	-	-	-	-	-

Synchro 12 Report

HCM 7th TWSC
1: Corinth Rd & Pine Rd

No-Build Volumes
PM Peak Hour

Approach	EB	WB	NB	SB					
HCM Ctrl Dly, s/v	14.21	170.86	0.19	1.47					
HCM LOS	B	F							
Minor Lane/Major Mvmt	NBL	NBT	NBFLn	WBLn	WBLn2	SBL	SBT	SBR	
Capacity (veh/h)	40	-	-	397	348	821	1245	-	-
HCM Lane V/C Ratio	0.006	-	-	0.015	1.28	0.024	0.046	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	14.2	178.1	9.5	8	-	-
HCM Lane LOS	A	A	-	B	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	20.4	0.1	0.1	-	-
Notes									
~: Volume exceeds capacity		\$: Delay exceeds 300s							
+: Computation Not Defined		*: All major volume in platoon							

HCM 7th TWSC
2: Pine Rd & Dollar General

No-Build Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	17	3	320	38	2	237
Future Vol, veh/h	17	3	320	38	2	237
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	-	2	-	-	-1
Peak Hour Factor	71	63	92	71	50	74
Heavy Vehicles, %	6	0	2	5	0	2
Mvmt Flow	24	5	348	54	4	320

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	703	375	0
Stage 1	375	-	-
Stage 2	328	-	-
Critical Hdwy	6.46	6.2	-
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.3	-
Pot Cap-1 Maneuver	398	676	-
Stage 1	687	-	-
Stage 2	721	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	396	676	-
Mov Cap-2 Maneuver	396	-	-
Stage 1	687	-	-
Stage 2	718	-	-

Synchro 12 Report

HCM 7th TWSC
2: Pine Rd & Dollar General

No-Build Volumes
PM Peak Hour

Approach	WB	NB	SB		
HCM Ctrl Dly, s/v	14.07	0	0.1		
HCM LOS	B				
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	426	22	-
HCM Lane V/C Ratio	-	-	0.067	0.003	-
HCM Ctrl Dly (s/v)	-	-	14.1	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Phasings
3: US 29 & Pine Rd/SR 16

No-Build Volumes
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	132	115	332	204	162	148	290	338	192	400	14
Future Volume (vph)	9	132	115	332	204	162	148	290	338	192	400	14
Satd. Flow (prot)	1796	3556	1530	3418	1891	1607	1744	3522	1503	1779	3628	1639
Flt Permitted	0.610			0.950			0.357			0.542		
Satd. Flow (perm)	1153	3556	1530	3418	1891	1607	655	3522	1503	1015	3628	1639
Satd. Flow (RTOR)			205			205			412			205
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.70	0.73	0.82	0.91	0.85	0.82	0.89	0.88	0.82	0.84	0.78	0.58
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	5%	4%	2%	2%	4%	3%	8%	3%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	181	140	365	240	198	166	330	412	229	513	24
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		6
Total Split (s)	11.0	15.0	15.0	11.0	15.0	15.0	12.0	43.0	43.0	11.0	42.0	42.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	4.5
Act Effct Green (s)	12.9	7.9	7.9	5.0	17.0	17.0	18.4	12.4	12.4	18.0	15.6	15.6
Actuated g/C Ratio	0.24	0.14	0.14	0.09	0.31	0.31	0.34	0.23	0.23	0.33	0.29	0.29
v/c Ratio	0.04	0.35	0.35	1.16	0.41	0.31	0.49	0.41	0.62	0.56	0.49	0.04
Control Delay (s/veh)	13.6	23.9	4.2	130.3	22.7	5.2	15.3	19.4	7.0	17.9	19.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.6	23.9	4.2	130.3	22.7	5.2	15.3	19.4	7.0	17.9	19.2	0.1
LOS	B	C	A	F	C	A	B	B	A	B	B	A
Approach Delay (s/veh)		15.2			67.3			13.0			18.2	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)	3	28	0	~77	57	0	33	49	0	47	78	0
Queue Length 95th (ft)	10	45	11	#168	#182	35	66	79	41	82	101	0
Internal Link Dist (ft)		492			1688			514			421	

Synchro 12 Report

Phasings
3: US 29 & Pine Rd/SR 16

No-Build Volumes
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	220		220	500		500	220		400	280		280
Base Capacity (vph)	333	590	425	315	588	641	342	2404	1156	406	2510	1197
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.31	0.33	1.16	0.41	0.31	0.49	0.14	0.36	0.56	0.20	0.02

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 54.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay (s/veh): 30.2

Intersection LOS: C

Intersection Capacity Utilization 52.9%

ICU Level of Service A

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 29 & Pine Rd/SR 16



HCM 7th TWSC
4: Harley Davidson/New Crossing Byp & SR 16

No-Build Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 40.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	158	508	6	2	373	107	7	2	3	127	0	245
Future Vol, veh/h	158	508	6	2	373	107	7	2	3	127	0	245
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	-	-	Free	-	-	None	-	-	Free
Storage Length	600	-	0	250	-	300	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	2	-	-	-1	-	-	1	-
Peak Hour Factor	86	90	45	50	87	90	42	38	38	90	25	90
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	2
Mvmt Flow	184	564	13	4	429	119	17	5	8	141	0	272

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	578	0	0	1369	1369	564	1371	1382	-
Stage 1	-	-	-	-	-	-	932	932	-	437	437	-
Stage 2	-	-	-	-	-	-	437	437	-	935	945	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.9	6.3	6.1	7.3	6.7	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	-
Pot Cap-1 Maneuver	141	-	-	1006	-	0	135	160	537	~ 115	135	0
Stage 1	-	-	-	-	-	0	340	366	-	588	569	0
Stage 2	-	-	-	-	-	0	617	597	-	305	326	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	141	-	-	1006	-	-	113	133	537	~ 92	112	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	133	-	~ 92	112	-
Stage 1	-	-	-	-	-	-	285	307	-	585	567	-
Stage 2	-	-	-	-	-	-	615	595	-	248	273	-

Synchro 12 Report

HCM 7th TWSC

4: Harley Davidson/New Crossing Byp & SR 16

No-Build Volumes

PM Peak Hour

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	2.11		0.08		35.43		\$ 368.43	
HCM LOS					E		F	
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	148	1141	-	-	1006	-	92	-
HCM Lane V/C Ratio	0.202	0.161	-	-	0.004	-	1.535	-
HCM Ctrl Dly (s/v)	35.4	8.8	-	-	8.6		\$ 368.4	0
HCM Lane LOS	E	A	-	-	A	-	F	A
HCM 95th %tile Q(veh)	0.7	0.6	-	-	0	-	11	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Appendix F, Capacity Analysis Reports, Build Volumes

HCM 7th TWSC
1: Corinth Rd & Pine Rd

Build Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔		↔	↔	↔
Traffic Vol, veh/h	1	1	1	88	1	23	0	184	353	26	56	3
Future Vol, veh/h	1	1	1	88	1	23	0	184	353	26	56	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	185	-	-	-	295	-	115
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	2	-	-	4	-	-	-3	-	-	4	-
Peak Hour Factor	50	50	25	83	25	59	25	73	86	63	79	50
Heavy Vehicles, %	0	0	0	5	100	0	0	3	4	20	7	33
Mvmt Flow	2	2	4	106	4	39	0	252	410	41	71	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	407	816	71	612	617	457	77	0	0	663	0	0
Stage 1	153	153	-	457	457	-	-	-	-	-	-	-
Stage 2	254	663	-	154	159	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.9	6.4	7.95	8.3	6.6	4.1	-	-	4.3	-	-
Critical Hdwy Stg 1	6.5	5.9	-	6.95	7.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.9	-	6.95	7.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.9	3.3	2.2	-	-	2.38	-	-
Pot Cap-1 Maneuver	533	287	993	350	262	577	1535	-	-	847	-	-
Stage 1	839	761	-	522	390	-	-	-	-	-	-	-
Stage 2	734	429	-	812	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	466	273	993	329	249	577	1535	-	-	847	-	-
Mov Cap-2 Maneuver	466	273	-	329	249	-	-	-	-	-	-	-
Stage 1	798	724	-	522	390	-	-	-	-	-	-	-
Stage 2	677	429	-	768	563	-	-	-	-	-	-	-

Synchro 12 Report

HCM 7th TWSC
1: Corinth Rd & Pine Rd

Build Volumes
AM Peak Hour

Approach	EB	WB	NB	SB					
HCM Ctrl Dly, s/v	12.16	19	0	3.31					
HCM LOS	B	C							
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn	WBLn	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	511	326	577	847	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.338	0.068	0.049	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.2	21.6	11.7	9.5	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.5	0.2	0.2	-	-

HCM 7th TWSC
2: Pine Rd & Dollar General

Build Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations      

Traffic Vol, veh/h 2 2 165 14 2 338

Future Vol, veh/h 2 2 165 14 2 338

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 - 2 - - -1

Peak Hour Factor 25 25 89 50 92 88

Heavy Vehicles, % 0 0 5 0 0 7

Mvmt Flow 8 8 185 28 2 384

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 588 199 0 0 213 0

Stage 1 199 - - - - -

Stage 2 388 - - - - -

Critical Hdwy 6.4 6.2 - - 4.1 -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 - - 2.2 -

Pot Cap-1 Maneuver 475 847 - - 1369 -

Stage 1 839 - - - - -

Stage 2 690 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 474 847 - - 1369 -

Mov Cap-2 Maneuver 474 - - - - -

Stage 1 839 - - - - -

Stage 2 688 - - - - -

Synchro 12 Report

HCM 7th TWSC
2: Pine Rd & Dollar General

Build Volumes
AM Peak Hour

Approach	WB	NB	SB		
HCM Ctrl Dly, s/v	11.08	0	0.04		
HCM LOS	B				
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	608	10	-
HCM Lane V/C Ratio	-	-	0.026	0.002	-
HCM Ctrl Dly (s/v)	-	-	11.1	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Phasings
3: US 29 & Pine Rd/SR 16

Build Volumes
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 				 			 	
Traffic Volume (vph)	7	158	176	225	90	196	81	408	248	168	239	7
Future Volume (vph)	7	158	176	225	90	196	81	408	248	168	239	7
Satd. Flow (prot)	1796	3522	1435	3291	1909	1518	1649	3455	1476	1712	3424	1639
Flt Permitted	0.687			0.950			0.593			0.395		
Satd. Flow (perm)	1299	3522	1435	3291	1909	1518	1029	3455	1476	712	3424	1639
Satd. Flow (RTOR)			205			239			299			205
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.50	0.79	0.89	0.84	0.83	0.82	0.72	0.83	0.83	0.83	0.93	0.33
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	12%	8%	1%	8%	10%	5%	10%	7%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	200	198	268	108	239	113	492	299	202	257	21
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		6
Total Split (s)	11.0	15.0	15.0	11.0	15.0	15.0	11.0	43.0	43.0	11.0	43.0	43.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	4.5
Act Effct Green (s)	13.1	8.1	8.1	5.0	17.2	17.2	19.3	14.3	14.3	20.7	18.3	18.3
Actuated g/C Ratio	0.23	0.14	0.14	0.09	0.30	0.30	0.34	0.25	0.25	0.37	0.32	0.32
v/c Ratio	0.04	0.40	0.52	0.92	0.19	0.38	0.28	0.56	0.50	0.58	0.23	0.03
Control Delay (s/veh)	14.6	25.4	9.6	66.9	18.9	5.8	11.4	21.1	5.8	18.5	15.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.6	25.4	9.6	66.9	18.9	5.8	11.4	21.1	5.8	18.5	15.8	0.1
LOS	B	C	A	E	B	A	B	C	A	B	B	A
Approach Delay (s/veh)		17.4			34.7			14.8			16.2	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	3	33	0	50	25	0	23	79	0	43	37	0
Queue Length 95th (ft)	8	57	51	#118	74	44	39	110	39	74	64	0
Internal Link Dist (ft)		492			1688			514			421	

Synchro 12 Report

Phasings
3: US 29 & Pine Rd/SR 16

Build Volumes
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	220		220	500		500	220		400	280		280
Base Capacity (vph)	345	563	401	292	579	627	406	2272	1073	348	2343	1186
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.36	0.49	0.92	0.19	0.38	0.28	0.22	0.28	0.58	0.11	0.02

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 56.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 20.6

Intersection LOS: C

Intersection Capacity Utilization 50.1%

ICU Level of Service A

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 29 & Pine Rd/SR 16



HCM 7th TWSC
4: Harley Davidson/New Crossing Byp & SR 16

Build Volumes
AM Peak Hour

Intersection

Int Delay, s/veh 6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	380	1	0	413	200	0	0	0	36	1	81
Future Vol, veh/h	175	380	1	0	413	200	0	0	0	36	1	81
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	-	-	Free	-	-	None	-	-	Free
Storage Length	600	-	0	250	-	300	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	2	-	-	-1	-	-	1	-
Peak Hour Factor	75	96	55	50	90	93	92	92	92	68	25	84
Heavy Vehicles, %	2	10	0	0	10	3	0	0	0	6	0	1
Mvmt Flow	233	396	2	0	459	215	0	0	0	53	4	96

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	459	0	0	398	0	0	1323	1321	396	1321	1323	-
Stage 1	-	-	-	-	-	-	863	863	-	459	459	-
Stage 2	-	-	-	-	-	-	461	459	-	863	864	-
Critical Hdwy	4.12	-	-	4.1	-	-	6.9	6.3	6.1	7.36	6.7	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.36	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.36	5.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.554	4	-
Pot Cap-1 Maneuver	102	-	-	1172	-	0	145	170	665	122	146	0
Stage 1	-	-	-	-	-	0	370	393	-	560	556	0
Stage 2	-	-	-	-	-	0	600	585	-	328	356	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	102	-	-	1172	-	-	111	134	665	96	115	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	134	-	96	115	-
Stage 1	-	-	-	-	-	-	291	310	-	560	556	-
Stage 2	-	-	-	-	-	-	595	585	-	258	281	-

Synchro 12 Report

HCM 7th TWSC

4: Harley Davidson/New Crossing Byp & SR 16

Build Volumes

AM Peak Hour

Approach	EB	WB	NB	SB				
HCM Ctrl Dly, s/v	3.38	0	0	84.87				
HCM LOS			A	F				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1102	-	-	1172	-	97	-
HCM Lane V/C Ratio	-	0.212	-	-	-	-	0.587	-
HCM Ctrl Dly (s/v)	0	9.1	-	-	0	-	84.9	0
HCM Lane LOS	A	A	-	-	A	-	F	A
HCM 95th %tile Q(veh)	-	0.8	-	-	0	-	2.7	-

HCM 7th TWSC
1: Corinth Rd & Pine Rd

Build Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 74.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	↕
Traffic Vol, veh/h	1	0	1	349	0	15	2	83	187	34	207	1
Future Vol, veh/h	1	0	1	349	0	15	2	83	187	34	207	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	185	-	-	-	295	-	115
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	2	-	-	4	-	-	-3	-	-	4	-
Peak Hour Factor	25	25	50	78	25	75	25	82	89	59	82	25
Heavy Vehicles, %	100	0	0	2	0	0	0	0	1	3	1	0
Mvmt Flow	4	0	2	447	0	20	8	101	210	58	252	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	485	695	252	590	594	206	256	0	0	311	0	0
Stage 1	368	368	-	222	222	-	-	-	-	-	-	-
Stage 2	117	327	-	368	372	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.9	6.4	7.92	7.3	6.6	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	7.5	5.9	-	6.92	6.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.9	-	6.92	6.3	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.518	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	345	341	780	~ 368	369	820	1320	-	-	1243	-	-
Stage 1	472	600	-	743	688	-	-	-	-	-	-	-
Stage 2	688	628	-	601	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	323	780	~ 347	349	820	1320	-	-	1243	-	-
Mov Cap-2 Maneuver	319	323	-	~ 347	349	-	-	-	-	-	-	-
Stage 1	450	572	-	737	683	-	-	-	-	-	-	-
Stage 2	666	623	-	572	547	-	-	-	-	-	-	-

Synchro 12 Report

HCM 7th TWSC
1: Corinth Rd & Pine Rd

Build Volumes
PM Peak Hour

Approach	EB	WB		NB		SB			
HCM Ctrl Dly, s/v	14.21	174.21		0.19		1.47			
HCM LOS	B	F							
Minor Lane/Major Mvmt	NBL	NBT	NBFLn	WBLn	WBLn2	SBL	SBT	SBR	
Capacity (veh/h)	40	-	-	397	347	820	1243	-	-
HCM Lane V/C Ratio	0.006	-	-	0.015	1.289	0.024	0.046	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	14.2	181.6	9.5	8	-	-
HCM Lane LOS	A	A	-	B	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	20.7	0.1	0.1	-	-
Notes									
~: Volume exceeds capacity		\$: Delay exceeds 300s							
+: Computation Not Defined		*: All major volume in platoon							

HCM 7th TWSC
2: Pine Rd & Dollar General

Build Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 0.9

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations   

Traffic Vol, veh/h 26 5 320 45 3 237

Future Vol, veh/h 26 5 320 45 3 237

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 - 2 - - -1

Peak Hour Factor 71 63 92 71 50 74

Heavy Vehicles, % 6 0 2 5 0 2

Mvmt Flow 37 8 348 63 6 320

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 712 380 0 0 411 0

Stage 1 380 - - - - -

Stage 2 332 - - - - -

Critical Hdwy 6.46 6.2 - - 4.1 -

Critical Hdwy Stg 1 5.46 - - - - -

Critical Hdwy Stg 2 5.46 - - - - -

Follow-up Hdwy 3.554 3.3 - - 2.2 -

Pot Cap-1 Maneuver 393 672 - - 1159 -

Stage 1 683 - - - - -

Stage 2 718 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 391 672 - - 1159 -

Mov Cap-2 Maneuver 391 - - - - -

Stage 1 683 - - - - -

Stage 2 713 - - - - -

Synchro 12 Report

HCM 7th TWSC
2: Pine Rd & Dollar General

Build Volumes
PM Peak Hour

Approach	WB	NB	SB		
HCM Ctrl Dly, s/v	14.53	0	0.15		
HCM LOS	B				
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	33	-
HCM Lane V/C Ratio	-	-	0.106	0.005	-
HCM Ctrl Dly (s/v)	-	-	14.5	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Phasings
3: US 29 & Pine Rd/SR 16

Build Volumes
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	138	116	332	209	162	149	290	338	192	400	15
Future Volume (vph)	11	138	116	332	209	162	149	290	338	192	400	15
Satd. Flow (prot)	1796	3556	1530	3418	1891	1607	1744	3522	1503	1779	3628	1639
Flt Permitted	0.606			0.950			0.315			0.553		
Satd. Flow (perm)	1146	3556	1530	3418	1891	1607	578	3522	1503	1035	3628	1639
Satd. Flow (RTOR)			205			205			412			205
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.70	0.73	0.82	0.91	0.85	0.82	0.89	0.88	0.82	0.84	0.78	0.58
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	5%	4%	2%	2%	4%	3%	8%	3%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	189	141	365	246	198	167	330	412	229	513	26
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		6
Total Split (s)	11.0	15.0	15.0	11.0	15.0	15.0	12.0	43.0	43.0	11.0	42.0	42.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	4.5
Act Effct Green (s)	13.0	8.0	8.0	5.0	17.0	17.0	18.8	12.7	12.7	16.8	13.2	13.2
Actuated g/C Ratio	0.24	0.15	0.15	0.09	0.31	0.31	0.34	0.23	0.23	0.31	0.24	0.24
v/c Ratio	0.05	0.37	0.36	1.17	0.42	0.31	0.51	0.40	0.62	0.60	0.59	0.05
Control Delay (s/veh)	13.6	24.0	4.2	133.3	23.0	5.2	16.2	19.3	6.9	19.0	21.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.6	24.0	4.2	133.3	23.0	5.2	16.2	19.3	6.9	19.0	21.3	0.1
LOS	B	C	A	F	C	A	B	B	A	B	C	A
Approach Delay (s/veh)		15.5			68.4			13.1			19.9	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)	3	30	0	~77	59	0	33	49	0	47	78	0
Queue Length 95th (ft)	11	47	11	#168	#188	35	66	79	41	82	101	0
Internal Link Dist (ft)		492			1688			514			421	

Synchro 12 Report

Phasings
3: US 29 & Pine Rd/SR 16

Build Volumes
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	220		220	500		500	220		400	280		280
Base Capacity (vph)	331	586	423	313	586	639	325	2386	1151	384	2491	1189
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.32	0.33	1.17	0.42	0.31	0.51	0.14	0.36	0.60	0.21	0.02

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 54.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay (s/veh): 31.0

Intersection LOS: C

Intersection Capacity Utilization 53.2%

ICU Level of Service A

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: US 29 & Pine Rd/SR 16



Synchro 12 Report

HCM 7th TWSC
4: Harley Davidson/New Crossing Byp & SR 16

Build Volumes
PM Peak Hour

Intersection

Int Delay, s/veh 42

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	162	510	6	2	375	107	7	2	3	127	0	248
Future Vol, veh/h	162	510	6	2	375	107	7	2	3	127	0	248
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	-	-	Free	-	-	None	-	-	Free
Storage Length	600	-	0	250	-	300	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	2	-	-	-1	-	-	1	-
Peak Hour Factor	86	90	45	50	87	90	42	38	38	90	25	90
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	2
Mvmt Flow	188	567	13	4	431	119	17	5	8	141	0	276

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	580	0	0	1382	1382	567	1385	1396	-
Stage 1	-	-	-	-	-	-	943	943	-	439	439	-
Stage 2	-	-	-	-	-	-	439	439	-	946	957	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.9	6.3	6.1	7.3	6.7	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	-
Pot Cap-1 Maneuver	139	-	-	1004	-	0	132	157	535	~ 113	132	0
Stage 1	-	-	-	-	-	0	335	362	-	586	568	0
Stage 2	-	-	-	-	-	0	615	596	-	300	321	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	139	-	-	1004	-	-	110	130	535	~ 89	110	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	130	-	~ 89	110	-
Stage 1	-	-	-	-	-	-	279	302	-	584	565	-
Stage 2	-	-	-	-	-	-	613	594	-	243	268	-

Synchro 12 Report

HCM 7th TWSC

4: Harley Davidson/New Crossing Byp & SR 16

Build Volumes
PM Peak Hour

Approach	EB	WB	NB	SB				
HCM Ctrl Dly, s/v	2.15	0.08	36.36	\$ 389.52				
HCM LOS			E	F				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	144	1139	-	-	1004	-	89	-
HCM Lane V/C Ratio	0.207	0.165	-	-	0.004	-	1.58	-
HCM Ctrl Dly (s/v)	36.4	8.8	-	-	8.6	\$ 389.5	0	
HCM Lane LOS	E	A	-	-	A	-	F	A
HCM 95th %tile Q(veh)	0.7	0.6	-	-	0	-	11.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

Traffic Study Report

Sweetwater Veterinary Clinic

Coweta County, GA

February 13, 2026



AFFP
85108- Sweetwater Vet

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA }

SS

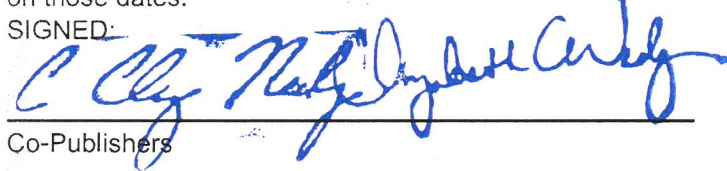
C. Clayton Neely & Elizabeth C. Neely, being duly sworn,
says:

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

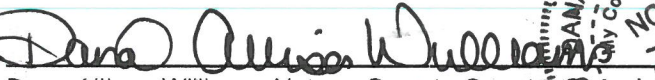
March 25, 2026

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

SIGNED:


Co-Publishers

Subscribed to and sworn to me this 25th day of March
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

Notice of Public Hearing

Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an
appeal filed by Blue Frog Engineering, LLC, on behalf of TSP, LLC requesting the
following variance: Art. 23 – Dimensional Requirements for a front setback reduction
for property located at the Northwest Corner of HWY 29 & Pine Rd, Newnan (Tax ID
#: 076-2072-020). The meeting will be held on Thursday, April 23, 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 72, of the 2nd District, and being in the State of
Georgia, County of Coweta, designated on survey of said property at Tract 2,
containing 1.72 acres, and being more particularly described and delineated
according to said plat and survey prepared by Michael D. Crawford, Georgia
Registered Surveyor Number 3125, dated 12/17/2014, entitled "Boundary Survey
for: Best Development, LLC", said plat being of record in the Office of the Clerk of
the Superior Court of Coweta County, Georgia in Plat Book 93, Page 247. 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 March 2026
Coweta County Community Development Department
No:85108-3-25

