



Board of Zoning Appeals

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Public Hearing

Agenda

Shannon Jackson
Zerangue
County Clerk
770.254.2601

September 24, 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 August 20, 2026

Petitions

2. Public Hearing Regarding Petition # CONDUSE 26-004 Filed by Frenchies and Scots, LLC Requesting a Conditional Use Permit for Property Located off Hwy 54, Sharpsburg - District 1 - WITHDRAWN BY THE APPLICANT REPRESENTATIVE ON SEPTEMBER 17, 2026.
3. Public Hearing Regarding Petition # VAR 26-022 Filed by Lichty Building Group, Inc. for Daryl Myers Requesting a Front Yard Setback Variance for Property Located at 3 Norma Lane, Newnan - District 3

Additional Business

Adjournment

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



Community Development

To: Board of Zoning Appeals
From: Shannon Zerangue, County Clerk
Date: September 24, 2026
RE: Minutes from the Public Hearing Held on August 20, 2026

Issue:

Minutes from the Public Hearing Held on August 20, 2026

Discussion:

The Clerk has prepared the minutes from the Public Hearing held on Thursday, August 20, 2026.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board approve the minutes from the Public Hearing held on Thursday, August 20, 2026.



Community Development

To: Board of Zoning Appeals
From: Lisa Eschman, Zoning Manager
Date: September 24, 2026
RE: Petition #: CONDUSE 26-004
Applicant: Frenchies and Scots, LLC
Property Owners: Perkins Living Trust
Location: Hwy 54
Commission District: 1st - Commissioner Fisher
Tax Parcel(s): 135-1120-006 (partial)

Property Size: 2.70± acres
Current Zoning: C-6 (Commercial Minor Shopping)
Requested Zoning: C-6 w/CUP (Commercial Minor Shopping w/Conditional Use Permit)
Proposed Use: Veterinary Office with a Boarding Facility
Public Hearing (Date, Time, Location): September 24, 2026, at 6:00 PM, 37 Perry Street, Newnan

Issue:

Petition # CONDUSE 26-004 Filed by Frenchies and Scots, LLC Requesting a Conditional Use Permit for Property Located off Hwy 54, Sharpsburg - **WITHDRAWN BY THE APPLICANT REPRESENTATIVE ON SEPTEMBER 17, 2026.**

Discussion:

Frenchies and Scots, LLC, represented by Melissa Griffis, has filed Petition # CONDUSE 26-004 requesting a Conditional Use Permit for the development of a veterinary clinic with an accessory boarding facility for property located off Hwy 54, Sharpsburg. **WITHDRAWN BY THE**

APPLICANT REPRESENTATIVE ON SEPTEMBER 17, 2026.

Fiscal Impact:

N/A

Recommendation:

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

1. The access driveway for the development shall be located as far to the north as possible to avoid the existing southbound Hwy 54 left turn land onto Alcovy Trail.
2. The applicant shall be responsible for stormwater management in compliance with Chapter 30 of the Coweta County Code of Ordinances. Each subbasin shall be analyzed at the point where it exits the development site. In addition, runoff reduction practices shall be implemented upstream of detention and/or retention facilities to minimize long-term maintenance issues and to provide a treatment-train approach, as intended by the ordinance.
3. The applicant shall agree to work with the county, in good faith, to address any concerns related to noise, odor, lighting, glare, or other similar objectionable impacts that may arise from the operation of the proposed veterinary clinic with boarding facility.



HORNE & GRIFFIS, P.C.
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MELISSA D. GRIFFIS (GA, AL)

Telephone (770) 253-3282
FAX (770) 251-7262
Email: melissa@newnanlaw.com

September 17, 2026

VIA HAND DELIVERY

Coweta County, Georgia
c/o Michael Fouts, County Administrator
22 East Broad Street
Newnan, Georgia 30263

**RE: Conditional Use Request of Frenchies and Scots, LLC
Approximately 3.70 +/- Acres located on Highway 54,
Coweta County, Georgia**

Dear Gentlemen:

Please allow this correspondence to serve as a request to withdraw the above conditional use request application.

Yours Truly,

Melissa D. Griffis

MDG/bw

c: Mr. Bill McKenzie, District 2, Chairman
Mr. Alphonso Smith, District 5, Vice Chairman
Mr. Jeff Fisher, District 1
Mr. Bob Blackburn, District 3
Mr. John Reidelbach, District 4
Mr. Nathan T. Lee, Esq., County Attorney

Amended Conditional Use Permit Request Application
TO THE COWETA COUNTY BOARD OF ZONING APPEALS

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

Name of Applicant: Frenchies and Scots, LLC (Dr. Britton Hammett-McCurry and Kristin Cox)

Address of Applicant: 150 Main Street, Sharpsburg, GA 30277

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

Address or Location of Property: Highway 54 (approx. 1,750 LF South of Reese Road, West side of highway)

Tax I.D. #: 135 1120 006

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

- (1) Ordinance listing for proposed use: Article 17F Section 172F Item Conditional Uses
Brief description of requested use: The development is proposed to include a Veterinarian Clinic and a Boarding Facility/Groomer (i.e. Doggy Day Care)

- (2) If applicable, provide information such as: **Note: an additional 6,000 sf may be applied in the future if expansion is necessary
Square feet of building: 6,500 SF (max, phase 1)** Sanctuary sq. ft., if applicable: N/A
Total of distance from property lines in feet: N (142 ft.), S (148 ft.), E (96 ft.), W (101 ft)
Acreage: 3.70 acres
Total parking spaces: 28 spaces
Septic system/well locations: Septic system, yes (shown on concept); Well, no
Staff or student size: 12
Maximum members: N/A
Number of animals: 20 cages, plus future expansion
Exterior Building Materials: **see architectural design intent package (materials include standing seam metal roof and corrugated metal siding with wood accents)

- (3) Copy of Warranty Deed
(4) Legal Description corresponding with district boundary area of Conceptual Site Plan.
(5) Plat of the property indicating the following (**1 hard copy** and an electronic file of plat in PDF or JPEG format)
(a) A correct scale and north arrow;
(b) The proposed land use and building outline as it would appear should the Conditional-Use Permit application be approved;
(c) The present zoning classification of all adjacent parcels;
(d) The building outline and maximum proposed height of all buildings and distance from all property lines;
(e) The proposed location of all driveways and entry/exit points for vehicular traffic, using arrows to depict direction of movement;
(f) The location of all required off-street parking and loading areas, septic tank/drainfield lines and well location if applicable;
(g) Required yard setbacks appropriate dimensions;
(h) The location and extent of required buffer areas, depicting extent of natural vegetation and type and location of additional vegetation if required; and
(i) The location of the 100-year floodplain, any water impoundments, detention ponds, and/or utility easements.
(6) Submit one (1) hard copy and an electronic version of professional renderings of structures to be placed on the site stating the exterior building materials. There is no requirement that the rendering be in color or be drawn to exact scale.
(7) If applicant is not owner of property, a notarized statement must be submitted from property owner(s) giving the applicant permission to file the Conditional Use Application.
(8) Application Fee (see attached Fee Schedule)

Date Filed: 8/4/2020 Signed by: Melissa D. Griffis

Print Name: Melissa D. Griffis, Esq.
Attorney for Frenchies and Scots, LLC

To: Coweta County Board of Zoning Appeals

From: Lisa J Eschman, Zoning Manager

Re: Conditional Use Permit – *Article 17. Sec 172D. Item 1*
Applicant: Frenchies and Scots, LLC
Applicant Representative: Melissa Griffis
Location: Hwy 54, Sharpsburg
Petition: CONDUSE 26-004
Tax ID: 135-1120-006 {Partial}
“1st” Commission District

Date: September 10, 2026

The subject property is located along Highway 54, approximately 1,750 feet south of the intersection of Highway 54, Willis Road, and Stewart Road. The 2.70±- acres property is zoned **C-6 (Commercial Minor Shopping District)** and was rezoned to **C-6 (Commercial Minor Shopping)** on August 15, 2000, under Petition # 009-00, subject to ten (10) conditions.

The C-6 (Minor Commercial Shopping District) permits all uses allowed within the O-I (Office-Institutional), C-3 (Commercial Retail), C-4 (Commercial Service), and C-5 (Commercial Convenience Store) zoning districts. Within the C-4 zoning district, an animal hospital or veterinary clinic is permitted subject to approval of a Conditional Use Permit (CUP). Therefore, the applicant has submitted a Conditional Use Permit (CUP) requesting to develop a veterinary clinic with an accessory boarding facility.

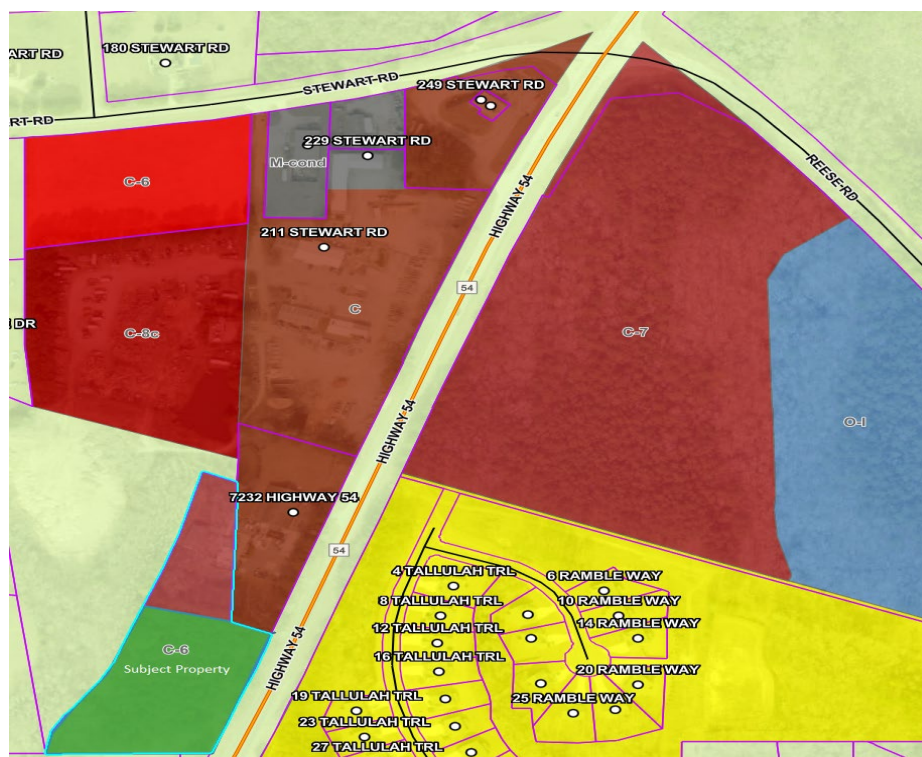
According to the conceptual site plan, the proposed development will be constructed in phases. Phase 1 includes a 3,250-square-foot veterinary clinic and a 3,250-square-foot boarding facility, for a combined building area of approximately 6,500 square feet. A future phase includes a building expansion of no less than 3,000 square feet and no more than 6,000 square feet.

The site plan proposes a 75-foot buffer along the western and southern property lines. The southern portion of the site will include a reserved parking area and a stormwater management facility. The northern portion of the site is designated for a fenced animal relief, play, and exercise area, as well as the septic system and drainfield lines. Twenty-eight (28) parking spaces are proposed in front of the building, and site access is provided by a full-access driveway along Hwy 54.

The architectural renderings submitted with the application indicate that the proposed building will feature a standing seam metal roof, corrugated metal siding, a centrally located entrance with a gabled roof and wood accents, and window awnings.

According to *Article 24, Design Standards*, buildings within commercial zoning districts must be constructed with a minimum of 67 percent Category A materials and no more than 33 percent Category B materials on each building façade. Category A materials include stone, brick, split-face colored concrete block, masonry-backed stucco, architectural precast or tilt-up concrete panels, glass, and wood. Category B materials include ceramic, glass block, architectural metal panels, Exterior Insulation and Finish System (EIFS), and integrally colored concrete block.

Current Zoning



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

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

*Response: The subject property consists of approximately 2.70 acres of undeveloped land located along SR 54. The property was rezoned to **C-6 (Commercial Minor Shopping District)** in 2000.*

*To the south are a small open space tract associated with Twelve Parks, Phase E, and an approximately 5-acre tract containing an existing single-family residence. The southwest, west, and northwest property lines adjoin the Melrose Subdivision and a vacant tract zoned **RC (Rural Conservation)**.*

*Adjacent to the north are a 0.95-acre tract zoned **C-6 (Commercial Minor)** in 2000 and an approximately 2-acre tract occupied by Perkins Generator Sales and Service, zoned **C (Old Commercial)**. Approximately 1,750 feet north, at the intersection of SR 54 and Stewart Road, are*

*a variety of existing commercial businesses with zoning classifications that include **C (Old Commercial)**, **C-6 (Commercial Minor)**, **C-8 (Heavy Commercial)**, and **M (Industrial)**. At the intersection of SR 54 and Willis Road, is an undeveloped 25-acre tract zoned **C-7 (Commercial Major)** and **O-I (Office-Institutional)**.*

*Across SR 54 to the east is the Twelve Parks development, which is zoned **RI-B (Single-Family Residential Infill District – Medium Density)**.*

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

Response: The proposed veterinary clinic with an accessory boarding facility is compatible with the existing development pattern and surrounding land uses along this SR 54 corridor. Given the property's location within a commercial zoning district and along a major arterial roadway, the proposed use is not expected to adversely affect adjacent properties.

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

Response: The current C-6 (Commercial Minor) zoning district permits a variety of uses, including office-institutional, retail commercial, commercial service, and convenience store uses. However, the proposed veterinary clinic with a boarding facility is permitted only upon approval of a Conditional Use Permit (CUP).

4. Whether the conditional use 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 and Georgia Department of Transportation recommends that the access driveway be constructed as far to the north as possible to avoid the existing southbound Hwy 54 left turn lane onto Alcovy Trail.

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 conditional use permit request.

Response: The proposed veterinary clinic with an accessory boarding facility is consistent with the types of local services typically found in neighborhood commercial areas. Additionally, its location along the SR 54 corridor provides appropriate transitional use for frontage properties affected by highway traffic.

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

Response: Although the C-6 (Commercial Minor) zoning district permits a variety of commercial uses, a veterinary clinic with an accessory boarding facility is permitted only upon approval of a Conditional Use Permit (CUP).

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.

8. The available existing street system is adequate to efficiently and safely accommodate the traffic, which will be generated by the proposed use or development.

Response: The applicant/developer shall meet all the requirements of the Public Works Division and the Georgia Department of Transportation.

9. The existing public utilities, facilities and services are adequate to accommodate the proposed use or development.

Response: The Coweta County Water and Sewerage Authority and the Environmental Health Department made no comments regarding the request. The applicant shall be expected to meet all requirements and bear any cost burdens.

10. The use or development does not generate or cause conditions such as noise, light, glare or odor, or similar objectionable features which would reduce the value, use or enjoyment of surrounding properties.

Response: The applicant shall agree to work with the county, in good faith, to address any concerns related to noise, odor, lighting, glare, or other similar objectionable impacts that may arise from the operation of the proposed veterinary clinic with boarding facility.

11. The proposed building(s) is not out of character with the surrounding area and zoning district in terms of building construction and general aesthetic appearance to the extent that the proposed building will have a detrimental impact on the value of nearby homes, businesses, or other properties.

Response: Buildings within commercial zoning districts must be constructed with a minimum of 67 percent Category A materials and no more than 33 percent Category B materials on each building façade. Category A materials include stone, brick, split-face colored concrete block, masonry-backed stucco, architectural precast or tilt-up concrete panels, glass, and wood. Category B materials include ceramic, glass block, architectural metal panels, Exterior Insulation Finish System (EIFS), and integrally colored concrete block.

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

1. The proposed veterinary clinic with an accessory boarding facility is compatible with the surrounding commercial development and provides neighborhood-serving use. Its location along the SR 54 corridor is appropriate for this type of commercial activity and serves as a suitable transition between surrounding land uses.

2. The current C-6 (Commercial Minor) zoning district permits a variety of uses, including office-institutional, retail commercial, commercial service, and convenience store uses. However, the proposed veterinary clinic with a boarding facility is permitted only upon approval of a Conditional Use Permit (CUP).

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

- 1) The access driveway for the development shall be located as far to the north as possible to avoid the existing south bound Hwy 54 left turn land onto Alcovy Trail.
- 2) The applicant shall be responsible for stormwater management in compliance with Chapter 30 of the Coweta County Code of Ordinances. Each subbasin shall be analyzed at the point where it exits the development site. In addition, runoff reduction practices shall be implemented upstream of detention and/or retention facilities to minimize long-term maintenance issues and to provide a treatment-train approach, as intended by the ordinance.
- 3) The applicant shall agree to work with the county, in good faith, to address any concerns related to noise, odor, lighting, glare, or other similar objectionable impacts that may arise from the operation of the proposed veterinary clinic with boarding facility.

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, September 24, 2026**
- Final Decision with the Board of Commissioners – **Tuesday, October 20, 2026**

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

c: Melissa Griffis
Britton Hammett- McCurry
Kristin Cox

STAFF COMMENTS:

Public Works

Public Works discussed the access driveway location with a Georgia Department of Transportation (GDOT) representative, and it will be required for the access driveway to be constructed as far to the north as possible to avoid the existing south bound Hwy. 54 left turn lane onto Alcovy Trail. A Georgia Department of Transportation permit will be required prior to Land Disturbance Permit issuance.

Community Development

Development Review:

The site is located on State Route 54 on a piece of property that is adjoined by RC (Rural Conservation) zoned property to the west and north-west, and C (Old Commercial) and C-6 (Minor Commercial) zoned property to the north-east.

The property is located in the Keg Creek Watershed Protection District and appears to have a stream located near the western property boundary that may affect the site.

Proposed building elevations show the use of Corrugated Metal Siding. This is Category B material in Article 24 and is limited to 33% of each elevation of the building.

Should the Board choose to approve this application, the Development Review Division requests that the Board consider the following proposed condition:

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

Planner:

The Comprehensive Plan designates the subject property, located near a Crossroads Community intersection, within the Suburban Residential Character Area and the Growth Priority Tier on the Growth Strategy Map.

While the Comprehensive Plan does not specifically address conditional use permit requests, it identifies neighborhood-serving commercial development as appropriate when it is automobile-oriented, provides neighborhood convenience, and is limited to small-scale uses of 20,000 square feet or less.



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FAX (770) 251-7262
Email: melissa@newnanlaw.com

August 4, 2026

VIA ACCELA

Ms. Lisa Eschman
Director of Community Development
Coweta County
22 East Broad Street
Newnan, Georgia 30263

RE: Rezoning Request of Frenchies and Scots, LLC
Approximately 3.70 +/- Acres located on Highway 54,
Coweta County, Georgia

Dear Ms. Eschman:

Frenchies & Scots, LLC ("Frenchies") the applicant in the above-described property ("the Property") in Coweta County, Georgia, hereby makes this conditional use permit request application to allow for the development of a veterinary clinic and boarding facility/groomer.

As noted on the "Amended Conditional Use Permit Request Application" Form enclosed herewith, the Property is the most appropriate site for the zoning designation requested insofar as the property is able to maintain very rural characteristics with the use of a veterinary clinic, boarding facility, and groomer. It is located on Highway 54 and is consistent with the surrounding area.

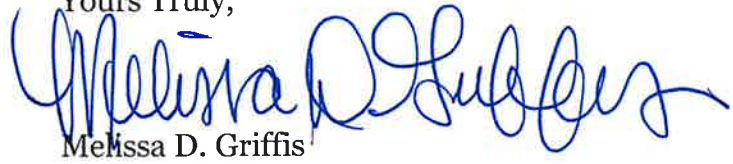
For the reasons stated above, Frenchies believes that this application is not only consistent with, but advances the intent of the Coweta County Zoning Ordinance. Additionally, the proposed conditional use will facilitate provision of the RC zoning consistent with principles of smart development so highly valued by Coweta County.

Frenchies has previously filed supportive documents as required per the Application Form and applicable Ordinance provisions. **As always, should you have any questions about the material submitted, or should you require additional information, please do not hesitate to contact me.** Frenchies, as

Ms. Lisa Eschman
August 4, 2026
Page 2

Applicant and myself, as counsel for Frenchies, look forward to working with you and your staff as you review and analyze the enclosed Application.

I look forward to receiving the Community Development Report in the near future.

Yours Truly,

Melissa D. Griffis

MDG/bw
Enclosures

cc: Ms. Kristin Cox
Dr. Britton Hammett-McCurry

REC'D 8-4-2026



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FAX (770) 251-7262
Email: melissa@newnanlaw.com

August 4, 2026

VIA HAND DELIVERY

Coweta County, Georgia
c/o Michael Fouts, County Administrator
22 East Broad Street
Newnan, Georgia 30263

RE: Conditional Use Request of Frenchies and Scots, LLC
Approximately 3.70 +/- Acres located on Highway 54,
Coweta County, Georgia

Dear Gentlemen:

In the near future you will be considering the above conditional use permit of approximately 3.70± Acres located on Highway 54. We look forward to the opportunity to bring this request to your attention and do anticipate your full support in this endeavor. Among the facts supporting the request are the following:

- The proposal would not adversely affect the existing use or usability of adjacent or nearby property.
- The proposal will not result in a use which will or would cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.
- The proposal will facilitate the principles of smart development so highly valued by Coweta County, Georgia.

Although we anticipate approval of this request, as required under Georgia law we must formally notify you that a denial of the requested conditional use permit would deny and deprive the applicants and property owners of their constitutional rights, because any such denial would be arbitrary, capricious, unreasonable, unrelated to any public purpose and the denial of equal protection rights.

Coweta County, Georgia
August 4, 2026
Page Two

Should you have any questions or desire to discuss this matter, please feel free to contact me, at your convenience.

Yours Truly,

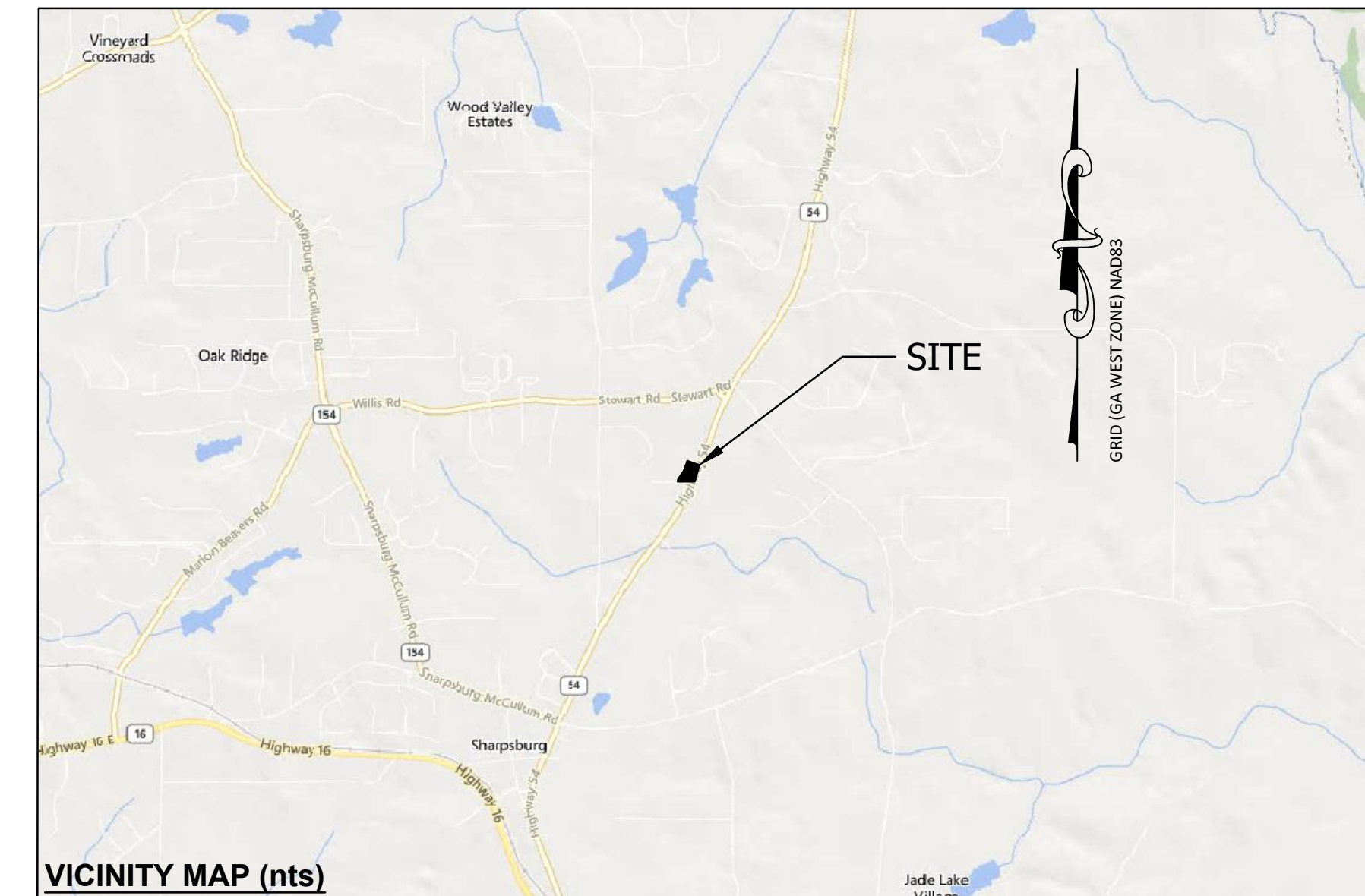
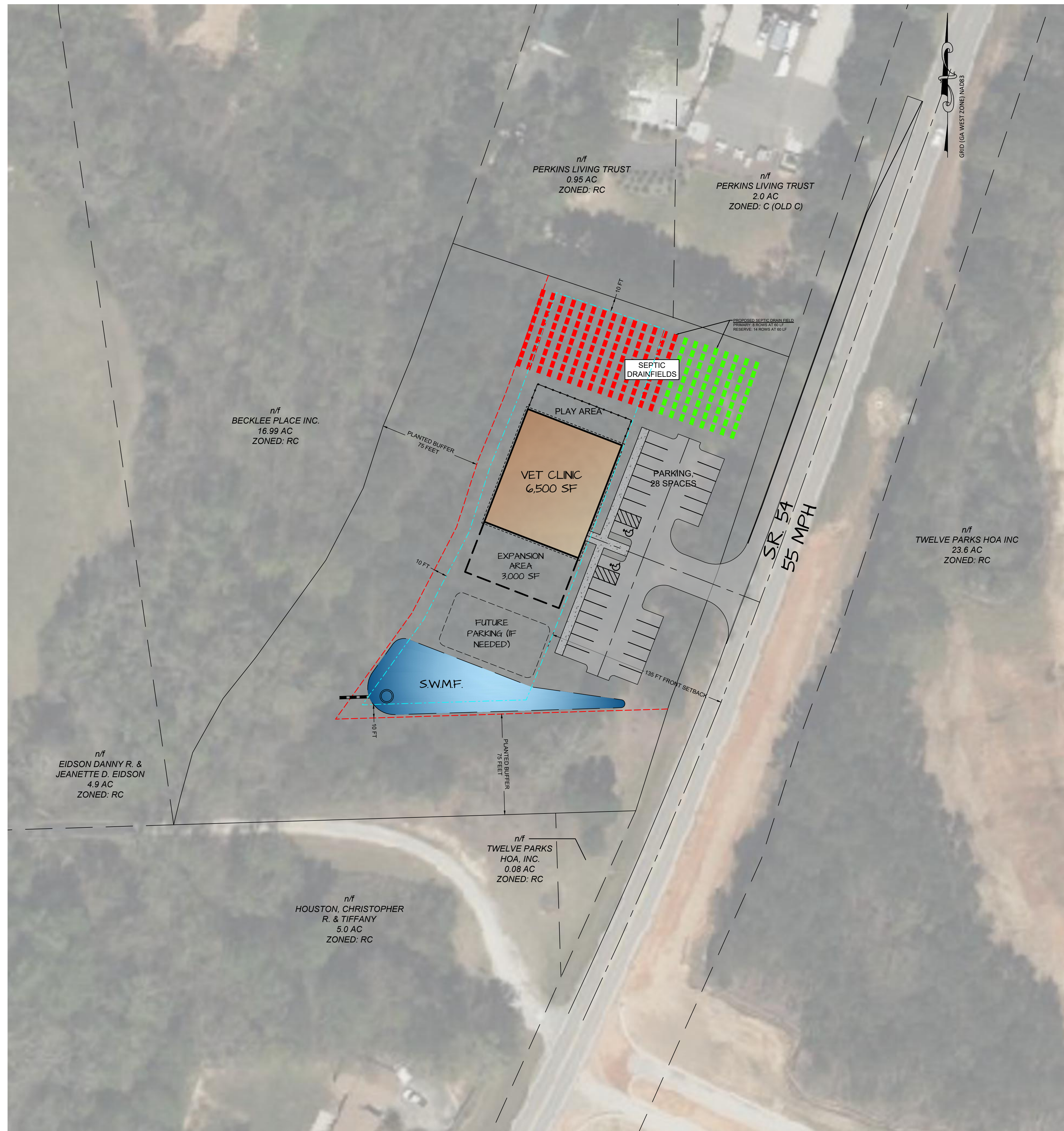


Handwritten signature of Melissa D. Griffis in cursive script.

Melissa D. Griffis

MDG/bw

c: Mr. Bill McKenzie, District 2, Chairman
Mr. Alphonso Smith, District 5, Vice Chairman
Mr. Jeff Fisher, District 1
Mr. Bob Blackburn, District 3
Mr. John Reidelbach, District 4
Mr. Nathan T. Lee, Esq., County Attorney



SITE PLAN NOTES:

1. **OWNER / DEVELOPER:**
BUNNY Z ENTERPRISES, L.L.C.
150 MAIN ST
SHARPSBURG, GA 30277
CONTACT: DR. BRITTON HAMMETT-McCURRY / KRISTIN COX
EMAIL: LEMURVET@GMAIL.COM / KACOX4321@GMAIL.COM
PHONE: 470-627-8388 / 678-478-4592
2. **ENGINEER:**
HIGHLAND LAND PLANNING, LLC
201 PROSPECT PARK, SUITE C
PEACHTREE CITY, GA 30269
CONTACT: JASON L. WALLS, P.E.
EMAIL: JWALLS@HIGHLANDLP.US
PHONE: 770-631-0499
3. **ARCHITECT:**
LG SQUARED, INC.
878 PEACHTREE STREET N.E., UNIT 304
ATLANTA, GEORGIA 30309
CONTACT: JODI
EMAIL: JODI@LGSQUAREDINC.COM
PHONE: 404-961-0610
4. **SITE DATA:**
ADDRESS: HIGHWAY 54 (APPROX. 1,750 LF SOUTH OF REESE ROAD, WEST SIDE OF HIGHWAY)
SITE AREA: 3.70 ACRES
TAX PARCEL ID NUMBER: 135 1120 006
EXISTING ZONING: C-6 (COMMERCIAL MINOR SHOPPING DISTRICT)
PROPOSED ZONING: C-6 WITH CUP
5. **SETBACKS AND BUFFERS:**
135 FEET (FRONT BUILDING SETBACK, FROM CL OF ROADWAY)
10 FEET (SIDE BUILDING SETBACK)
10 FEET (REAR BUILDING SETBACK)
75 FEET (PLANTED BUFFER ADJACENT TO RESIDENTIAL)
6. **PROPOSED BUILDING:**
VETERINARIAN / DOGGIE DAY CARE FACILITY = 6,500 SF
VET = 3,250 SF, DOGGIE DAY CARE = 3,250 SF
EXPANSION AREA = 3,000 SF
7. **PARKING SUMMARY:**
PARKING REQUIREMENTS: 1 SPACE PER 200 SF (OFFICE, BUSINESS OR PROFESSIONAL)
1 SPACE PER 300 SF (KENNEL/COMMERCIAL)
REQUIRED PARKING: 28 SPACES
PROVIDED PARKING: 28 SPACES
EXPANSION AREA PARKING: 13 ADDITIONAL SPACES SHOWN, RESERVED IF EXPANSION AREAS ARE COMPLETED

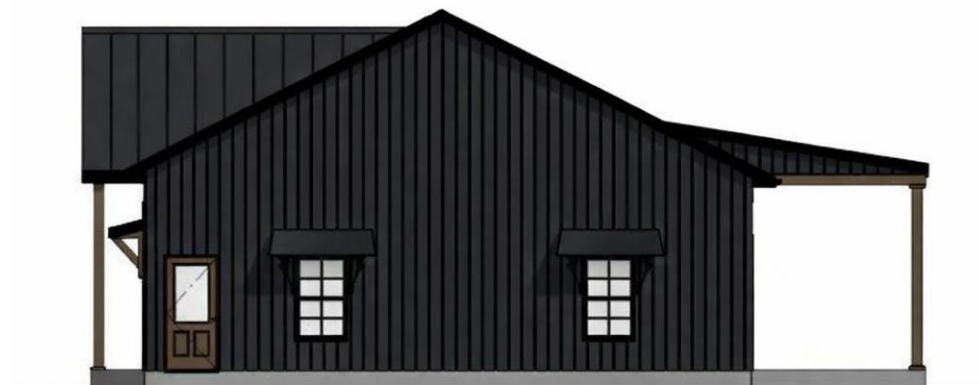
* PARKING SPACE NOTE: ALL PARKING SPACES ARE 9 FT BY 18 FT. ALL PARKING LOT LANDSCAPE ISLANDS ARE 9 FEET MINIMUM WIDTH. ALL DRIVE ISLES ARE 24 FEET MINIMUM WIDTH, UNLESS OTHERWISE NOTED.
8. **FLOODPLAIN:** NO PORTION OF THIS PROPERTY LIES WITHIN A FLOOD ZONE OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL #13077C0257D DATED FEBRUARY 6, 2013.
9. **ECOLOGY:** NO STATE WATERS OR WETLANDS ARE PRESENT ON THE SITE NOR ARE EXPECTED TO BE IMPACTED BY THE PROPOSED LAND DEVELOPMENT. WETLANDS TO EXIST OFF PROPERTY TO THE EAST.
10. **UTILITIES:** WATER SERVICES PROVIDED BY THE COWETA COUNTY WATER AND SEWERAGE AUTHORITY. SEWER SERVICE IS NOT WITHIN 200 FEET OF THE PROPERTY, AND AS SUCH WILL BE SERVICED BY AN ONSITE SEPTIC SYSTEM TO BE PERMITTED WITH THE COWETA COUNTY ENVIRONMENTAL HEALTH DEPARTMENT.
11. **STORMWATER NARRATIVE:** STORMWATER MANAGEMENT TO BE PROVIDED WITHIN BY A SINGLE STORMWATER MANAGEMENT FACILITY FOR THE COMPLETE DEVELOPMENT, CONTROLLING BOTH THE ATTENUATION OF REGULATED STORM EVENTS AND INCLUDING CHANNEL PROTECTION AND WATER QUALITY TREATMENT. WATER QUALITY TREATMENT TO BE PROVIDED FIRST BY EFFORT FOR INFILTRATION PRACTICES, AND IF NOT APPLICABLE CONVENTIONAL WATER QUALITY BMPs MAY BE APPLIED. DETENTION AND WATER QUALITY TREATMENT WILL BE PROVIDED IN ACCORDANCE WITH THE GEORGIA STORMWATER MANAGEMENT MANUAL AND LOCAL DESIGN MANUAL.
12. **LANDSCAPING:** A LANDSCAPE PLAN WILL BE PREPARED TO COWETA COUNTY'S STANDARDS, TO BE APPROVED AT THE TIME OF LAND DISTURBANCE PERMITTING. PLANTINGS ALONG THE HIGHWAY WILL BE PROVIDED, AS WELL AS ALONG THE REAR PLANTED BUFFER BETWEEN THE SITE AND RESIDENTIAL AREAS, ALONG WITH SITE AND RECOMPENSE LANDSCAPING PER CITY REGULATIONS AND THE UNIFIED DEVELOPMENT ORDINANCE.
13. **FIRE PROTECTION:** FIRE PROTECTION WILL BE PROVIDED PER COUNTY CODE REQUIREMENTS, INCLUDING ADEQUATE AND DEFINED FIRE DEPARTMENT ACCESS, ADEQUATE WATER SUPPLY AND HYDRANT, AND A BUILDING FIRE SPRINKLER SYSTEM (ONLY IF REQUIRED) TO BE PERMITTED AND APPROVED DURING THE ENGINEERING DESIGN PHASE.

 HIGHLAND LAND PLANNING 201 PROSPECT PARK, SUITE A, REAGINREE CITY, GEORGIA 30269 COA No. HP006838 Exp. 9/6/2026 DRAWING NO. C200	CONCEPTUAL LAYOUT PLAN FOR LINE CREEK ANIMAL HOSPITAL LAND LOT 120 OF THE 1st DISTRICT, COWETA COUNTY, GEORGIA	ENGINEERED CONCEPT PLAN			Date:	Drawn by:	Check by:	40'20'0'40' SCALE: 1" = 40' Rev. Description Date 1.
		3/4/2026	JLW	JLW				



Design Elements:

- ☐ Standing seam metal roof
- ☐ Corrugated metal siding
- ☐ Central entry with gable roof and wood accents
- ☐ Cross gable for main roof
- ☐ Awnings over windows
- ☐ Approximately 6,000 sq. ft.
- ☐ Outdoor play area at the rear of the building

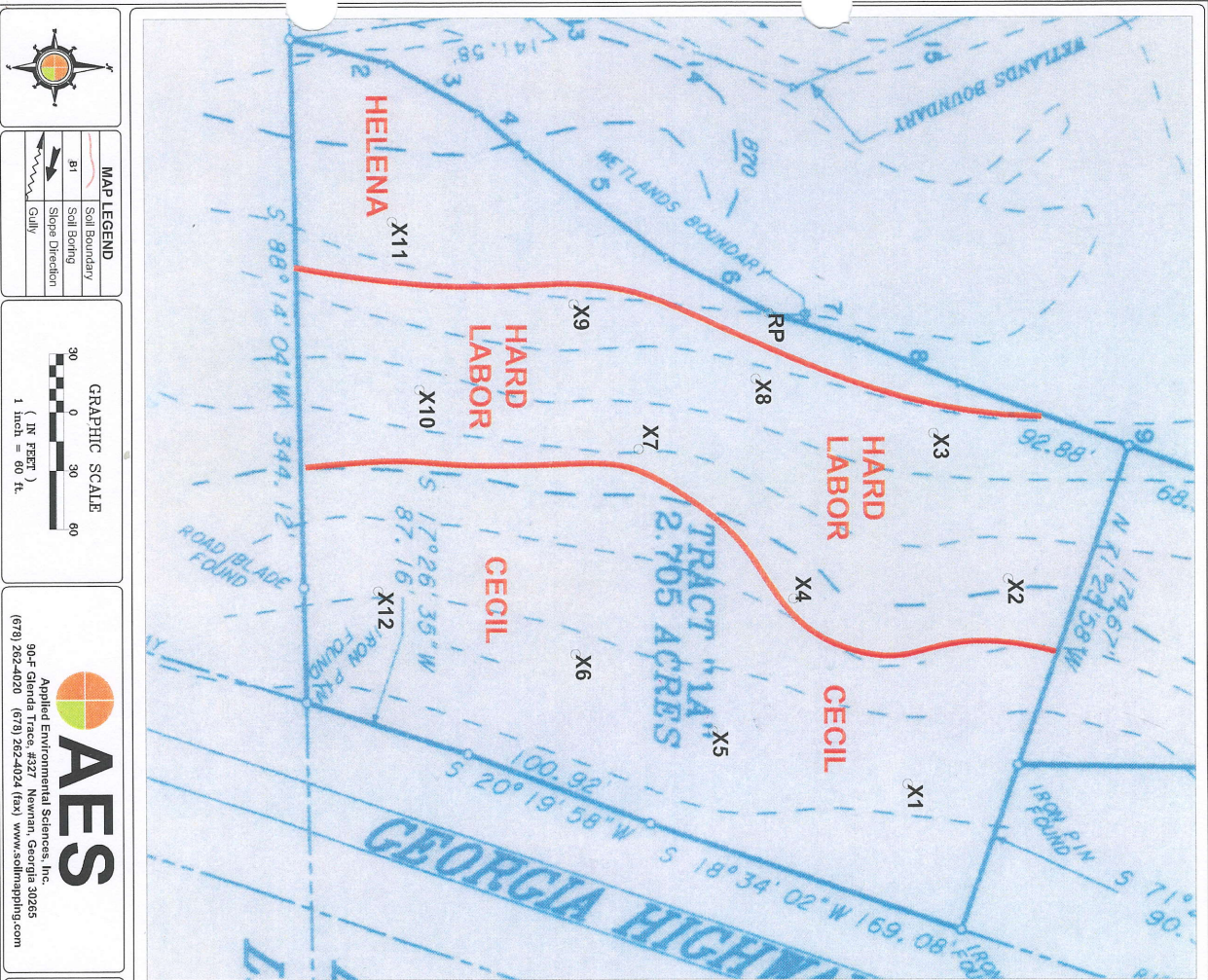


Line Creek Animal Hospital and Doggie Daycare
 Coweta County CUP Submittal
 Exterior Design Intent Examples

04.01.2026



Initial DS
BH KL



SOIL INTERPRETIVE DATA

Soil Units	Depth to Bedrock (in)	Depth to Seasonal High Water Table Indicators (in)	Slope Gradient (percent)	Recommended Trench Depth (in)	Estimated Perc Rate (min/in)	Recommended Hydraulic Loading Rate (gal/day/sq.ft.)	Soil Suit. Code
Cecil	>72	>72	2-8	36-48	60	---	A1
Hard Labor	>72	30-40	2-8	12-18	75	0.12	C2
Helena	>72	18-24	2-8	---	---	---	F2

SOIL SUITABILITY CODE LEGEND

- A1 Soils are typically suitable for conventional absorption field with proper design, installation and maintenance.
- C2 Soils are unsuitable for conventional absorption fields due to seasonal high water table conditions. Soils are generally suitable for alternative absorption fields with treatment system producing Class 1 effluent.
- F2 Soils are unsuitable for on-site wastewater disposal due to seasonal high water table.

NOTES:

Absorption fields should not be installed on concave slopes. Surface drainage should be diverted away from absorption field lines. Estimated percolation rates are based on full-sized system performance. However, no guarantee is given or implied as to the performance of any particular system installed.

AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace, #327 Newnan, Georgia 30255
(770) 262-4020 (770) 262-4024 (fax) www.soilmapping.com

LEVEL 3 SOIL MAP
HWY 54 TRACT-2.705 ACRES
L.L. 120, 1ST DISTRICT
COWETA COUNTY, GEORGIA

DATE: 11-28-16	AES JOB #: 34171
SCALE: 1" = 60'	
CLIENT: CHARLES PERKINS	
BORING LOCATION METHOD: TRIMBLE GPD 7X GPS	
FIELD WORK BY: EAH	
CHECKED BY: ERIC A HAMILTON, DPH CSC #224	

TRAFFIC IMPACT STUDY

Prepared For
COWETA COUNTY

**LINE CREEK ANIMAL HOSPITAL
MINOR IMPACT STUDY
COWETA COUNTY, GA**

May 6, 2026



Report Submitted: May 6, 2026

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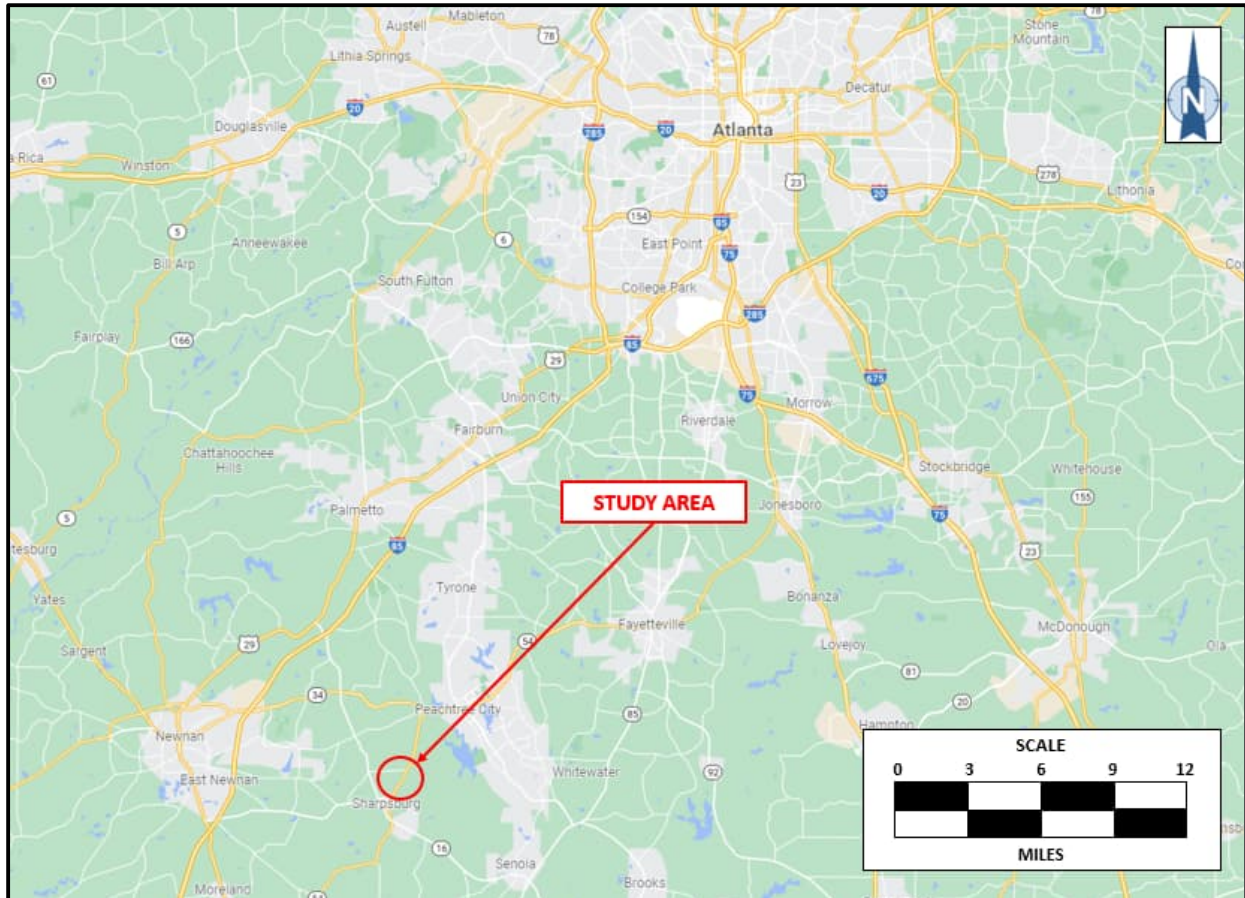
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INTRODUCTION

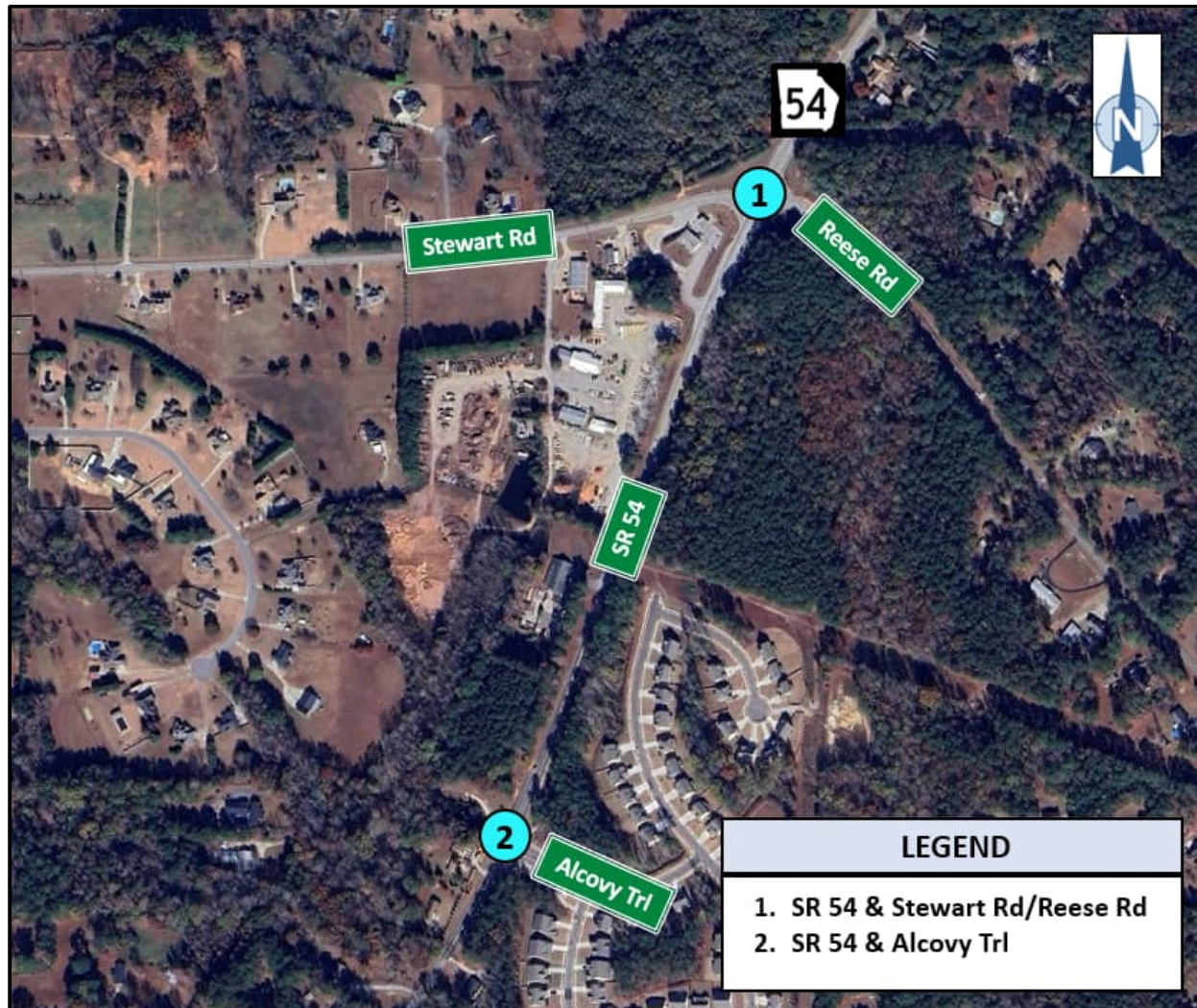
This study includes an analysis of the traffic related impacts for an animal hospital that is proposed to be constructed on SR 54. The location for the development is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



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

Figure 2: STUDY INTERSECTIONS MAP



PROPOSED DEVELOPMENT

The proposed animal hospital consists of one 6.5 KSF building with an additional 3 KSF expansion area and 28 parking spaces. The site plan proposes a single point of access on SR 54. The development is proposed to be fully built out by 2027.

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

Figure 3: SITE PLAN



It should be noted that the site plan was developed prior to the completion of the Alcovy Trail residential development, which later added a southbound left turn lane. The taper of this turn lane extends through the proposed location of this site driveway. To accommodate a full access driveway for the development, the site driveway will need to be relocated north and/or the southbound left turn lane into the Alcovy Trail residential neighborhood will need to be shortened.

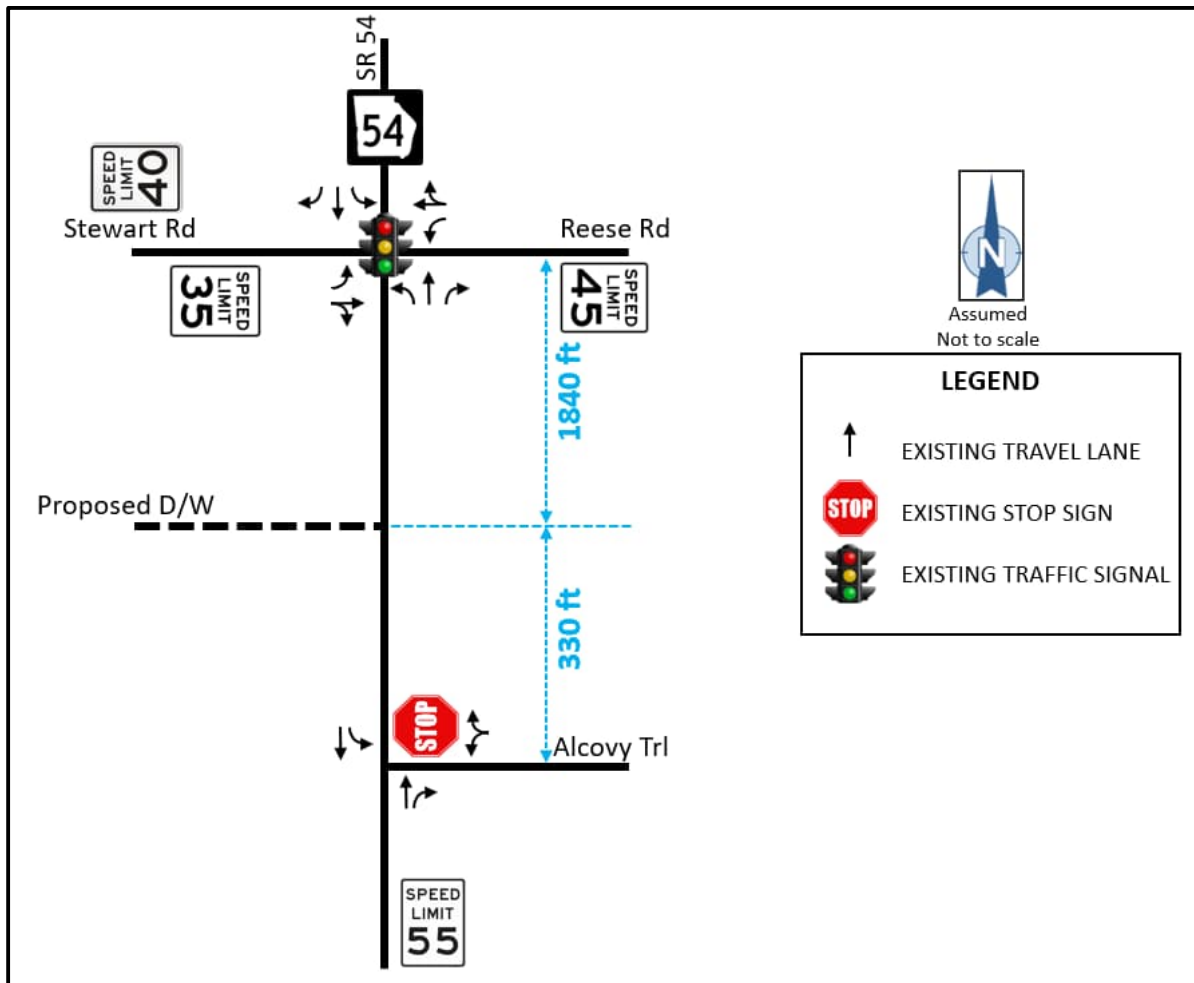
EXISTING CONDITIONS

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

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

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

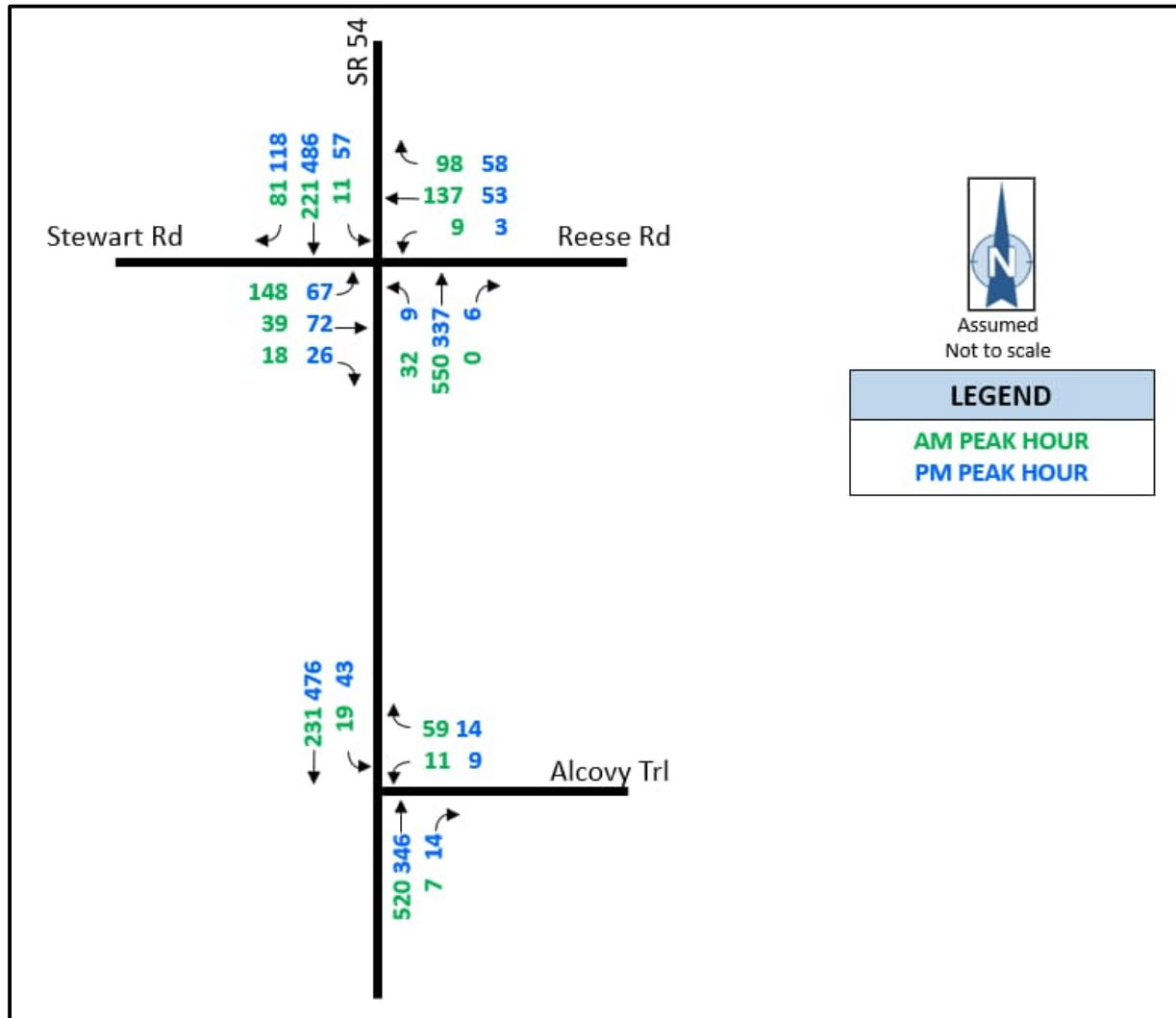
Figure 4: EXISTING CONDITIONS



EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, April 21, 2026 from 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. The observed peak hours are 7:15 to 8:15 AM and 5:00 to 6:00 PM. Existing peak hour turning movement volumes are shown in Figure 5 below. The turning movement data is provided in Appendix B.

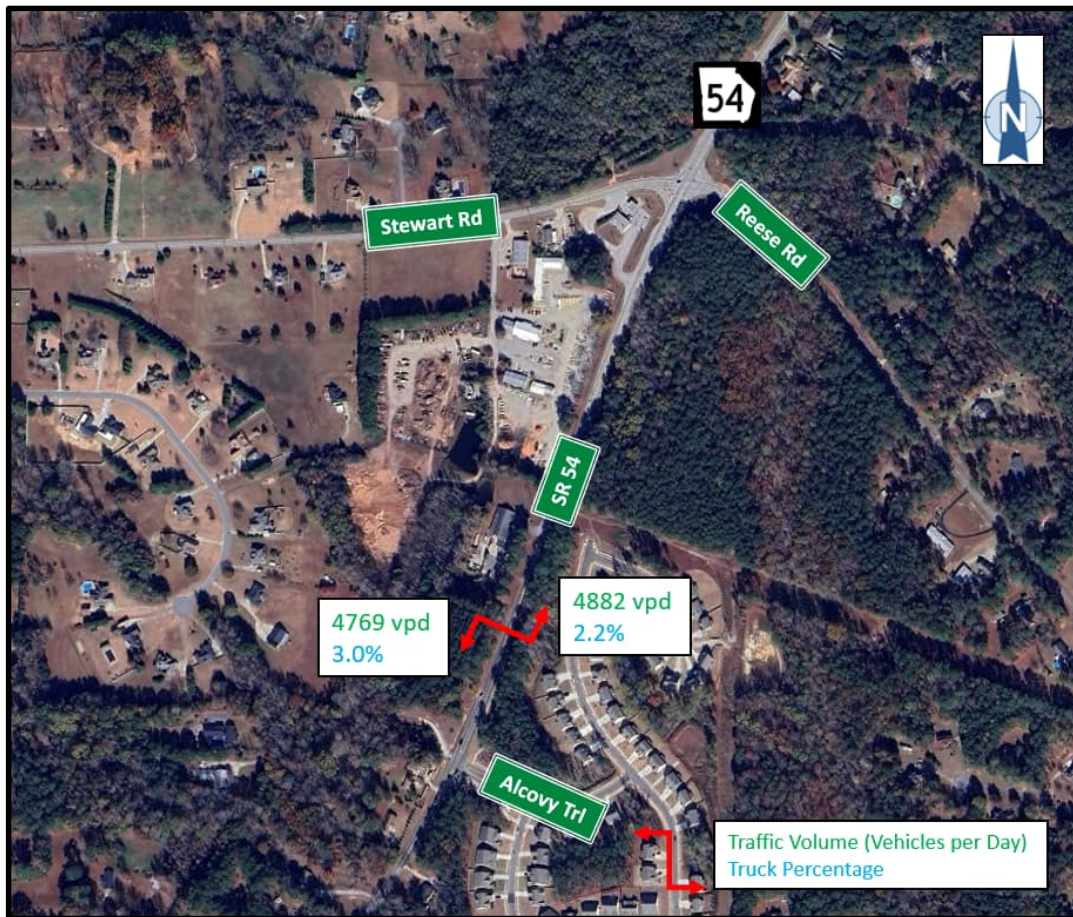
Figure 5: EXISTING TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

An Automatic Traffic Recorder (ATR) was placed in the study area to collect bi-directional traffic data on April 21, 2026. The recorded daily volumes and truck percentages are shown in Figure 6 below. The ATR data is provided in Appendix C.

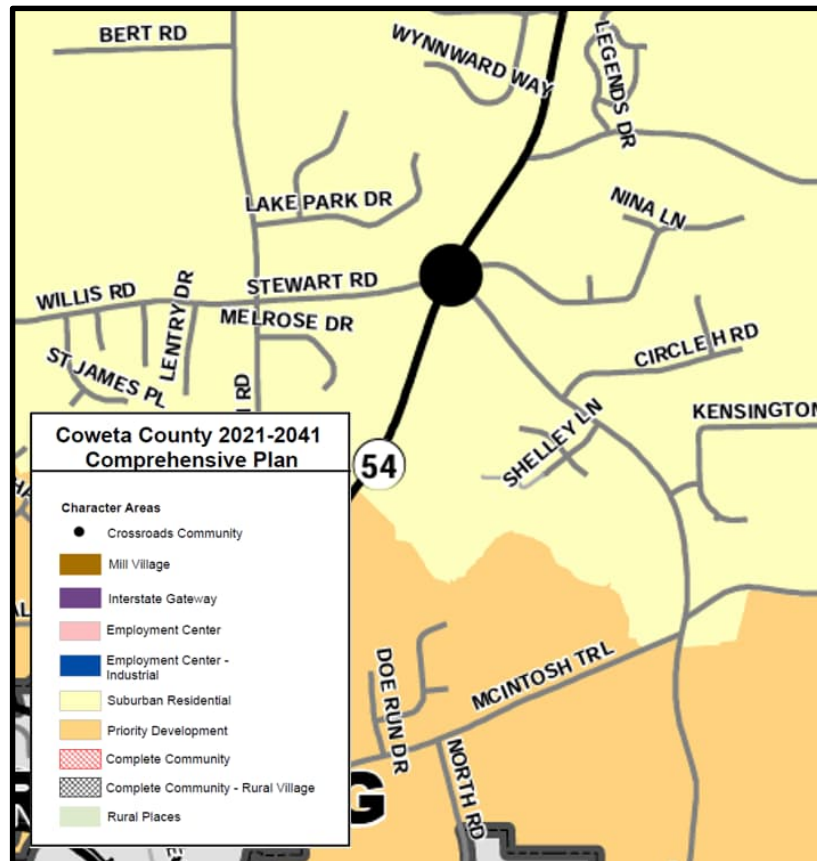
Figure 6: ATR DATA



Land-Use Category

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

Figure 7: LAND-USE CATEGORY

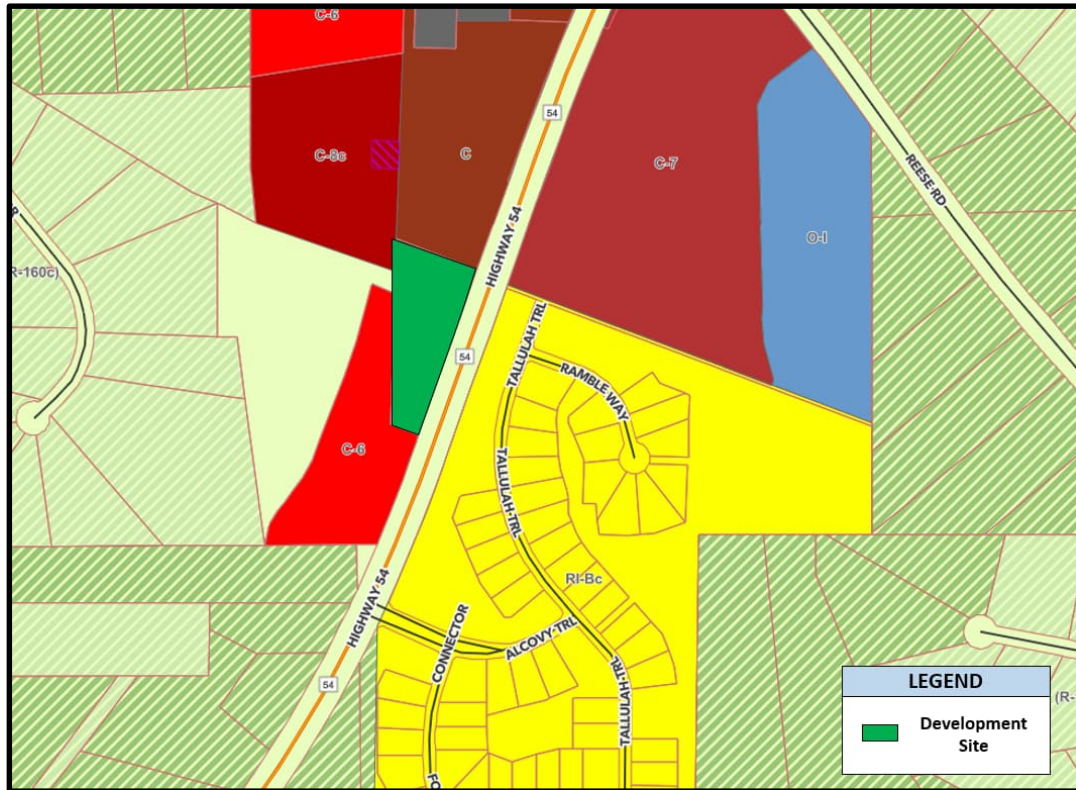


According to Figure 7, the area in which the development is located is categorized as Suburban Residential.

Zoning District

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

Figure 8: ZONING DISTRICT



According to Figure 8, the development is located is zoned “C-6”, Commercial Minor Shopping District, according to the Coweta County Code of Ordinances.

TRAFFIC PROJECTION METHODOLOGY

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

CENSUS DATA

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

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

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

Source: ARC population forecast Coweta County 2050

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

HISTORIC TRAFFIC DATA

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

Figure 9: GDOT COUNT STATIONS

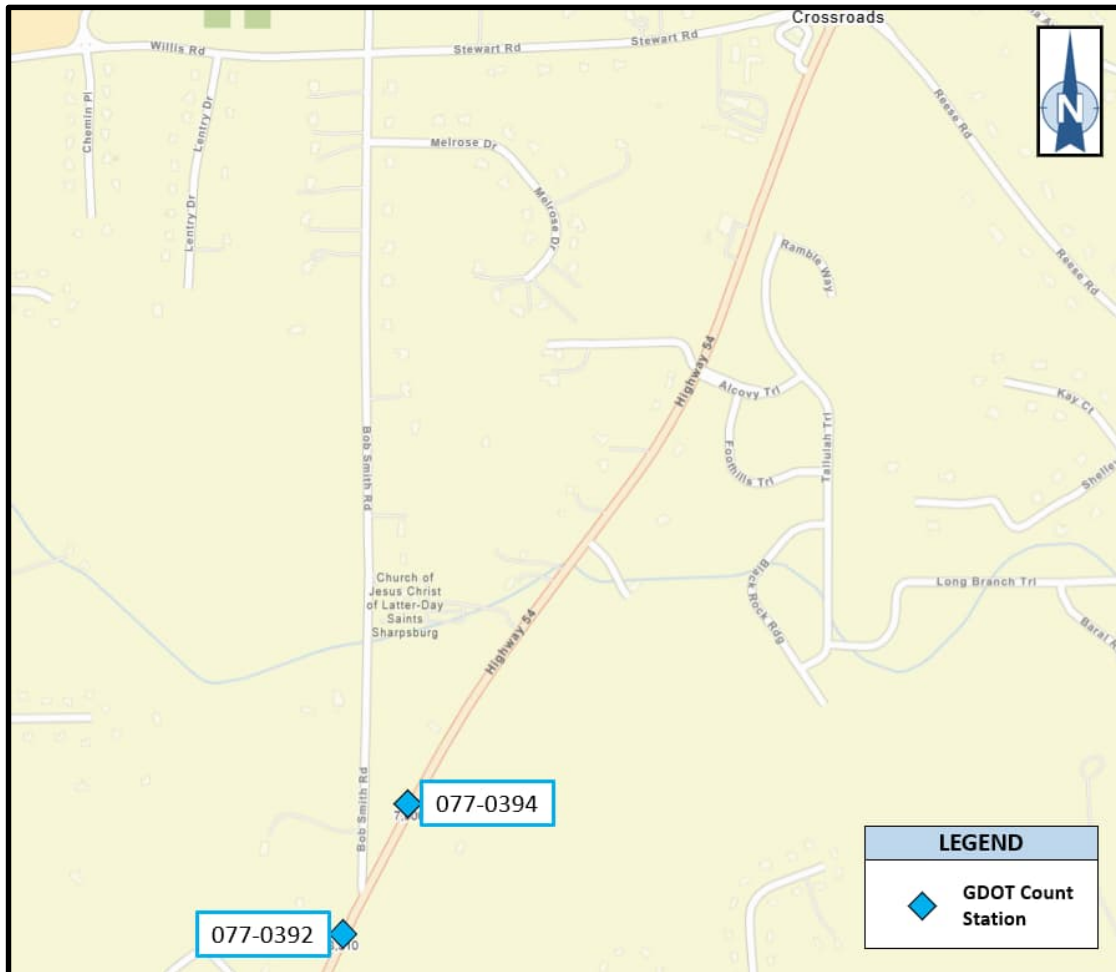


Table 2 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2009 through 2025.

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

Table 2: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 077-0392	GDOT Count Station 077-0394
2009	5966	-
2010	-	5456
2011	-	5105
2012	6196	-
2013	-	5208
2014	5942	-
2015	5950*	6526
2016	7041	6060*
2017	6680*	6917
2018	7242	6110*
2019	8271	7312
2020	7250*	8152
2021	7830*	8110*
2022	9009	8290*
2023	7790*	8622
2024	9490	7900*
2025	-	8924

Source: GDOT TADA Database System-

*Estimated counts not used in trend analysis.

TREND ANALYSIS

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

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

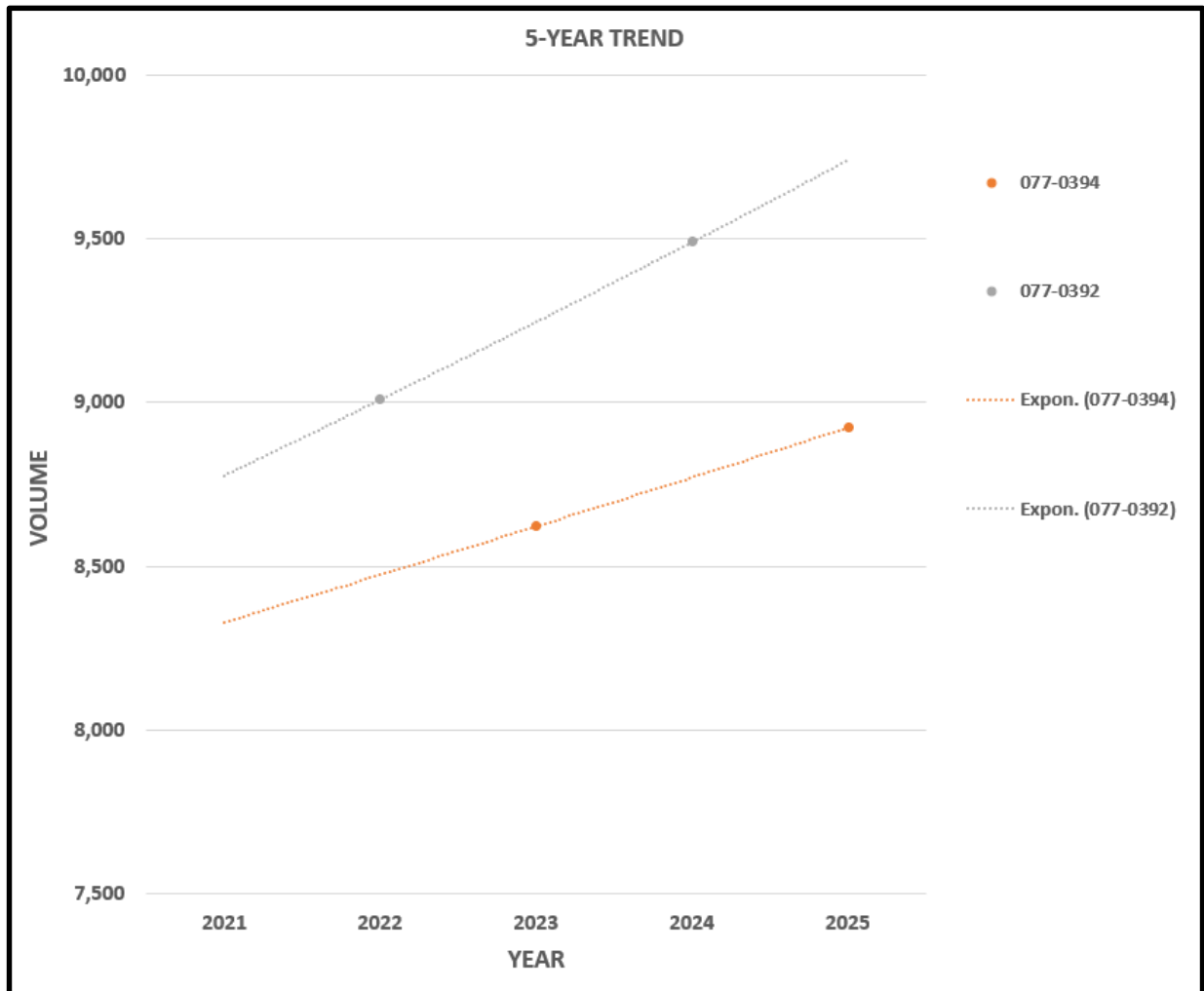


Figure 11: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS

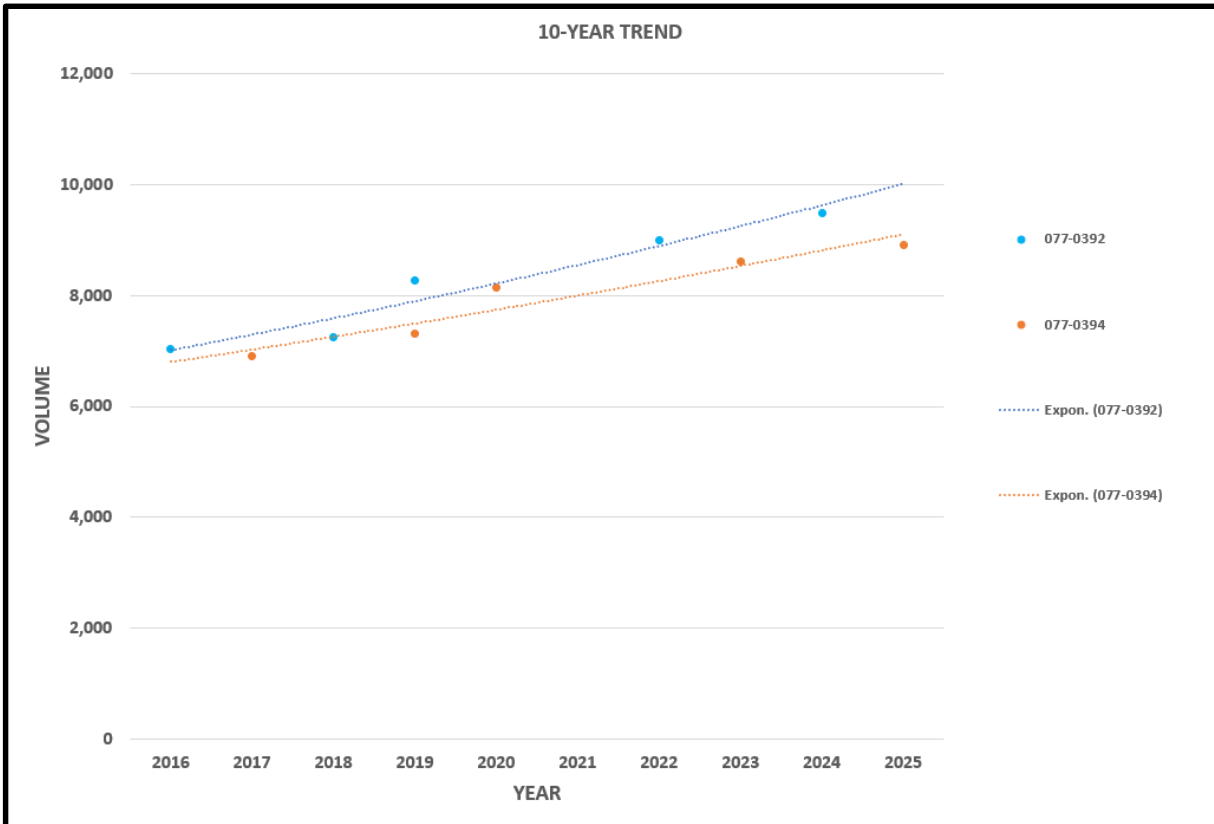
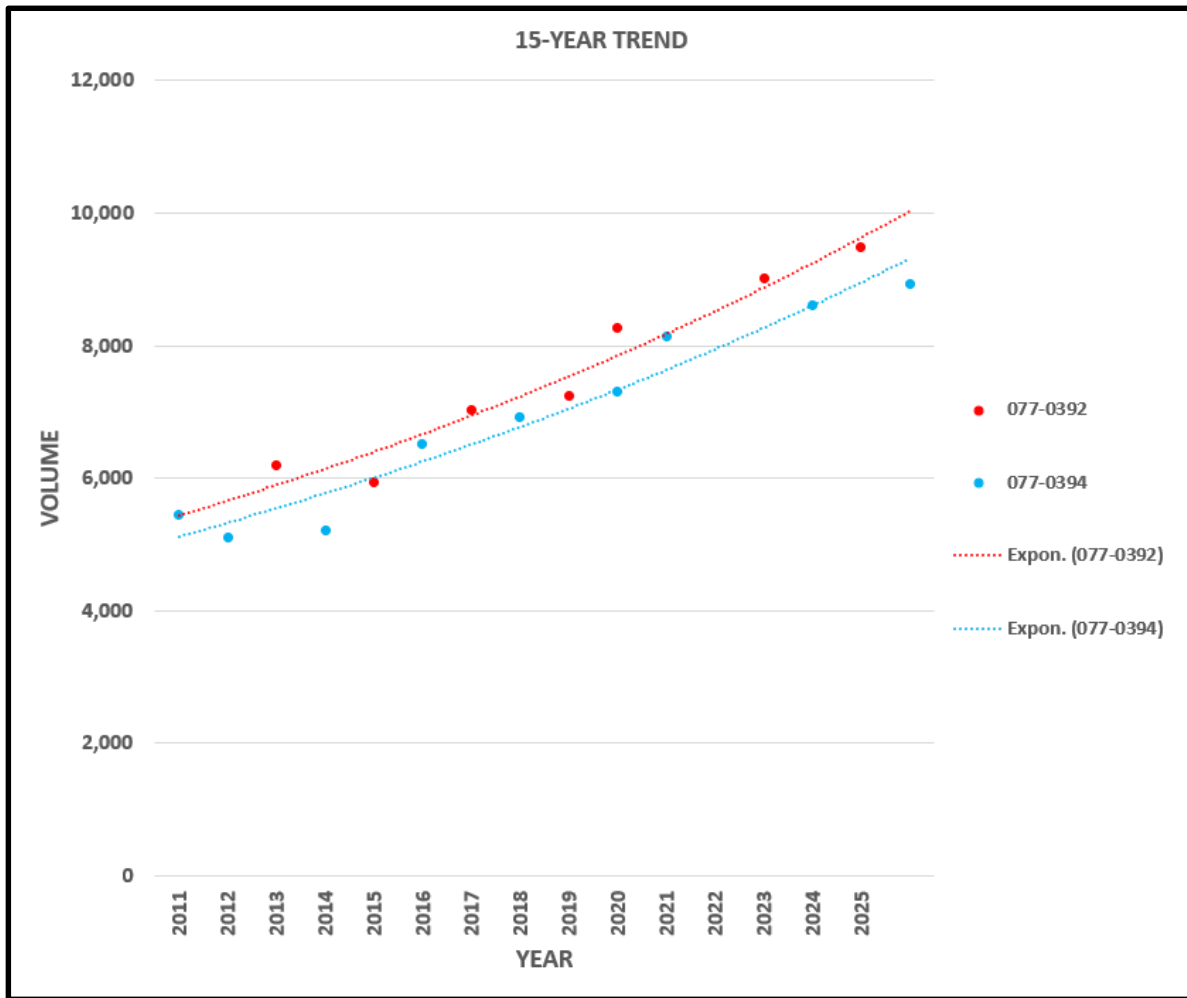


Figure 12: 15-YEAR TREND LINES FOR GDOT COUNT STATIONS



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

Table 3: TREND ANALYSIS FOR COUNT STATION DATA

GDOT Count Stations	5-year	10-year	15-year
077-0392	1.05%	3.03%	2.88%
077-0394	0.69%	2.58%	3.79%
Blended Trend Rates from Count Stations	0.87%	2.81%	3.32%

Note: Rates are calculated based on annual compounding.

GROWTH RATE

The ARC projects an annual population growth rate of 1.4% per year for Coweta County through 2050. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 0.87% for the past five years, 2.81% for the past ten years, and 3.32% for the past fifteen years.

Based on these rates and the surrounding area, the growth rate was established to be **1.75%** for the purpose of the study.

GROWTH FACTOR

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

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

Where:

r = growth rate

n = number of years

The volumes projections were calculated using the following values as ‘n’, taken as the time period between the 2026 Existing Year and each corresponding phase.

- Existing Year (2026) to Build Year (2027) – n=1

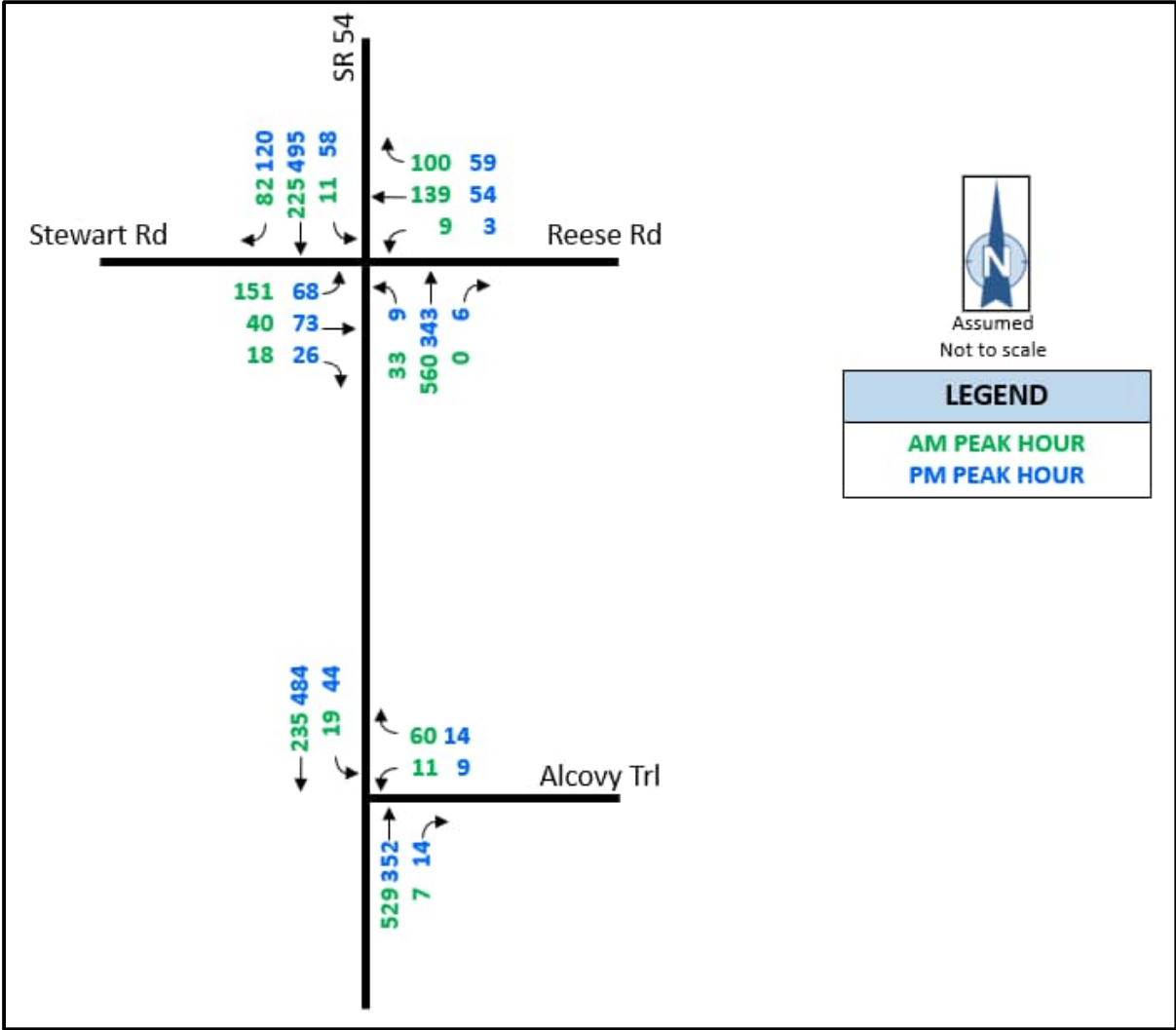
Growth factors are provided in Table 4.

Table 4: GROWTH FACTOR

PROJECTED YEAR
Build Year (2027)
1.0175

Figure 13 on the following page shows the estimated background growth traffic volumes at the study intersections for the Build Year (2027).

Figure 13: PROJECTED 2027 BACKGROUND GROWTH VOLUMES



PROJECTED CONDITIONS

TRIP GENERATION

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

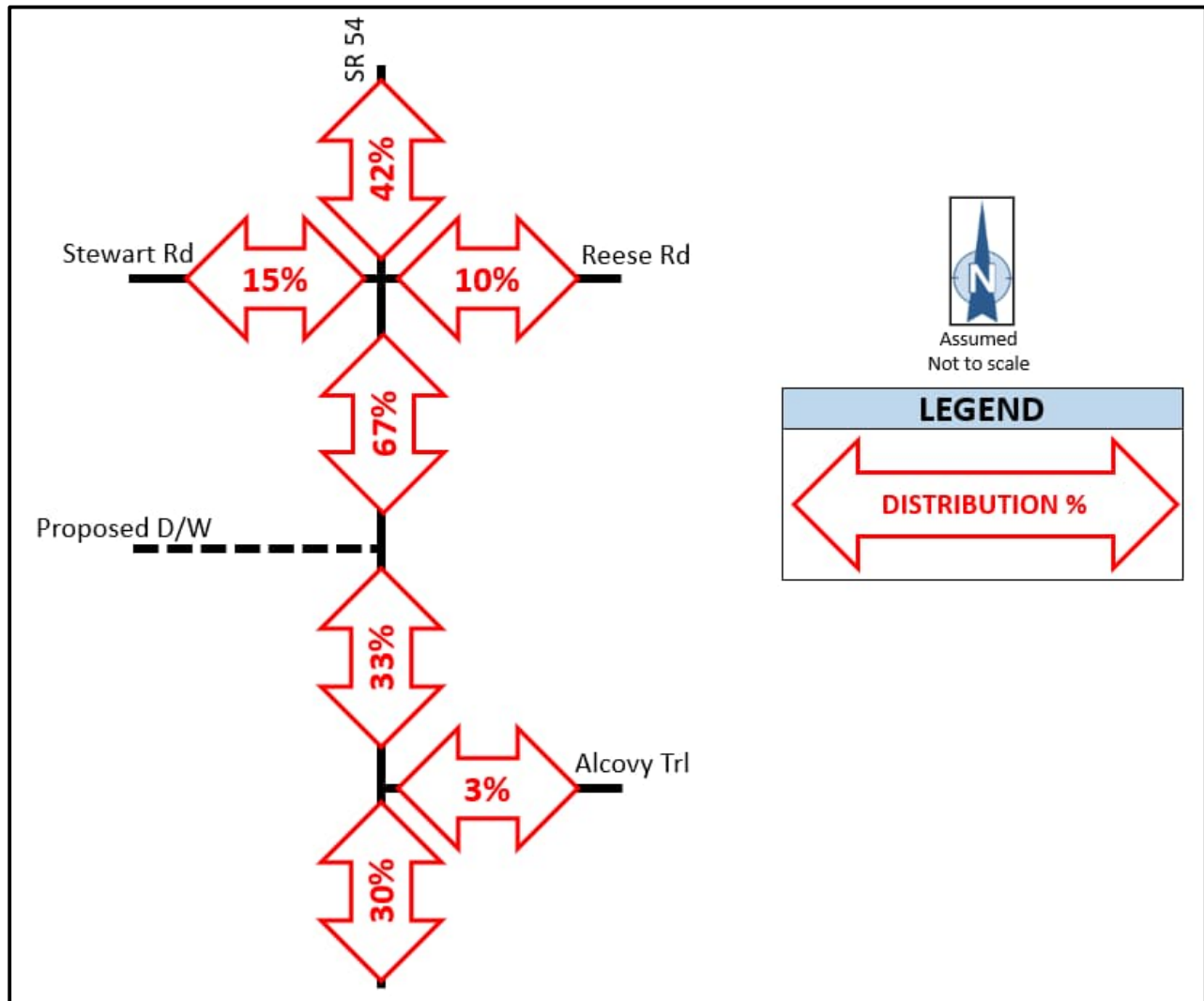
Table 5: TRIP GENERATION

ITE CODE	DESCRIPTION	SIZE	DAILY 2-WAY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
640	Animal Hospital / Veterinarian Clinic	9.5 KSF	204	24	12	36	15	23	38

TRIP DISTRIBUTION

In order to assign new trips to the street network, a trip distribution pattern was developed based on the existing patterns during the AM and PM Peak Hours. Figure 14 shows the resulting trip distribution pattern that was used to assign the new generated traffic for the development.

Figure 14: TRIP DISTRIBUTION



TRAFFIC ASSIGNMENT

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

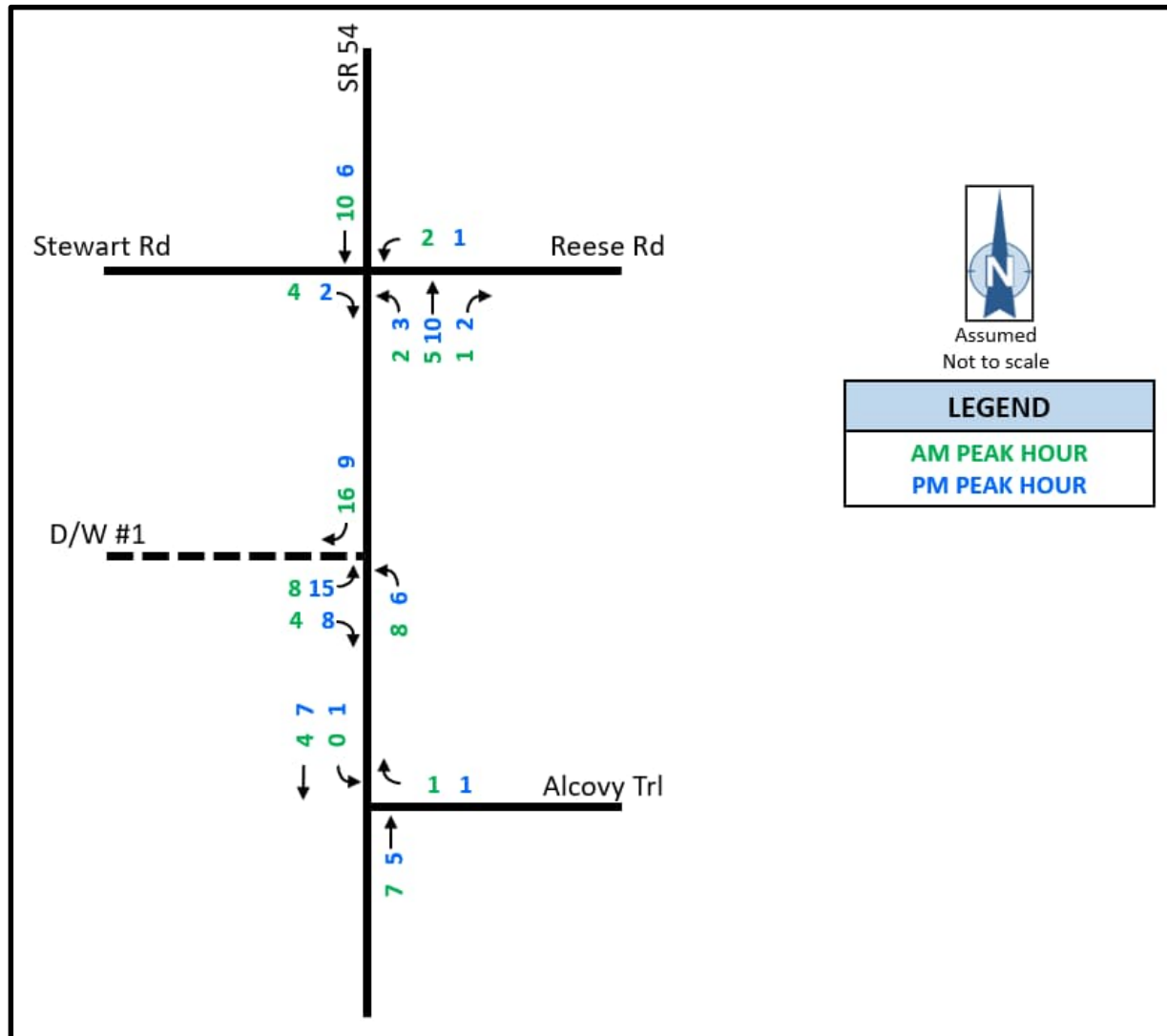
Table 6: NEW TRIPS ASSIGNMENT

To & From	%	AM		PM	
		IN	OUT	IN	OUT
North on SR 54	42%	10	5	6	10
West on Stewart Rd	15%	4	2	2	3
East on Reese Rd	10%	2	1	1	2
East on Alcovy Trl	3%	1	0	1	1
South on SR 54	30%	7	4	5	7
Total Trips	100%	24	12	15	23

New Trips

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

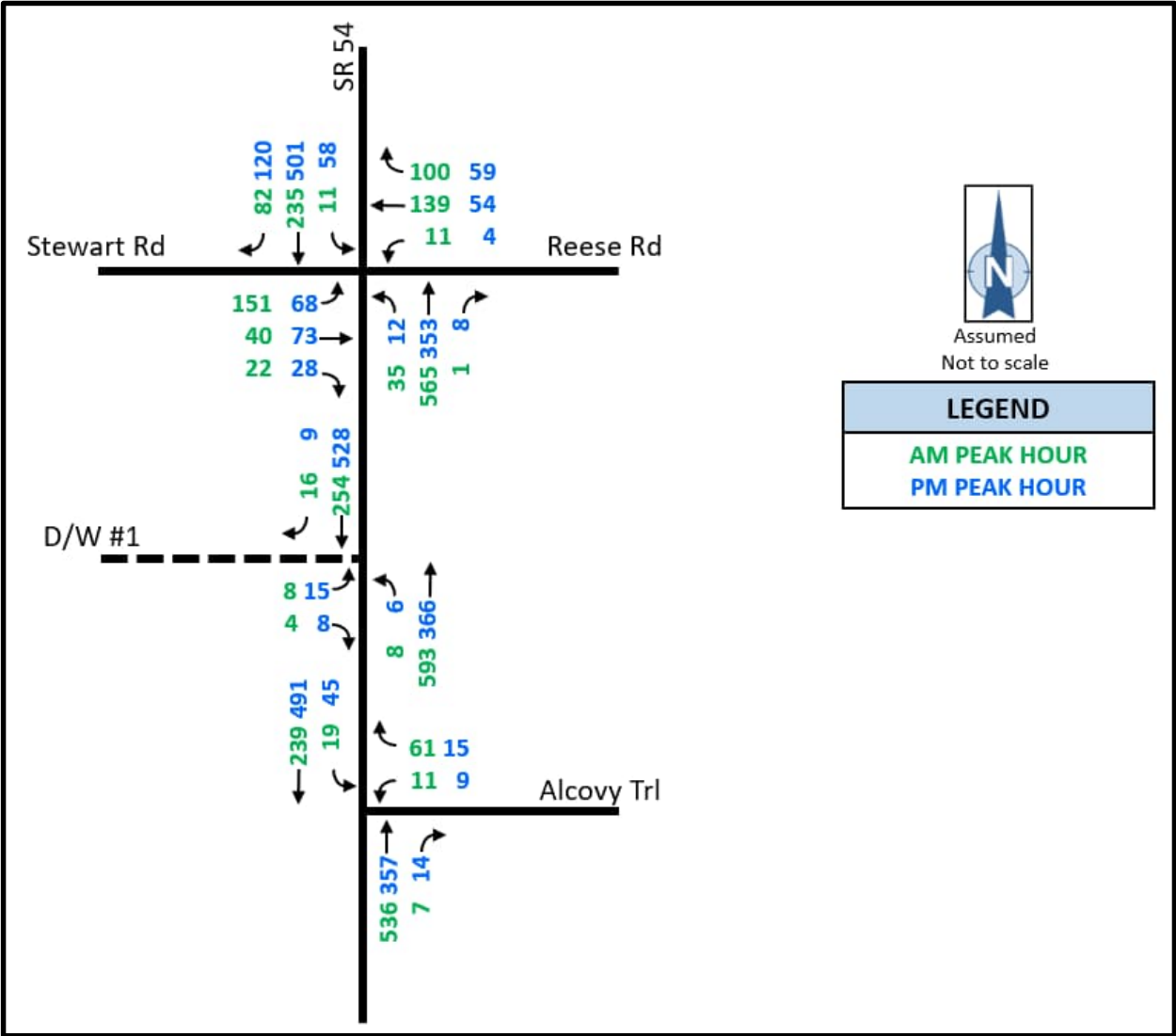
Figure 15: NEW TRIPS



Projected Build Volumes

In order to represent the Projected 2027 Build Volume, the New Trips (Figure 15) were added to the Projected 2027 Background Growth Volumes (Figure 13). The Projected 2027 Build Volumes are shown in Figure 16.

Figure 16: PROJECTED 2027 BUILD VOLUMES



TURN LANE ANALYSIS, SITE DRIVEWAYS

Considerations were made for the site driveway to include additional turn lanes to improve the safety and operation at the intersection.

The *GDOT Regulations for Driveway and Encroachment Control* was examined to determine the criteria for additional turn lanes at the site driveway. Figures 17 and 18 show the minimum requirements for additional right and left turn lanes, respectively.

Figure 17: MINIMUM VOLUMES REQUIRING RIGHT TURN LANES

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

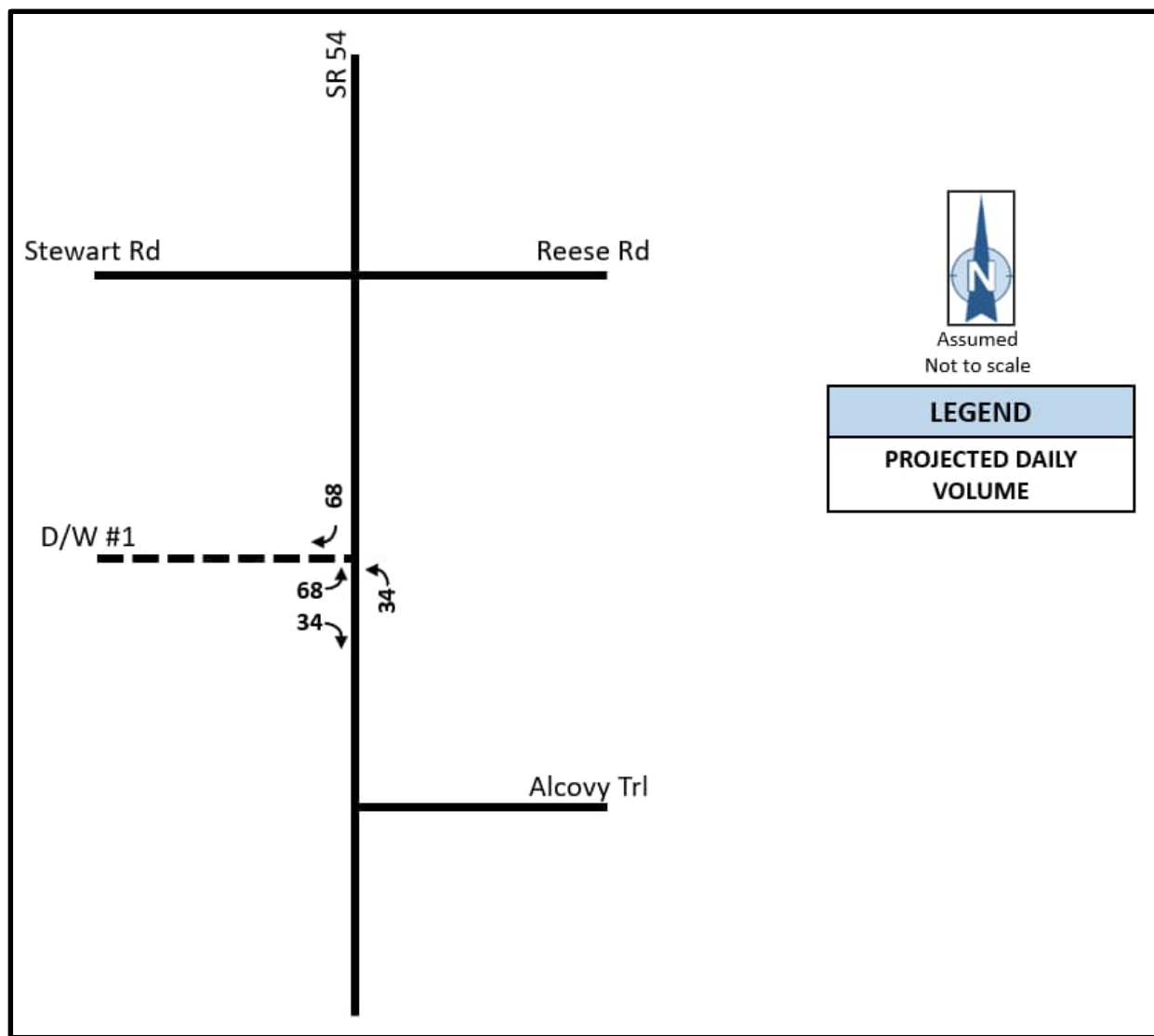
Figure 18: MINIMUM VOLUMES REQUIRING LEFT TURN LANES

Condition 1				
LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

The estimated daily volumes entering and exiting the site are shown in Figure 19 below. The estimated daily volumes are based on the trip generation and trip distribution earlier in the report.

Figure 19: PROJECTED DAILY VOLUMES ENTERING/EXITING SITE



Based on the projected turning movements, the southbound right turn entering Driveway #1 meets the threshold for a dedicated right turn lane. Therefore, a right turn lane was evaluated at this development driveway for the Build scenario.

CAPACITY ANALYSIS

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

Table 7: LEVEL OF SERVICE CRITERIA

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

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

EXISTING CONDITIONS

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

Table 8: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2025)	
		AM PEAK HOUR	PM PEAK HOUR
SR 54 @ Stewart Rd / Reese Rd	Signal	C (21.9)	B (15.0)
SR 54 @ Alcovy Trl	WBL/R	B (14.0)	B (14.1)
	NBT	-	-
	NBR	-	-
	SBL	A (8.8)	A (8.2)
	SBT	-	-

-: A (0.0)

Capacity analysis results under Existing conditions indicate that the intersections operate at LOS 'C' or better during both peak hours.

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

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

INTERSECTION	MOVEMENT	EXISTING YEAR (2025)	
		AM PEAK HOUR	PM PEAK HOUR
SR 54 @ Stewart Rd / Reese Rd	EBL	175	68
	EBT/R	35	70
	WBL	8	3
	WBT/R	133	50
	NBL	15	3
	NBT	310	123
	NBR	0	0
	SBL	8	18
	SBT	110	198
	SBR	0	0
	SBT	110	198
SR 54 @ Alcovy Trl	WBL/R	15	5
	NBT	0	0
	NBR	0	0
	SBL	3	3
	SBT	0	0

XXX: Queue exceeds 300 feet

25 ft = 1 car

PROJECTED NO-BUILD CONDITIONS

The intersections were evaluated under projected No-Build conditions, with existing geometry and 2027 background growth volumes. The results of the capacity analysis are summarized in Table 10 below. Capacity analysis reports for projected No-Build conditions can be found in Appendix G.

Table 10: CAPACITY ANALYSIS RESULTS, NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	BUILD YEAR (2027)	
		AM PEAK HOUR	PM PEAK HOUR
SR 54 @ Stewart Rd / Reese Rd	Signal	C (22.3)	B (15.1)
SR 54 @ Alcovy Trl	WBL/R	B (14.1)	B (14.3)
	NBT	-	-
	NBR	-	-
	SBL	A (8.9)	A (8.2)
	SBT	-	-

∴ A (0.0)

Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS 'C' or better during both peak hours through 2027.

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

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

INTERSECTION	MOVEMENT	BUILD YEAR (2027)	
		AM PEAK HOUR	PM PEAK HOUR
SR 54 @ Stewart Rd / Reese Rd	EBL	180	68
	EBT/R	38	70
	WBL	8	3
	WBT/R	135	50
	NBL	15	3
	NBT	323	125
	NBR	0	0
	SBL	8	20
	SBT	113	200
	SBR	0	0
SR 54 @ Alcovy Trl	WBL/R	15	5
	NBT	0	0
	NBR	0	0
	SBL	3	3
	SBT	0	0

XXX: Queue exceeds 300 feet

25 ft = 1 car

PROJECTED BUILD CONDITIONS

The intersections were evaluated under projected Build conditions, with projected geometry and projected 2027 Build volumes. The results of the capacity analysis are summarized in Table 12 below. Capacity analysis reports for projected build conditions can be found in Appendix H.

Table 12: CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS

INTERSECTION	MOVEMENT	BUILD YEAR (2027)	
		AM PEAK HOUR	PM PEAK HOUR
SR 54 @ Stewart Rd / Reese Rd	Signal	C (22.4)	B (15.1)
SR 54 @ Alcovy Trl	WBL/R	B (14.3)	B (14.3)
	NBT	-	-
	NBR	-	-
	SBL	A (8.9)	A (8.2)
	SBT	-	-
SR 54 @ Driveway #1	EBL/R	C (15.1)	C (16.8)
	NBL/T	A (0.1)	A (0.1)
	SBT	-	-
	SBR	-	-

- = A (0.0)

Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS 'C' during both peak hours through 2027.

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

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

INTERSECTION	MOVEMENT	BUILD YEAR (2027)	
		AM PEAK HOUR	PM PEAK HOUR
SR 54 @ Stewart Rd / Reese Rd	EBL	180	68
	EBT/R	38	70
	WBL	10	3
	WBT/R	135	50
	NBL	18	5
	NBT	328	130
	NBR	0	0
	SBL	8	20
	SBT	120	203
	SBR	0	0
SR 54 @ Alcovy Trl	WBL/R	15	5
	NBT	0	0
	NBR	0	0
	SBL	3	3
	SBT	0	0
SR 54 @ Driveway #1	EBL/R	3	5
	NBL/T	0	0
	SBT	0	0
	SBR	0	0

XXX: Queue exceeds 300 feet

25 ft = 1 car

ROADWAY CAPACITY

The purpose of this section is to determine how the development will affect the capacity of the surrounding roadways. Figure 20 illustrates the volumes used for this analysis. SR 54 is classified as a minor arterial, while Stewart Road and Reese Road are classified as minor collectors.

FIGURE 20: ROADWAY CAPACITY TABLE

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

CLASSIFICATION LEGEND

- SR 54
- Stewart Road
- Reese Road

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

- SR 54 – 16,000 vehicles per day
- Stewart Road & Reese Road – 14,600 vehicles per day

Table 14 illustrates the percentage of the current roadway capacity compared to the LOS ‘D’ standard.

Table 14: ROADWAY CAPACITY

INTERSECTION	AADT CAPACITY	EXISTING		2027 BACKGROUND		DEVELOPMENT VOLUME	
		VOLUME	%	VOLUME	%	VOLUME	%
SR 54	16,000	9,651	60.3%	9,820	61.4%	136	0.9%
Stewart Rd	14,600	5,000*	34.2%	5,088	34.8%	30	0.2%
Reese Rd		3,231*	22.1%	3,288	22.1%	20	0.1%

*: Existing volume estimated based on the turning movement volumes and the K-factor from the ATR data on SR 54, which was found to be 9.1%

Table 14 demonstrates that all the study roadways are projected to remain under capacity with the addition of the development volumes.

SUMMARY

- This study includes an analysis of the traffic related impacts for an animal hospital which consists of one 6.5 KSF building with an additional 3 KSF expansion area and 28 parking spaces. The site plan proposes a single point of access on SR 54. The development is proposed to be fully built-out by 2027.
- The site plan was developed prior to the completion of the Alcovy Trail residential development, which later added a southbound left turn lane. The taper of this turn lane extends through the proposed location of this site driveway.
- Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, April 21, 2026 from 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. The observed peak hours are 7:15 to 8:15 AM and 5:00 to 6:00 PM.
- An Automatic Traffic Recorder (ATR) was placed on SR 54 to collect bi-directional traffic data on Tuesday, April 21, 2026. Bi-directional ATR data was collected to record daily volumes and truck percentages.
 - Northbound: daily volume of 4,882 vehicles per day, and average truck percentage of 2.2%
 - Southbound: daily volume of 4,769 vehicles per day, and average truck percentage of 3.0%
- The development is in a “Suburban Residential” Land Use Category.
- The development is in the ‘C-6’ Zoning District that is listed as a Commercial Minor Shopping District.
- Based on census data, GDOT count station data, and the area, an annual growth rate of 1.75% was established for the study.
- The development is projected to generate 204 total daily trips (102 entering and exiting).
 - The AM peak hour produces 36 total trips (24 entering, 12 exiting).
 - The PM peak hour produces 38 total trips (15 entering, 23 exiting).
- Based on the projected daily turning movements at the site driveway, the southbound right turn entering Driveway #1 meets the threshold for a dedicated right turn lane. Therefore, a right turn lane was evaluated at this development driveway for the Build traffic.
- Capacity analysis results under Existing conditions indicate that the intersections operate at LOS ‘C’ or better during both peak hours.
- Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS ‘C’ or better during both peak hours through 2027.

- Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS 'C' during both peak hours through 2027.
- Table 14 demonstrates all the study roadways are projected to remain under capacity with the addition of the development volumes.

CONCLUSIONS

Based on the capacity analysis, the site driveway is projected to operate acceptably under minor street stop control with a southbound right turn lane into the site. However, the site driveway as shown in the site plan is located directly across from the taper of the southbound left turn lane entering the Alcovy Trail neighborhood. If constructed as shown, this taper would prevent northbound drivers from safely turning left into the development. The following considerations could be made to address this potential issue:

- Relocate the site driveway north to distance it from the turn lane taper.
- Reduce the southbound left turn lane length into Alcovy Trail.
- Limit access of the site driveway to a right-in, right-out.

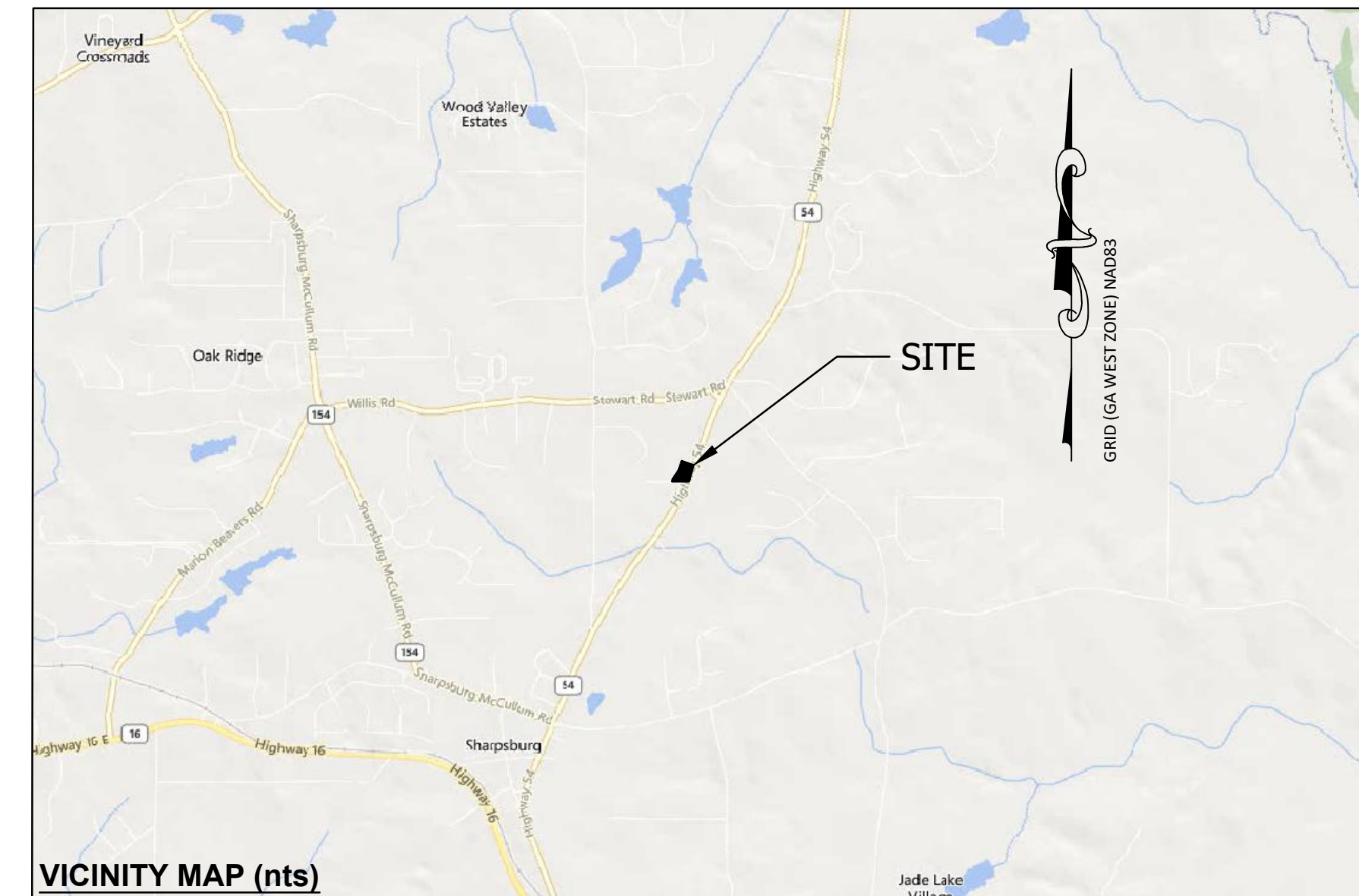
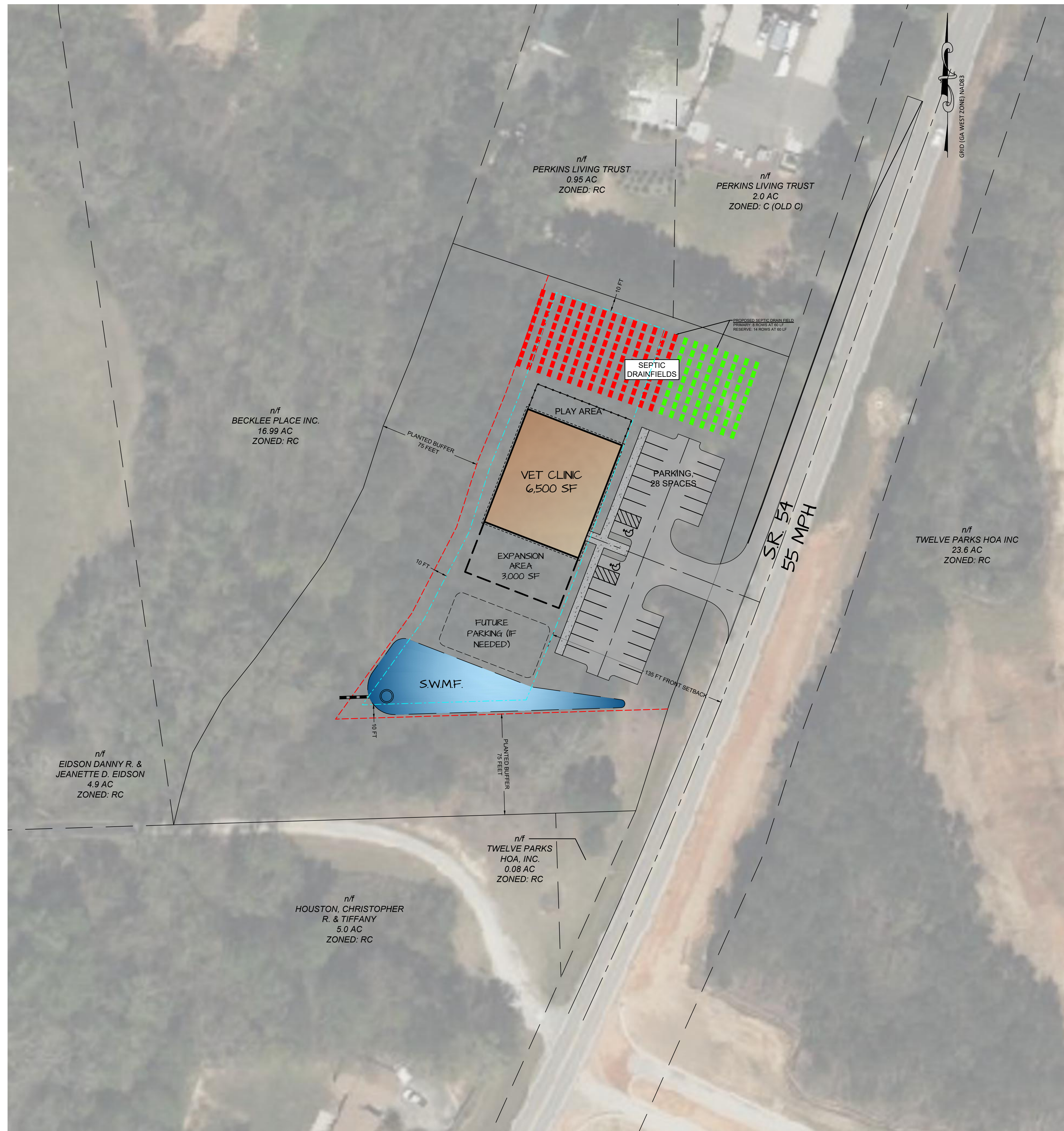
APPENDICES

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GDOT COUNT STATION DATA	D
TRIP GENERATION DATA.....	E
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CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS.....	G
CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS	H

APPENDIX A

SITE PLAN





SITE PLAN NOTES:

1. **OWNER / DEVELOPER:**
BUNNY Z ENTERPRISES, L.L.C.
150 MAIN ST
SHARPSBURG, GA 30277
CONTACT: DR. BRITTON HAMMETT-McCURRY / KRISTIN COX
EMAIL: LEMURVET@GMAIL.COM / KACOX4321@GMAIL.COM
PHONE: 470-627-8388 / 678-478-4592
2. **ENGINEER:**
HIGHLAND LAND PLANNING, LLC
201 PROSPECT PARK, SUITE C
PEACHTREE CITY, GA 30269
CONTACT: JASON L. WALLS, P.E.
EMAIL: JWALLS@HIGHLANDLP.US
PHONE: 770-631-0499
3. **ARCHITECT:**
LG SQUARED, INC.
878 PEACHTREE STREET N.E., UNIT 304
ATLANTA, GEORGIA 30309
CONTACT: JODI
EMAIL: JODI@LGSQUAREDINC.COM
PHONE: 404-961-0610
4. **SITE DATA:**
ADDRESS: HIGHWAY 54 (APPROX. 1,750 LF SOUTH OF REESE ROAD, WEST SIDE OF HIGHWAY)
SITE AREA: 3.70 ACRES
TAX PARCEL ID NUMBER: 135 1120 006
EXISTING ZONING: C-6 (COMMERCIAL MINOR SHOPPING DISTRICT)
PROPOSED ZONING: C-6 WITH CUP
5. **SETBACKS AND BUFFERS:**
135 FEET (FRONT BUILDING SETBACK, FROM CL OF ROADWAY)
10 FEET (SIDE BUILDING SETBACK)
10 FEET (REAR BUILDING SETBACK)
75 FEET (PLANTED BUFFER ADJACENT TO RESIDENTIAL)
6. **PROPOSED BUILDING:**
VETERINARIAN / DOGGIE DAY CARE FACILITY = 6,500 SF
VET = 3,250 SF, DOGGIE DAY CARE = 3,250 SF
EXPANSION AREA = 3,000 SF
7. **PARKING SUMMARY:**
PARKING REQUIREMENTS: 1 SPACE PER 200 SF (OFFICE, BUSINESS OR PROFESSIONAL)
1 SPACE PER 300 SF (KENNEL/COMMERCIAL)
REQUIRED PARKING: 28 SPACES
PROVIDED PARKING: 28 SPACES
EXPANSION AREA PARKING: 13 ADDITIONAL SPACES SHOWN, RESERVED IF EXPANSION AREAS ARE COMPLETED

* PARKING SPACE NOTE: ALL PARKING SPACES ARE 9 FT BY 18 FT. ALL PARKING LOT LANDSCAPE ISLANDS ARE 9 FEET MINIMUM WIDTH. ALL DRIVE ISLES ARE 24 FEET MINIMUM WIDTH, UNLESS OTHERWISE NOTED.
8. **FLOODPLAIN:** NO PORTION OF THIS PROPERTY LIES WITHIN A FLOOD ZONE OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL #13077C0257D DATED FEBRUARY 6, 2013.
9. **ECOLOGICAL:** NO STATE WATERS OR WETLANDS ARE PRESENT ON THE SITE NOR ARE EXPECTED TO BE IMPACTED BY THE PROPOSED LAND DEVELOPMENT. WETLANDS TO EXIST OFF PROPERTY TO THE EAST.
10. **UTILITIES:** WATER SERVICES PROVIDED BY THE COWETA COUNTY WATER AND SEWERAGE AUTHORITY. SEWER SERVICE IS NOT WITHIN 200 FEET OF THE PROPERTY, AND AS SUCH WILL BE SERVICED BY AN ONSITE SEPTIC SYSTEM TO BE PERMITTED WITH THE COWETA COUNTY ENVIRONMENTAL HEALTH DEPARTMENT.
11. **STORMWATER NARRATIVE:** STORMWATER MANAGEMENT TO BE PROVIDED WITHIN BY A SINGLE STORMWATER MANAGEMENT FACILITY FOR THE COMPLETE DEVELOPMENT. CONTROLLING BOTH THE ATTENUATION OF REGULATED STORM EVENTS AND INCLUDING CHANNEL PROTECTION AND WATER QUALITY TREATMENT. WATER QUALITY TREATMENT TO BE PROVIDED FIRST BY EFFORT FOR INFILTRATION PRACTICES, AND IF NOT APPLICABLE CONVENTIONAL WATER QUALITY BMPs MAY BE APPLIED. DETENTION AND WATER QUALITY TREATMENT WILL BE PROVIDED IN ACCORDANCE WITH THE GEORGIA STORMWATER MANAGEMENT MANUAL AND LOCAL DESIGN MANUAL.
12. **LANDSCAPING:** A LANDSCAPE PLAN WILL BE PREPARED TO COWETA COUNTY'S STANDARDS, TO BE APPROVED AT THE TIME OF LAND DISTURBANCE PERMITTING. PLANTINGS ALONG THE HIGHWAY WILL BE PROVIDED, AS WELL AS ALONG THE REAR PLANTED BUFFER BETWEEN THE SITE AND RESIDENTIAL AREAS, ALONG WITH SITE AND RECOMPENSE LANDSCAPING PER CITY REGULATIONS AND THE UNIFIED DEVELOPMENT ORDINANCE.
13. **FIRE PROTECTION:** FIRE PROTECTION WILL BE PROVIDED PER COUNTY CODE REQUIREMENTS, INCLUDING ADEQUATE AND DEFINED FIRE DEPARTMENT ACCESS, ADEQUATE WATER SUPPLY AND HYDRANT, AND A BUILDING FIRE SPRINKLER SYSTEM (ONLY IF REQUIRED) TO BE PERMITTED AND APPROVED DURING THE ENGINEERING DESIGN PHASE.

APPENDIX B

TURNIN MOVEMENT DATA





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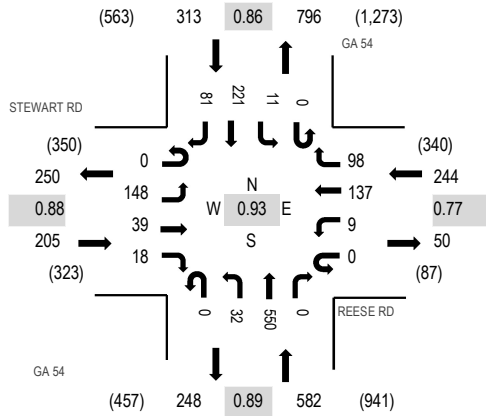
Location: 1 GA 54 & REESE RD AM

Date: Tuesday, April 21, 2026

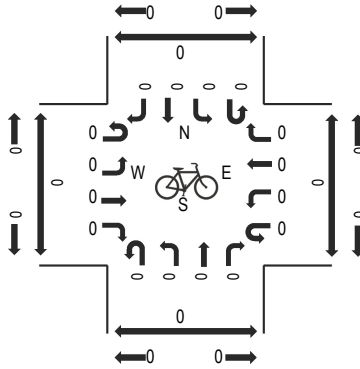
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

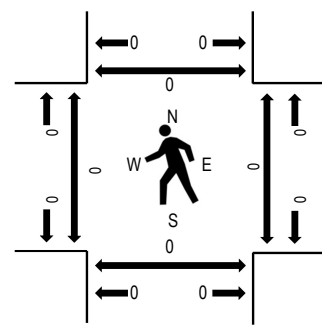
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STEWART RD Eastbound				REESE RD Westbound				GA 54 Northbound				GA 54 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	25	2	0	0	0	14	17	0	7	115	0	0	3	36	10	229	1,275	0	0	0	0
7:15 AM	0	39	7	1	0	2	26	22	0	3	160	0	0	3	50	21	334	1,344	0	0	0	0
7:30 AM	0	33	10	2	0	1	50	28	0	6	138	0	0	2	57	25	352	1,230	0	0	0	0
7:45 AM	0	44	5	9	0	0	44	21	0	15	130	0	0	3	68	21	360	1,090	0	0	0	0
8:00 AM	0	32	17	6	0	6	17	27	0	8	122	0	0	3	46	14	298	892	0	0	0	0
8:15 AM	0	22	11	4	0	3	16	11	0	3	73	0	0	3	61	13	220		0	0	0	0
8:30 AM	0	24	8	3	0	0	6	12	0	3	93	0	0	4	48	11	212		0	0	0	0
8:45 AM	0	15	3	1	0	1	5	11	0	5	59	1	0	2	52	7	162		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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	145	37	16	0	8	133	96	0	30	543	0	0	11	212	79	1,310
Mediums	0	3	2	0	0	1	4	2	0	2	7	0	0	0	9	2	32
Total	0	148	39	18	0	9	137	98	0	32	550	0	0	11	221	81	1,344

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 %		3.4%				2.9%				1.5%				3.5%			2.5%
Heavy Vehicle %	0.0%	2.0%	5.1%	11.1%	0.0%	11.1%	2.9%	2.0%	0.0%	6.3%	1.3%	0.0%	0.0%	0.0%	4.1%	2.5%	2.5%
Peak Hour Factor		0.88				0.77				0.89				0.86			0.93
Peak Hour Factor	0.00	0.84	0.63	0.61	0.00	0.42	0.69	0.88	0.00	0.53	0.86	0.25	0.00	0.81	0.85	0.81	0.93



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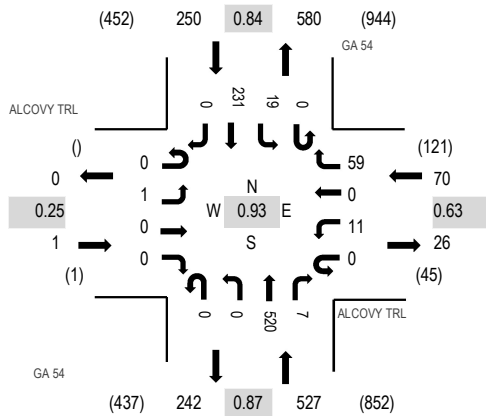
Location: 2 GA 54 & ALCOVY TRL AM

Date: Tuesday, April 21, 2026

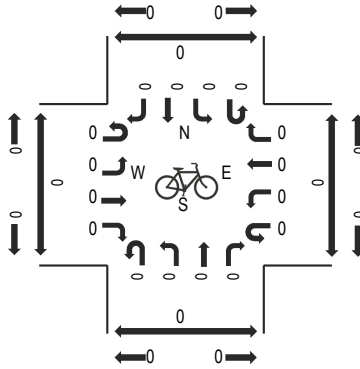
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

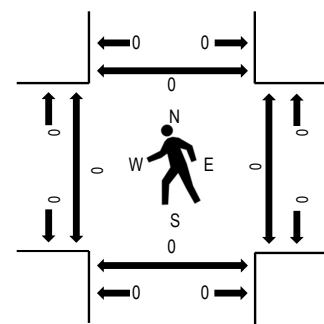
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ALCOVY TRL Eastbound				ALCOVY TRL Westbound				GA 54 Northbound				GA 54 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	0	0	0	0	2	0	13	0	0	109	2	0	0	33	0	159	821	0	0	0	0
7:15 AM	0	0	0	0	0	4	0	9	0	0	151	0	0	0	53	0	217	848	0	0	0	0
7:30 AM	0	0	0	0	0	3	0	12	0	0	138	1	0	5	58	0	217	781	0	0	0	0
7:45 AM	0	1	0	0	0	4	0	24	0	0	116	3	0	7	73	0	228	712	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	14	0	0	115	3	0	7	47	0	186	605	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	14	0	0	64	1	0	5	66	0	150		0	0	0	0
8:30 AM	0	0	0	0	0	1	0	11	0	0	86	3	0	3	44	0	148		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	9	0	0	58	2	0	3	48	0	121		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	1	0	0	0	10	0	57	0	0	513	7	0	17	221	0	826
Mediums	0	0	0	0	0	1	0	2	0	0	7	0	0	2	8	0	20
Total	0	1	0	0	0	11	0	59	0	0	520	7	0	19	231	0	848

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%	9.1%	0.0%	3.4%	0.0%	0.0%	1.3%	0.0%	0.0%	10.5%	4.3%	0.0%	2.6%
Peak Hour Factor	0.25				0.63				0.87				0.84				0.93
Peak Hour Factor	0.00	0.25	0.00	0.00	0.00	0.81	0.00	0.67	0.00	0.00	0.86	0.83	0.00	0.86	0.84	0.00	0.93



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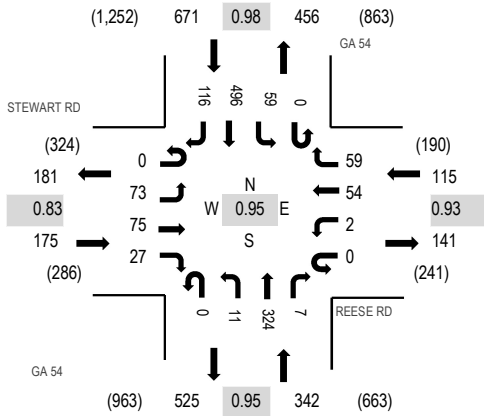
Location: 1 GA 54 & REESE RD PM

Date: Tuesday, April 21, 2026

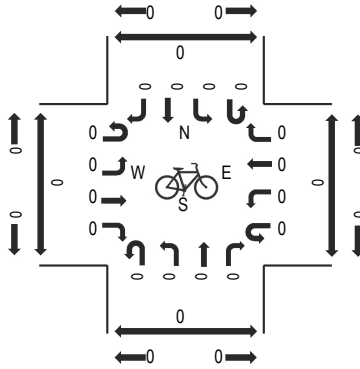
Peak Hour: 04:45 PM - 05:45 PM

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

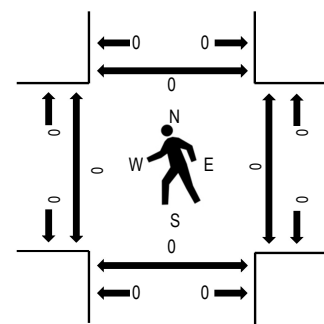
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STEWART RD Eastbound				REESE RD Westbound				GA 54 Northbound				GA 54 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	13	6	4	0	0	7	9	0	3	67	0	0	15	108	28	260	1,236	0	0	0	0
4:45 PM	0	20	21	4	0	0	12	16	0	3	71	2	0	17	126	25	317	1,303	0	0	0	0
5:00 PM	0	17	23	13	0	1	17	13	0	2	89	2	0	12	120	33	342	1,292	0	0	0	0
5:15 PM	0	18	18	5	0	0	11	14	0	2	82	1	0	12	117	37	317	1,229	0	0	0	0
5:30 PM	0	18	13	5	0	1	14	16	0	4	82	2	0	18	133	21	327	1,155	0	0	0	0
5:45 PM	0	14	18	3	0	1	11	15	0	1	84	1	0	15	116	27	306		0	0	0	0
6:00 PM	0	20	7	4	0	2	6	9	0	4	88	0	0	17	99	23	279		0	0	0	0
6:15 PM	0	12	8	2	0	0	7	8	0	2	68	3	0	10	99	24	243		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	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	73	75	25	0	2	52	59	0	9	320	6	0	59	487	114	1,281
Mediums	0	0	0	1	0	0	2	0	0	2	4	1	0	0	9	2	21
Total	0	73	75	27	0	2	54	59	0	11	324	7	0	59	496	116	1,303

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 %		1.1%				1.7%				2.0%				1.6%			1.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	7.4%	0.0%	0.0%	3.7%	0.0%	0.0%	18.2%	1.2%	14.3%	0.0%	0.0%	1.8%	1.7%	1.7%
Peak Hour Factor		0.83				0.93				0.95				0.98			0.95
Peak Hour Factor	0.00	0.91	0.82	0.52	0.00	0.50	0.79	0.92	0.00	0.69	0.95	0.88	0.00	0.86	0.93	0.83	0.95



(303) 216-2439
www.alltrafficdata.net

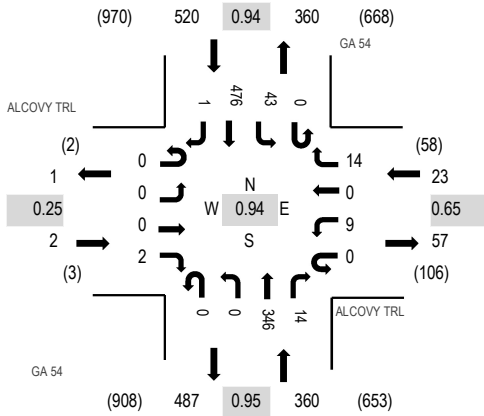
Location: 2 GA 54 & ALCOVY TRL PM

Date: Tuesday, April 21, 2026

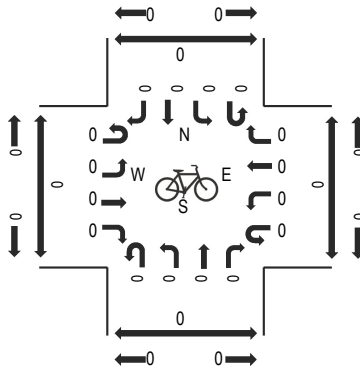
Peak Hour: 05:00 PM - 06:00 PM

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

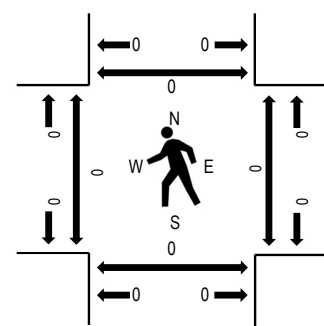
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ALCOVY TRL Eastbound				ALCOVY TRL Westbound				GA 54 Northbound				GA 54 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	1	0	0	0	4	0	3	0	0	66	2	0	9	105	0	190	850	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	4	0	0	71	3	0	9	116	1	206	888	2	0	0	0
5:00 PM	0	0	0	0	0	4	0	6	0	0	90	3	0	12	125	0	240	905	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	0	0	86	4	0	9	111	0	214	867	0	0	0	0
5:30 PM	0	0	0	2	0	2	0	4	0	0	80	2	0	9	128	1	228	834	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	2	0	0	90	5	0	13	112	0	223		0	0	0	0
6:00 PM	0	0	0	0	0	3	0	9	0	0	82	3	0	8	97	0	202		0	0	0	0
6:15 PM	0	0	0	0	0	2	0	8	0	0	64	2	0	13	92	0	181		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	2	0	8	0	14	0	0	339	14	0	43	468	1	889
Mediums	0	0	0	0	0	1	0	0	0	0	7	0	0	0	7	0	15
Total	0	0	0	2	0	9	0	14	0	0	346	14	0	43	476	1	905

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%	11.1%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	1.7%	0.0%	1.8%
Peak Hour Factor	0.25				0.65				0.95				0.94				0.94
Peak Hour Factor	0.00	0.25	0.00	0.25	0.00	0.75	0.00	0.64	0.00	0.00	0.96	0.70	0.00	0.83	0.94	0.50	0.94

APPENDIX C

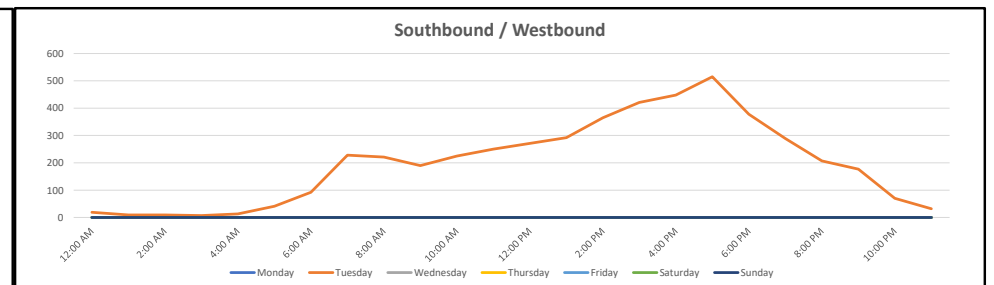
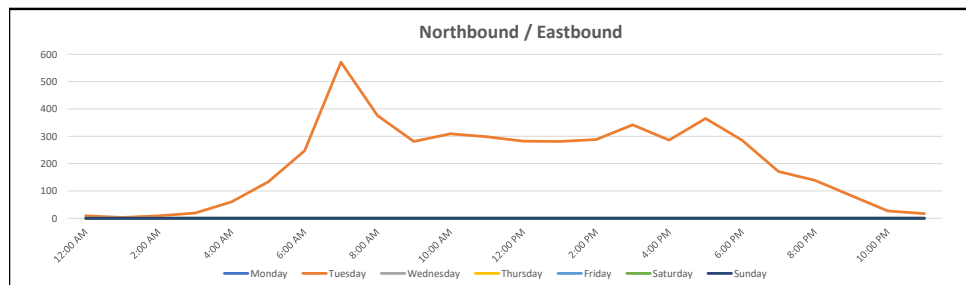
ATR DATA



Vehicle Volume Report - Hourly

Site Description: Hwy 54
Site Number: 3
Start Date: 04/21/2026
End Date: 04/21/2026

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	4/27/26			4/21/26			4/22/26			4/23/26			4/24/26			4/25/26			4/26/26			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	9	19	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	3	9	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	9	9	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	19	7	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	60	13	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	133	41	174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	247	92	339	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	571	228	799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	376	221	597	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	281	190	471	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	309	225	534	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	298	250	548	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	282	271	553	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	281	292	573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	288	365	653	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	342	421	763	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	286	448	734	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	365	515	880	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	286	378	664	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	171	289	460	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	139	207	346	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	83	177	260	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	27	70	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	17	32	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1194	541	1735	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	993	1384	2377	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	4212	3896	8108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	4882	4769	9651	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	50.6%	49.4%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	7:00 AM	8:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	5:00 PM	6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Classification Report - Hourly

Site Description: Hwy 54
Site Number: 3
Start Date: 04/21/2026
End Date: 04/21/2026

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

		FHWA Vehicle Classification - Total Study												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	4882	30	3827	916	16	42	37	0	0	12	1	0	0	1
Percent	100.0%	0.6%	78.4%	18.8%	0.3%	0.9%	0.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Southbound	4769	24	3699	902	28	44	49	1	1	19	1	0	0	1
Percent	100.0%	0.5%	77.6%	18.9%	0.6%	0.9%	1.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%
Total	9651	54	7526	1818	44	86	86	1	1	31	2	0	0	2
Percent	100.0%	0.6%	78.0%	18.8%	0.5%	0.9%	0.9%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%

Site Description: Hwy 54
 Site Number: 3
 Start Date: 04/21/2026
 End Date: 04/21/2026

Vehicle Classification Report (Northbound - 04/21/2026)

Tuesday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/21/26														
12:00 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	19	1	17	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	60	0	44	14	0	0	1	0	0	1	0	0	0	0
5:00 AM	133	0	104	29	0	0	0	0	0	0	0	0	0	0
6:00 AM	247	0	190	49	2	5	1	0	0	0	0	0	0	0
7:00 AM	571	2	445	116	4	1	3	0	0	0	0	0	0	0
8:00 AM	376	0	291	76	2	3	1	0	0	3	0	0	0	0
9:00 AM	281	2	204	67	1	2	3	0	0	2	0	0	0	0
10:00 AM	309	0	236	59	3	4	6	0	0	1	0	0	0	0
11:00 AM	298	1	221	67	0	3	5	0	0	1	0	0	0	0
12:00 PM	282	2	207	58	0	6	7	0	0	2	0	0	0	0
1:00 PM	281	1	218	55	0	2	5	0	0	0	0	0	0	0
2:00 PM	288	0	219	63	1	3	2	0	0	0	0	0	0	0
3:00 PM	342	3	293	42	0	3	1	0	0	0	0	0	0	0
4:00 PM	286	2	235	45	0	3	1	0	0	0	0	0	0	0
5:00 PM	365	0	288	69	2	4	1	0	0	1	0	0	0	0
6:00 PM	286	4	231	48	0	1	0	0	0	0	1	0	0	1
7:00 PM	171	2	146	22	1	0	0	0	0	0	0	0	0	0
8:00 PM	139	8	111	19	0	0	0	0	0	1	0	0	0	0
9:00 PM	83	2	68	11	0	2	0	0	0	0	0	0	0	0
10:00 PM	27	0	25	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	17	0	16	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1194	2	926	241	8	9	5	0	0	3	0	0	0	0
3:00 PM - 6:00 PM	993	5	816	156	2	10	3	0	0	1	0	0	0	0
6:00 AM - 7:00 PM	4212	17	3278	814	15	40	36	0	0	10	1	0	0	1
12:00 AM - 12:00 AM	4882	30	3827	916	16	42	37	0	0	12	1	0	0	1
Percent	100%	0.6%	78.4%	18.8%	0.3%	0.9%	0.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%

Site Description: Hwy 54
 Site Number: 3
 Start Date: 04/21/2026
 End Date: 04/21/2026

Vehicle Classification Report (Southbound - 04/21/2026)

Tuesday	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
4/21/26														
12:00 AM	19	0	16	3	0	0	0	0	0	0	0	0	0	0
1:00 AM	9	0	6	2	0	0	1	0	0	0	0	0	0	0
2:00 AM	9	0	4	3	1	0	0	0	0	1	0	0	0	0
3:00 AM	7	0	6	0	0	0	1	0	0	0	0	0	0	0
4:00 AM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	41	1	32	6	1	1	0	0	0	0	0	0	0	0
6:00 AM	92	1	73	13	1	1	2	0	0	1	0	0	0	0
7:00 AM	228	1	192	28	2	1	2	0	0	2	0	0	0	0
8:00 AM	221	0	161	42	4	2	10	0	0	1	1	0	0	0
9:00 AM	190	2	125	54	0	5	3	0	0	1	0	0	0	0
10:00 AM	225	2	154	55	2	5	4	1	0	2	0	0	0	0
11:00 AM	250	0	192	46	3	2	7	0	0	0	0	0	0	0
12:00 PM	271	0	195	67	2	4	2	0	0	1	0	0	0	0
1:00 PM	292	3	217	50	2	5	10	0	1	3	0	0	0	1
2:00 PM	365	0	293	63	2	2	2	0	0	3	0	0	0	0
3:00 PM	421	0	338	76	3	2	1	0	0	1	0	0	0	0
4:00 PM	448	1	350	90	3	3	1	0	0	0	0	0	0	0
5:00 PM	515	5	402	98	2	5	2	0	0	1	0	0	0	0
6:00 PM	378	8	306	59	0	4	0	0	0	1	0	0	0	0
7:00 PM	289	0	225	62	0	1	1	0	0	0	0	0	0	0
8:00 PM	207	0	168	39	0	0	0	0	0	0	0	0	0	0
9:00 PM	177	0	145	30	0	1	0	0	0	1	0	0	0	0
10:00 PM	70	0	62	8	0	0	0	0	0	0	0	0	0	0
11:00 PM	32	0	26	6	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	541	2	426	83	7	4	14	0	0	4	1	0	0	0
3:00 PM - 6:00 PM	1384	6	1090	264	8	10	4	0	0	2	0	0	0	0
6:00 AM - 7:00 PM	3896	23	2998	741	26	41	46	1	1	17	1	0	0	1
12:00 AM - 12:00 AM	4769	24	3699	902	28	44	49	1	1	19	1	0	0	1
Percent	100%	0.5%	77.6%	18.9%	0.6%	0.9%	1.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%

APPENDIX D

GDOT COUNT STATION DATA



0000077_0392 - 077-0392 - STATE ROUTE 54

County: COWETA
Route number: 00005400
LRS section: 0771005400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.34596322, -84.64337991

Latest data is from February 2024

Site Data

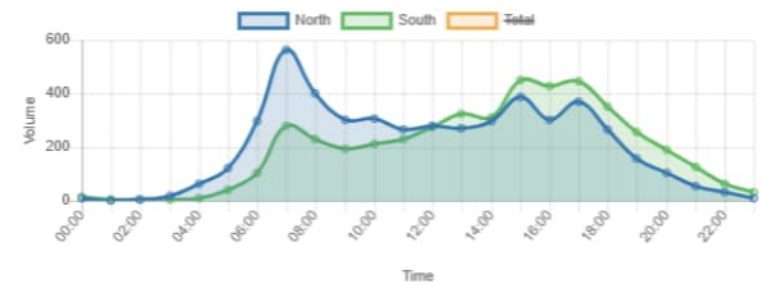


Year	Month	Count type	Duration	ADT	Count
2024	February	Volume	48 hours	9,490	18,980
2022	February	Volume	48 hours	9,009	18,018
2019	December	Volume	48 hours	8,271	16,542
2018	June	Class	48 hours	7,242	14,484
2016	March	Volume	48 hours	7,041	14,082
2014	June	Volume	48 hours	5,942	11,884
2012	April	Volume	48 hours	6,196	12,393
2009	August	Class	48 hours	5,966	11,933

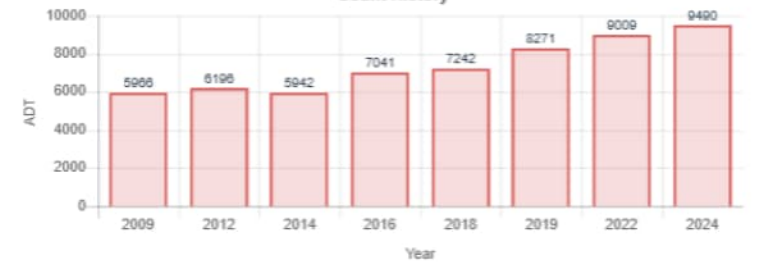
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	5,950	6,310	6,680	6,620	6,670	7,250	7,830	7,740	7,790	8,310
SU AADT	-	-	-	384	387	420	454	449	452	482
CU AADT	-	-	-	36	36	39	42	42	42	45
K-Factor	0.093	0.103	-	0.102	0.102	0.102	0.102	0.099	0.099	0.100
D-Factor	0.500	0.500	-	0.610	0.610	0.670	0.670	0.550	0.550	0.680
Future AADT	-	8,010	8,350	9,650	10,300	10,300	11,400	12,600	12,700	13,200

Average Hourly Volume



Count History



AADT Trend



0000077_0394 - 077-0394

County: COWETA

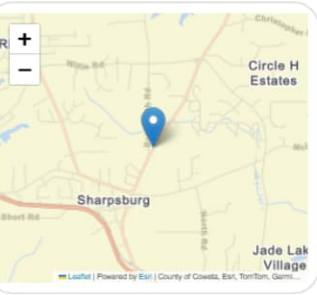
Route number: 00005400

LRS section: 0771005400

Functional class: 4U - Minor Arterial (Urban)

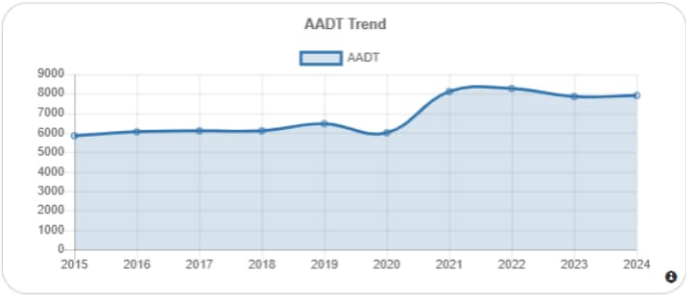
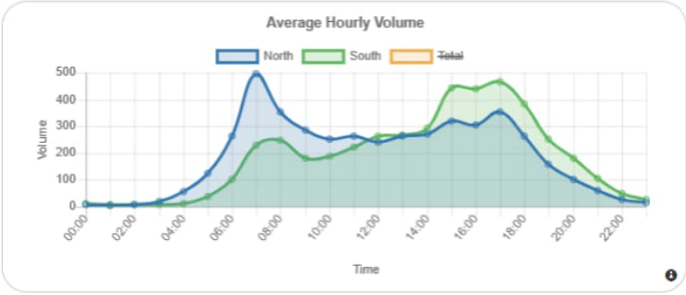
Coordinates: 33.3480371151922, -84.6421022536196

Site Data



Year	Month	Count type	Duration	ADT	Count
2025	October	Class	48 hours	8,924	17,849
2023	February	Volume	48 hours	8,622	17,243
2020	November	Volume	48 hours	8,152	16,304
2019	March	Volume	48 hours	7,312	14,624
2017	April	Volume	48 hours	6,917	13,834
2015	March	Volume	48 hours	6,526	13,052
2013	June	Volume	48 hours	5,208	10,417
2011	June	Class	48 hours	5,105	10,210
2010	June	Class	48 hours	5,456	10,911

Annual Statistics										
Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	5,870	6,060	6,120	6,110	6,490	5,980	8,110	8,290	7,840	7,900
SU AADT	291	300	-	-	-	-	-	-	-	-
CU AADT	76	79	-	-	-	-	-	-	-	-
K-Factor	0.098	0.098	0.104	0.104	0.103	0.103	0.092	0.092	0.095	0.095
D-Factor	0.500	0.500	0.500	0.500	0.640	0.640	0.560	0.560	0.680	0.680
Future AADT	-	10,400	12,200	10,800	10,300	10,300	12,400	15,000	14,700	14,300



Vehicle Classification 2026		
1. Motorcycles 2 axes, 2 or 3 wheels.		0.30%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		68.98%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		23.16%
4. Buses 2- or 3-axle, full length.		0.57%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.85%
6. Single-unit trucks 3-axle, single-unit trucks.		0.77%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.02%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.04%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.31%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.01%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.00%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.00%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.00%

APPENDIX E

TRIP GENERATION DATA



Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

640



LAND USE GROUP:

(600-699) Medical

LAND USE:

640 - Animal Hospital/Veterinary Clinic

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday

TRIP TYPE:

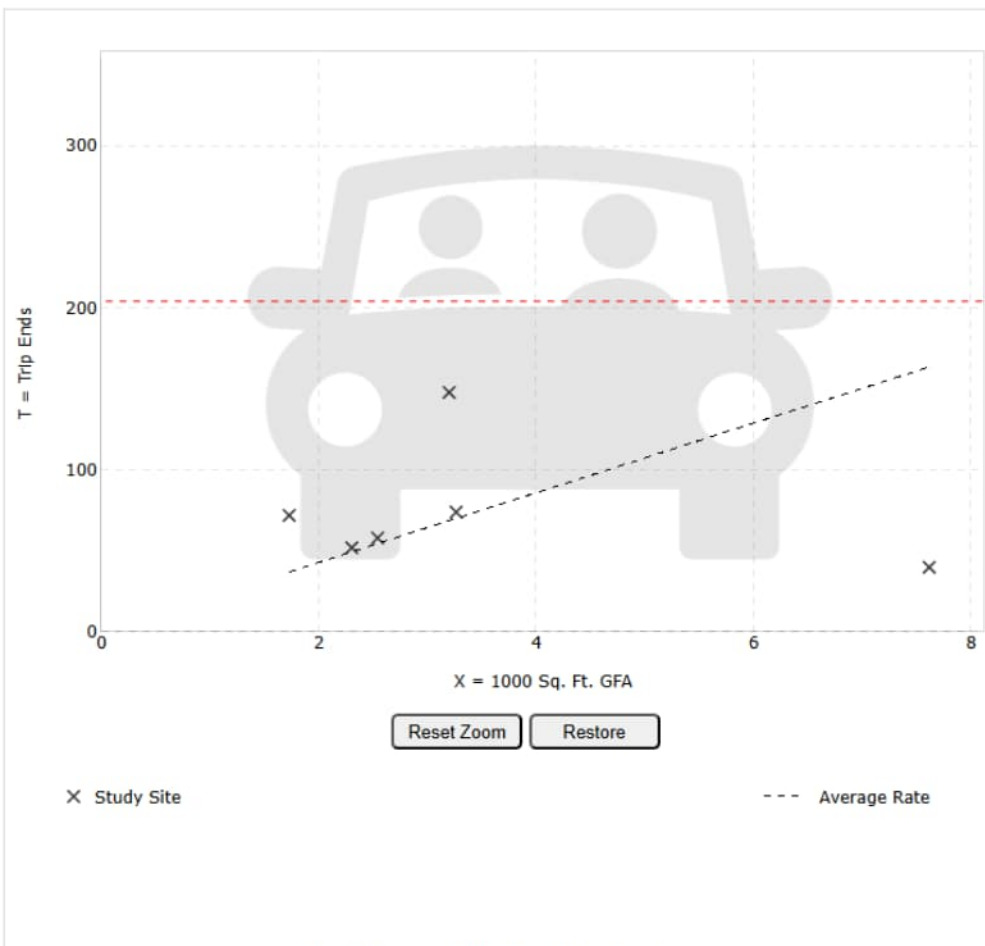
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

9.5

Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:

Animal Hospital/Veterinary Clinic (640) [Click for Description and Data Plots](#)

Independent Variable:

1000 Sq. Ft. GFA

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

6

Avg. 1000 Sq. Ft. GFA:

3

Average Rate:

21.50

Range of Rates:

5.25 - 46.25

Standard Deviation:

16.50

Fitted Curve Equation:

Not Given

R²:

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 204 (Total), 102 (Entry), 102 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

640

LAND USE GROUP:

(600-699) Medical

LAND USE:

640 - Animal Hospital/Veterinary Clinic

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street

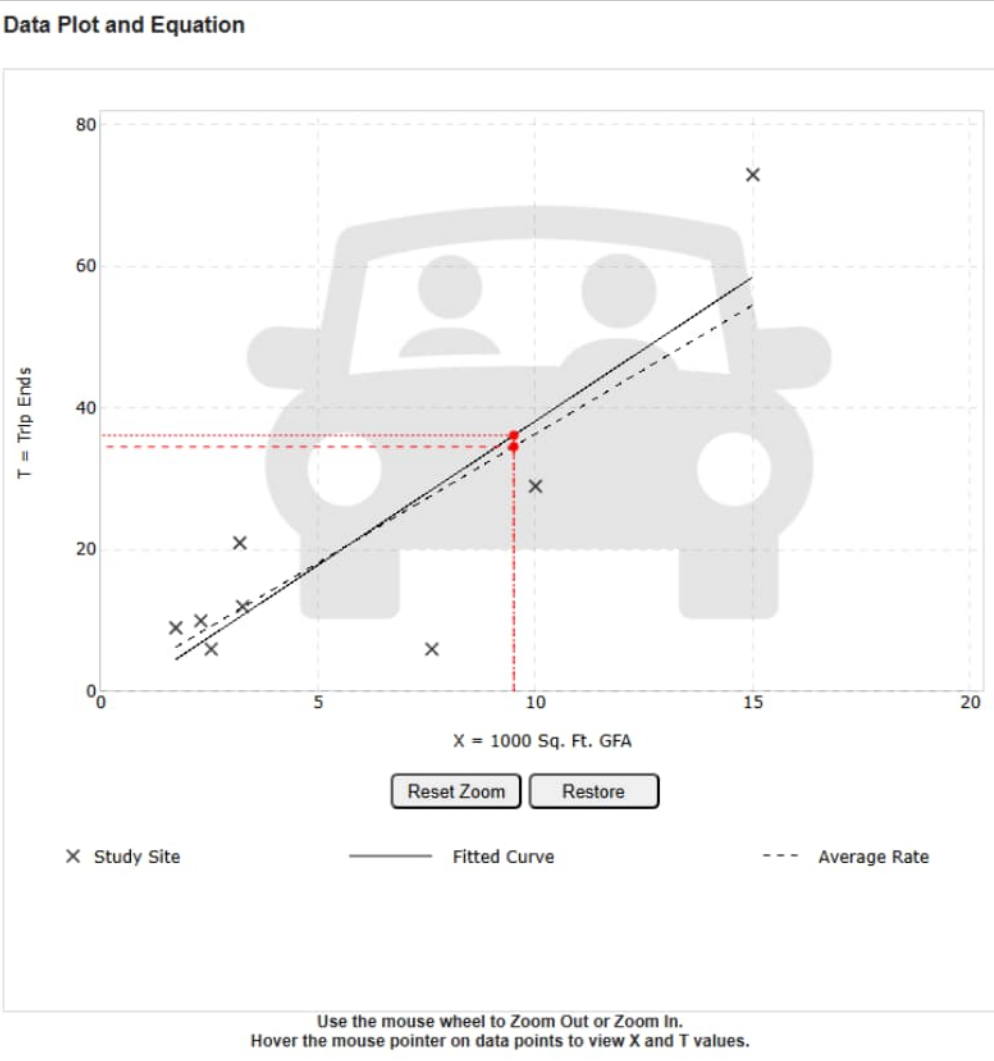
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

9.5

Calculate



DATA STATISTICS	
Land Use:	Animal Hospital/Veterinary Clinic (640) Click for Description and Data Plots
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	8
Avg. 1000 Sq. Ft. GFA:	6
Average Rate:	3.64
Range of Rates:	0.79 - 6.56
Standard Deviation:	1.78
Fitted Curve Equation:	$T = 4.07(X) - 2.48$
R ² :	0.74
Directional Distribution:	67% entering, 33% exiting
Calculated Trip Ends:	Average Rate: 35 (Total), 23 (Entry), 12 (Exit) Fitted Curve: 36 (Total), 24 (Entry), 12 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

640



LAND USE GROUP:

(600-699) Medical

LAND USE:

640 - Animal Hospital/Veterinary Clinic

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street

TRIP TYPE:

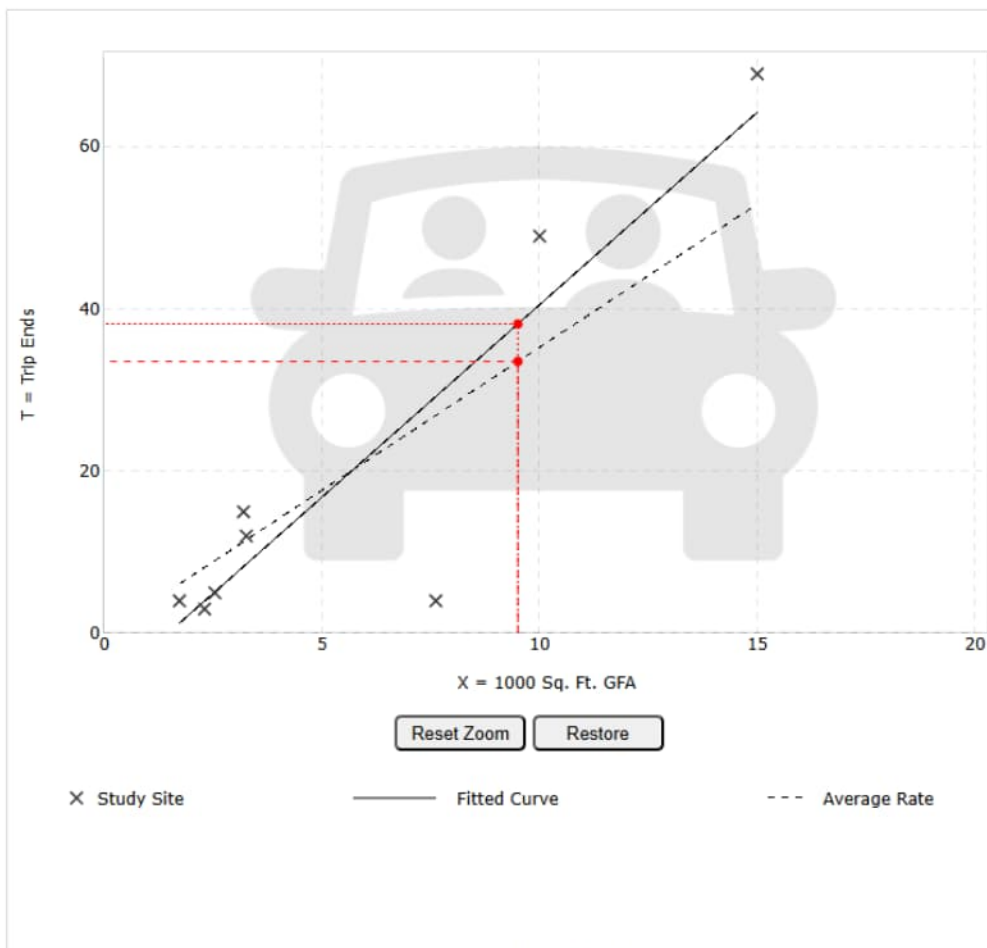
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

9.5

Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:

Animal Hospital/Veterinary Clinic (640) [Click for Description and Data Plots](#)

Independent Variable:

1000 Sq. Ft. GFA

Time Period:

Weekday

Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

8

Avg. 1000 Sq. Ft. GFA:

6

Average Rate:

3.53

Range of Rates:

0.53 - 4.90

Standard Deviation:

1.80

Fitted Curve Equation:

 $T = 4.75(X) - 6.96$ R^2 :

0.82

Directional Distribution:

40% entering, 60% exiting

Calculated Trip Ends:

Average Rate: 34 (Total), 13 (Entry), 21 (Exit)

Fitted Curve: 38 (Total), 15 (Entry), 23 (Exit)

APPENDIX F

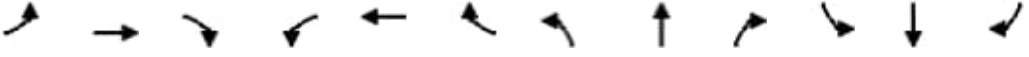
CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS



HCM 7th Signalized Intersection Summary

1: SR 54 & Stewart Rd/Reese Rd

2026 - Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	39	18	9	137	98	32	550	0	11	221	81
Future Volume (veh/h)	148	39	18	9	137	98	32	550	0	11	221	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1737	1737	1856	1870	1811	1885	1900	1900	1841	1856
Adj Flow Rate, veh/h	159	42	0	10	147	0	34	591	0	12	238	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	11	11	3	2	6	1	0	0	4	3
Cap, veh/h	257	393		323	399		688	1029		447	1005	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.00	0.05	0.55	0.00	0.05	0.55	0.00
Sat Flow, veh/h	1241	1826	0	1267	1856	0	1725	1885	1610	1810	1841	1572
Grp Volume(v), veh/h	159	42	0	10	147	0	34	591	0	12	238	0
Grp Sat Flow(s),veh/h/ln	1241	1826	0	1267	1856	0	1725	1885	1610	1810	1841	1572
Q Serve(g_s), s	12.2	1.8	0.0	0.6	6.6	0.0	0.0	20.2	0.0	0.0	6.6	0.0
Cycle Q Clear(g_c), s	18.8	1.8	0.0	2.4	6.6	0.0	0.0	20.2	0.0	0.0	6.6	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	393		323	399		688	1029		447	1005	
V/C Ratio(X)	0.62	0.11		0.03	0.37		0.05	0.57		0.03	0.24	
Avail Cap(c_a), veh/h	287	438		354	445		953	1029		727	1005	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.7	30.8	0.0	31.8	32.7	0.0	11.2	14.6	0.0	18.5	11.6	0.0
Incr Delay (d2), s/veh	3.3	0.1	0.0	0.0	0.6	0.0	0.0	2.3	0.0	0.0	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	1.4	0.0	0.3	5.3	0.0	0.6	12.4	0.0	0.3	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.0	30.9	0.0	31.8	33.2	0.0	11.2	17.0	0.0	18.6	12.1	0.0
LnGrp LOS	D	C		C	C		B	B		B	B	
Approach Vol, veh/h	201			157			625			250		
Approach Delay, s/veh	41.3			33.1			16.7			12.4		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	60.0		27.6	10.0	60.0		27.6				
Change Period (Y+Rc), s	5.2	6.7		* 6.6	5.2	* 6.7		* 6.6				
Max Green Setting (Gmax), s	19.8	53.3		* 23	19.9	* 53		* 23				
Max Q Clear Time (g_c+I1), s	2.0	8.6		8.6	2.0	22.2		20.8				
Green Ext Time (p_c), s	0.0	5.2		0.4	0.0	13.5		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 21.9
HCM 7th LOS C

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lumin8

Synchro 12 Report

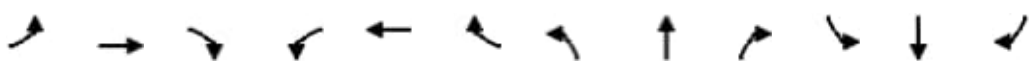
Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	11	59	520	7	19	231
Future Vol, veh/h	11	59	520	7	19	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	250	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	3	1	0	11	4
Mvmt Flow	12	63	559	8	20	248
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	848	559	0	0	567	0
Stage 1	559	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.49	6.23	-	-	4.21	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.327	-	-	2.299	-
Pot Cap-1 Maneuver	322	527	-	-	962	-
Stage 1	559	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	316	527	-	-	962	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	13.97	0	0.67			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	476	962	-	
HCM Lane V/C Ratio	-	-	0.158	0.021	-	
HCM Ctrl Dly (s/v)	-	-	14	8.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

HCM 7th Signalized Intersection Summary

1: SR 54 & Stewart Rd/Reese Rd

2026 - Existing Conditions

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	72	26	3	53	58	9	337	6	57	486	118
Future Volume (veh/h)	67	72	26	3	53	58	9	337	6	57	486	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1841	1411	1870	1870	1574	1885	1648	1900	1870	1885
Adj Flow Rate, veh/h	71	77	0	3	56	0	10	359	0	61	517	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	33	2	2	22	1	17	0	2	1
Cap, veh/h	199	215		157	211		527	1143		743	1134	
Arrive On Green	0.11	0.11	0.00	0.11	0.11	0.00	0.07	0.61	0.00	0.07	0.61	0.00
Sat Flow, veh/h	1369	1900	0	997	1870	0	1499	1885	1397	1810	1870	1598
Grp Volume(v), veh/h	71	77	0	3	56	0	10	359	0	61	517	0
Grp Sat Flow(s), veh/h/ln	1369	1900	0	997	1870	0	1499	1885	1397	1810	1870	1598
Q Serve(g_s), s	4.4	3.3	0.0	0.2	2.4	0.0	0.0	8.1	0.0	0.0	13.2	0.0
Cycle Q Clear(g_c), s	6.8	3.3	0.0	3.5	2.4	0.0	0.0	8.1	0.0	0.0	13.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	215		157	211		527	1143		743	1134	
V/C Ratio(X)	0.36	0.36		0.02	0.26		0.02	0.31		0.08	0.46	
Avail Cap(c_a), veh/h	409	506		310	498		758	1143		1025	1134	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.8	36.1	0.0	37.7	35.7	0.0	10.0	8.4	0.0	8.1	9.4	0.0
Incr Delay (d2), s/veh	1.1	1.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	2.8	0.0	0.1	2.0	0.0	0.1	4.9	0.0	0.7	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.8	37.1	0.0	37.7	36.3	0.0	10.0	9.1	0.0	8.1	10.7	0.0
LnGrp LOS	D	D		D	D		B	A		A	B	
Approach Vol, veh/h	148			59			369			578		
Approach Delay, s/veh	38.4			36.4			9.2			10.5		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	60.0		16.5	11.4	60.0		16.5				
Change Period (Y+Rc), s	5.2	6.7		* 6.6	5.2	* 6.7		* 6.6				
Max Green Setting (Gmax), s	19.8	53.3		* 23	19.9	* 53		* 23				
Max Q Clear Time (g_c+I1), s	2.0	15.2		5.5	2.0	10.1		8.8				
Green Ext Time (p_c), s	0.0	12.6		0.1	0.1	8.3		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 15.0

HCM 7th LOS B

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lumin8

Synchro 12 Report

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑	↔	↑
Traffic Vol, veh/h	9	14	346	14	43	476
Future Vol, veh/h	9	14	346	14	43	476
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	-	-	250	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	10	15	368	15	46	506

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	966	368	0	0	383	0
Stage 1	368	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	272	682	-	-	1187	-
Stage 1	681	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	682	-	-	1187	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.14	0	0.68
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	419	1187
HCM Lane V/C Ratio	-	-	0.058	0.039
HCM Ctrl Dly (s/v)	-	-	14.1	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

APPENDIX G

CAPACITY ANALYSIS RESULTS - NO-BUILD CONDITIONS



HCM 7th Signalized Intersection Summary

1: SR 54 & Stewart Rd/Reese Rd

2027 - No-Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	40	18	9	139	100	33	560	0	11	225	82
Future Volume (veh/h)	151	40	18	9	139	100	33	560	0	11	225	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1737	1737	1856	1870	1811	1885	1900	1900	1841	1856
Adj Flow Rate, veh/h	162	43	0	10	149	0	35	602	0	12	242	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	11	11	3	2	6	1	0	0	4	3
Cap, veh/h	259	398		326	405		682	1024		437	1000	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.00	0.05	0.54	0.00	0.05	0.54	0.00
Sat Flow, veh/h	1239	1826	0	1266	1856	0	1725	1885	1610	1810	1841	1572
Grp Volume(v), veh/h	162	43	0	10	149	0	35	602	0	12	242	0
Grp Sat Flow(s),veh/h/ln	1239	1826	0	1266	1856	0	1725	1885	1610	1810	1841	1572
Q Serve(g_s), s	12.6	1.9	0.0	0.6	6.7	0.0	0.0	21.0	0.0	0.0	6.8	0.0
Cycle Q Clear(g_c), s	19.3	1.9	0.0	2.5	6.7	0.0	0.0	21.0	0.0	0.0	6.8	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	398		326	405		682	1024		437	1000	
V/C Ratio(X)	0.63	0.11		0.03	0.37		0.05	0.59		0.03	0.24	
Avail Cap(c_a), veh/h	284	435		351	443		944	1024		713	1000	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.8	30.7	0.0	31.7	32.6	0.0	11.5	15.0	0.0	19.2	11.8	0.0
Incr Delay (d2), s/veh	3.7	0.1	0.0	0.0	0.6	0.0	0.0	2.5	0.0	0.0	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	1.5	0.0	0.3	5.4	0.0	0.6	12.9	0.0	0.3	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.5	30.8	0.0	31.7	33.2	0.0	11.5	17.5	0.0	19.2	12.4	0.0
LnGrp LOS	D	C		C	C		B	B		B	B	
Approach Vol, veh/h	205			159			637			254		
Approach Delay, s/veh	41.6			33.1			17.2			12.7		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	60.0		28.0	10.1	60.0		28.0				
Change Period (Y+Rc), s	5.2	6.7		* 6.6	5.2	* 6.7		* 6.6				
Max Green Setting (Gmax), s	19.8	53.3		* 23	19.9	* 53		* 23				
Max Q Clear Time (g_c+I1), s	2.0	8.8		8.7	2.0	23.0		21.3				
Green Ext Time (p_c), s	0.0	5.2		0.4	0.0	13.6		0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	22.3
HCM 7th LOS	C

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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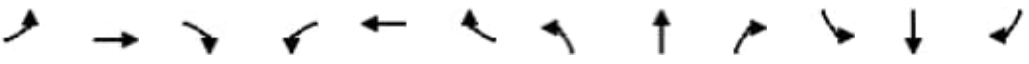
Synchro 12 Report

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑	↔	↑
Traffic Vol, veh/h	11	60	529	7	19	235
Future Vol, veh/h	11	60	529	7	19	235
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	-	-	250	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	3	1	0	11	4
Mvmt Flow	12	65	569	8	20	253
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	862	569	0	0	576	0
Stage 1	569	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.49	6.23	-	-	4.21	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.327	-	-	2.299	-
Pot Cap-1 Maneuver	316	520	-	-	954	-
Stage 1	553	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	520	-	-	954	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	14.13	0	0.66			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	470	954	-	
HCM Lane V/C Ratio	-	-	0.162	0.021	-	
HCM Ctrl Dly (s/v)	-	-	14.1	8.9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

HCM 7th Signalized Intersection Summary

1: SR 54 & Stewart Rd/Reese Rd

2027 - No-Build Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	73	26	3	54	59	9	343	6	58	495	120
Future Volume (veh/h)	68	73	26	3	54	59	9	343	6	58	495	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1841	1411	1870	1870	1574	1885	1648	1900	1870	1885
Adj Flow Rate, veh/h	72	78	0	3	57	0	10	365	0	62	527	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	33	2	2	22	1	17	0	2	1
Cap, veh/h	198	215		157	211		521	1142		738	1133	
Arrive On Green	0.11	0.11	0.00	0.11	0.11	0.00	0.07	0.61	0.00	0.07	0.61	0.00
Sat Flow, veh/h	1368	1900	0	997	1870	0	1499	1885	1397	1810	1870	1598
Grp Volume(v), veh/h	72	78	0	3	57	0	10	365	0	62	527	0
Grp Sat Flow(s), veh/h/ln	1368	1900	0	997	1870	0	1499	1885	1397	1810	1870	1598
Q Serve(g_s), s	4.5	3.3	0.0	0.2	2.5	0.0	0.0	8.3	0.0	0.0	13.6	0.0
Cycle Q Clear(g_c), s	6.9	3.3	0.0	3.6	2.5	0.0	0.0	8.3	0.0	0.0	13.6	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	215		157	211		521	1142		738	1133	
V/C Ratio(X)	0.36	0.36		0.02	0.27		0.02	0.32		0.08	0.47	
Avail Cap(c_a), veh/h	407	505		309	497		752	1142		1019	1133	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.9	36.1	0.0	37.8	35.7	0.0	10.2	8.5	0.0	8.2	9.5	0.0
Incr Delay (d2), s/veh	1.1	1.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	2.8	0.0	0.1	2.0	0.0	0.1	5.0	0.0	0.8	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	37.1	0.0	37.8	36.4	0.0	10.2	9.2	0.0	8.2	10.9	0.0
LnGrp LOS	D	D		D	D		B	A		A	B	
Approach Vol, veh/h	150			60			375			589		
Approach Delay, s/veh	38.5			36.4			9.2			10.6		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	60.0		16.5	11.4	60.0		16.5				
Change Period (Y+Rc), s	5.2	6.7		* 6.6	5.2	* 6.7		* 6.6				
Max Green Setting (Gmax), s	19.8	53.3		* 23	19.9	* 53		* 23				
Max Q Clear Time (g_c+I1), s	2.0	15.6		5.6	2.0	10.3		8.9				
Green Ext Time (p_c), s	0.0	12.8		0.1	0.1	8.5		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 15.1
HCM 7th LOS B

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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Synchro 12 Report

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑	↔	↑
Traffic Vol, veh/h	9	14	352	14	44	484
Future Vol, veh/h	9	14	352	14	44	484
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	-	-	250	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	10	15	374	15	47	515
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	983	374	0	0	389	0
Stage 1	374	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	266	676	-	-	1180	-
Stage 1	676	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	255	676	-	-	1180	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	14.32	0		0.68		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 411		1180	-	
HCM Lane V/C Ratio	-	- 0.06		0.04	-	
HCM Ctrl Dly (s/v)	-	- 14.3		8.2	-	
HCM Lane LOS	-	- B		A	-	
HCM 95th %tile Q(veh)	-	- 0.2		0.1	-	

APPENDIX H

CAPACITY ANALYSIS RESULTS - BUILD CONDITIONS



HCM 7th Signalized Intersection Summary

1: SR 54 & Stewart Rd/Reese Rd

2027 - Build Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	40	22	11	139	100	35	565	1	11	235	82
Future Volume (veh/h)	151	40	22	11	139	100	35	565	1	11	235	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1737	1737	1856	1870	1811	1885	1900	1900	1841	1856
Adj Flow Rate, veh/h	162	43	0	12	149	0	38	608	0	12	253	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	11	11	3	2	6	1	0	0	4	3
Cap, veh/h	259	398		325	405		675	1021		435	997	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.00	0.05	0.54	0.00	0.05	0.54	0.00
Sat Flow, veh/h	1239	1826	0	1266	1856	0	1725	1885	1610	1810	1841	1572
Grp Volume(v), veh/h	162	43	0	12	149	0	38	608	0	12	253	0
Grp Sat Flow(s),veh/h/ln	1239	1826	0	1266	1856	0	1725	1885	1610	1810	1841	1572
Q Serve(g_s), s	12.6	1.9	0.0	0.8	6.7	0.0	0.0	21.5	0.0	0.0	7.2	0.0
Cycle Q Clear(g_c), s	19.3	1.9	0.0	2.6	6.7	0.0	0.0	21.5	0.0	0.0	7.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	398		325	405		675	1021		435	997	
V/C Ratio(X)	0.63	0.11		0.04	0.37		0.06	0.60		0.03	0.25	
Avail Cap(c_a), veh/h	283	434		350	441		931	1021		706	997	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.9	30.8	0.0	31.9	32.7	0.0	11.7	15.3	0.0	19.5	12.0	0.0
Incr Delay (d2), s/veh	3.8	0.1	0.0	0.0	0.6	0.0	0.0	2.6	0.0	0.0	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	1.5	0.0	0.4	5.4	0.0	0.7	13.1	0.0	0.3	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.7	30.9	0.0	31.9	33.3	0.0	11.7	17.8	0.0	19.5	12.6	0.0
LnGrp LOS	D	C		C	C		B	B		B	B	
Approach Vol, veh/h	205			161			646			265		
Approach Delay, s/veh	41.8			33.2			17.5			12.9		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	60.0		28.1	10.4	60.0		28.1				
Change Period (Y+Rc), s	5.2	6.7		* 6.6	5.2	* 6.7		* 6.6				
Max Green Setting (Gmax), s	19.8	53.3		* 23	19.9	* 53		* 23				
Max Q Clear Time (g_c+I1), s	2.0	9.2		8.7	2.0	23.5		21.3				
Green Ext Time (p_c), s	0.1	5.5		0.4	0.0	13.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	22.4											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

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Synchro 12 Report

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑	↔	↑
Traffic Vol, veh/h	11	61	536	7	19	239
Future Vol, veh/h	11	61	536	7	19	239
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	-	-	250	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	3	1	0	11	4
Mvmt Flow	12	66	576	8	20	257

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	874	576	0	0	584
Stage 1	576	-	-	-	-
Stage 2	298	-	-	-	-
Critical Hdwy	6.49	6.23	-	-	4.21
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.327	-	-	2.299
Pot Cap-1 Maneuver	311	515	-	-	948
Stage 1	548	-	-	-	-
Stage 2	738	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	305	515	-	-	948
Mov Cap-2 Maneuver	305	-	-	-	-
Stage 1	548	-	-	-	-
Stage 2	722	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.27	0	0.65
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	466	948
HCM Lane V/C Ratio	-	-	0.166	0.022
HCM Ctrl Dly (s/v)	-	-	14.3	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

HCM 7th TWSC
3: SR 54 & Driveway #1

2027 - Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	W
Traffic Vol, veh/h	8	4	8	593	254	16
Future Vol, veh/h	8	4	8	593	254	16
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	-	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	4	0
Mvmt Flow	9	4	9	645	276	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	938	276	293	0	-	0
Stage 1	276	-	-	-	-	-
Stage 2	662	-	-	-	-	-
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	296	768	1280	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	768	1280	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.12	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	24	-	369	-	-
HCM Lane V/C Ratio	0.007	-	0.035	-	-
HCM Ctrl Dly (s/v)	7.8	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lumin8

Synchro 12 Report

HCM 7th Signalized Intersection Summary

1: SR 54 & Stewart Rd/Reese Rd

2027 - Build Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	73	28	4	54	59	12	353	8	58	501	120
Future Volume (veh/h)	68	73	28	4	54	59	12	353	8	58	501	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1841	1411	1870	1870	1574	1885	1648	1900	1870	1885
Adj Flow Rate, veh/h	72	78	0	4	57	0	13	376	0	62	533	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	33	2	2	22	1	17	0	2	1
Cap, veh/h	198	215		157	211		517	1142		729	1133	
Arrive On Green	0.11	0.11	0.00	0.11	0.11	0.00	0.07	0.61	0.00	0.07	0.61	0.00
Sat Flow, veh/h	1368	1900	0	997	1870	0	1499	1885	1397	1810	1870	1598
Grp Volume(v), veh/h	72	78	0	4	57	0	13	376	0	62	533	0
Grp Sat Flow(s),veh/h/ln	1368	1900	0	997	1870	0	1499	1885	1397	1810	1870	1598
Q Serve(g_s), s	4.5	3.3	0.0	0.3	2.5	0.0	0.0	8.6	0.0	0.0	13.8	0.0
Cycle Q Clear(g_c), s	6.9	3.3	0.0	3.7	2.5	0.0	0.0	8.6	0.0	0.0	13.8	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	215		157	211		517	1142		729	1133	
V/C Ratio(X)	0.36	0.36		0.03	0.27		0.03	0.33		0.09	0.47	
Avail Cap(c_a), veh/h	407	505		309	497		748	1142		1010	1133	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.9	36.1	0.0	37.8	35.7	0.0	10.3	8.5	0.0	8.3	9.6	0.0
Incr Delay (d2), s/veh	1.1	1.0	0.0	0.1	0.7	0.0	0.0	0.8	0.0	0.0	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	2.8	0.0	0.1	2.0	0.0	0.2	5.2	0.0	0.8	8.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	37.1	0.0	37.9	36.4	0.0	10.4	9.3	0.0	8.4	11.0	0.0
LnGrp LOS	D	D		D	D		B	A		A	B	
Approach Vol, veh/h	150			61			389			595		
Approach Delay, s/veh	38.5			36.5			9.3			10.7		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	60.0		16.5	11.4	60.0		16.5				
Change Period (Y+Rc), s	5.2	6.7		* 6.6	5.2	* 6.7		* 6.6				
Max Green Setting (Gmax), s	19.8	53.3		* 23	19.9	* 53		* 23				
Max Q Clear Time (g_c+I1), s	2.0	15.8		5.7	2.0	10.6		8.9				
Green Ext Time (p_c), s	0.0	13.0		0.1	0.1	8.8		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 15.1
HCM 7th LOS B

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lumin8

Synchro 12 Report

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↑	↘	↑
Traffic Vol, veh/h	9	15	357	14	45	491
Future Vol, veh/h	9	15	357	14	45	491
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	-	-	250	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	10	16	380	15	48	522

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	998	380	0	0	395	0
Stage 1	380	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	260	672	-	-	1175	-
Stage 1	672	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	250	672	-	-	1175	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.34	0	0.69
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	411	1175
HCM Lane V/C Ratio	-	-	0.062	0.041
HCM Ctrl Dly (s/v)	-	-	14.3	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 7th TWSC
3: SR 54 & Driveway #1

2027 - Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	W
Traffic Vol, veh/h	15	8	6	366	528	9
Future Vol, veh/h	15	8	6	366	528	9
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	-	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	16	9	7	398	574	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	985	574	584	0	-	0
Stage 1	574	-	-	-	-	-
Stage 2	411	-	-	-	-	-
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	278	522	1001	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	275	522	1001	-	-	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.82	0.14	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	29	-	329	-	-
HCM Lane V/C Ratio	0.007	-	0.076	-	-
HCM Ctrl Dly (s/v)	8.6	0	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lumin8

Synchro 12 Report

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

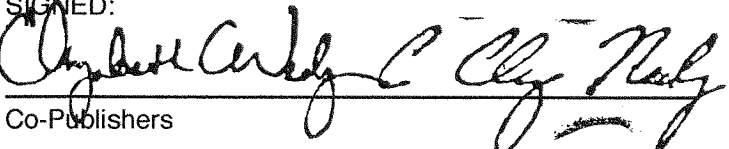
August 29, 2026

Notice of Public Hearing

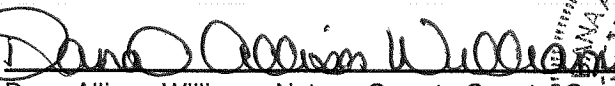
Notice is hereby given that the Coweta County Board of Zoning Appeals will hold a public hearing on an appeal filed by Frenchies and Scots, LLC, requesting a Conditional Use Permit pursuant to Article 17, Section 172F. Conditional Uses. The request seeks approval for the construction of a 6,500-square-foot veterinary clinic and boarding facility for property located off Hwy 54 (south of Willis Road) and identified as Tax Parcel #: 135-1120-036 (Partial). Said meeting will be held on Thursday, September 24, 2026, in the Coweta County Commission Chambers, 37 Perry St, 2nd floor, Newnan, Georgia. Copies of the proposed may be obtained at the Coweta County Community Development Department 22 East Broad Street, Newnan, Georgia between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday with questions answered at (770) 254- 2635. All that tract or parcel of land situate, lying and being in Land Lot 120 of the First Land District of Coweta County, Georgia, as depicted on the "Parcel Reconfiguration Survey" for Chuck Perkins dated December 1, 2025, as prepared by Chris W. Robertson, GA PLS No. 3195, and being more particularly described as said tract of land containing 117,712 square feet or 2.70 acres, more or less. 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 assistance with special needs, please call (770) 254-2608. This being the 29th day of August 2026 Coweta County Community Development Department No:85999-8-29

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

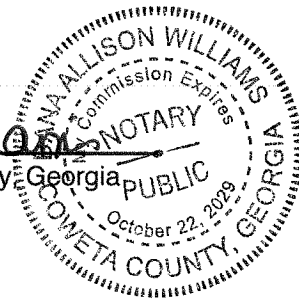
SIGNED:


Co-Publishers

Subscribed to and sworn to me this 29th day of August
2026.


Dana Allison Williams, Notary, Coweta County, Georgia

My commission expires: October 22, 2029



02100746 00144653

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



Community Development

To: Board of Zoning Appeals
From: Nicole Blackwell, Zoning Coordinator
Date: September 24, 2026
RE: Petition #: VARIANCE 26-22
Applicant: Lichty Building Group, Inc. for Daryl Myers
Property Owners: Daryl Myers
Location: 3 Norma Lane
Commission District: 3rd - Bob Blackburn
Tax Parcel(s): 084-5149-007
Property Size: 5.38± acres
Current Zoning: RC (Rural Conservation)
Requested Zoning: N/A
Proposed Use: Seeking approval to construct a detached garage 70 feet from right-of-way of Norma Lane
Public Hearing (Date, Time, Location): September 24, 2026 at 6:00 PM - 37 Perry Street, Newnan

Issue:

Petition # VAR 26-022 Filed by Lichty Building Group, Inc. for Daryl Myers Requesting a Front Yard Setback Variance for Property Located at 3 Norma Lane, Newnan

Discussion:

Lichty Building Group, Inc. for Daryl Myers has filed a variance application for a front yard setback reduction for property located at 3 Norma Lane, 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 condition for consideration:

1. The detached garage shall be located a minimum of 70 feet from the right-of-way of Norma Lane 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): Lichty Building Group, Inc. (for Daryl Myers, Owner)
Address of Applicant(s): 770 Greison Trail, Suite B, Newnan, GA, 30263
Phone #: [REDACTED] E-mail address: becky@lichtybg.com
Address of Subject Property: 3 Norma Lane, Newnan, GA, 30263
Property Tax I.D. #: 084 5149 007

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: Owner wishes to build a detached 3-car garage. There is a smaller garage in the location now that will be demolished. The proposed garage would be 70' from the front property line.

Applicant's reason for not conforming to the Zoning Ordinance: The proposed garage size is larger than the existing garage. Due to the terrain and the location of the septic system, the garage will need to sit slightly closer to the front setback.

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

The topography of the lot and the location of the septic system prevent the owner from moving the garage out of the setback.

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 impact is expected so not proffered measures are needed.

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

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

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

No. However this lot has a 100' front setback which limits the area for the proposed garage.

II. Does property contain exceptional topographic conditions?

Yes, the lot slopes.

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

Yes, the garage would encroach on the septic system if it were moved toward the back any further.

IV. Are there other existing extraordinary or exceptional circumstances?

No

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

Owner would not have the vehicle storage that he requires.

- 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.

There is already a garage in the location of the proposed garage. The proposed garage would only sit about 10' further into the front setback.

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

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

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

To: Coweta County Zoning Board of Appeals

From: Nicole K Blackwell, Zoning Coordinator

Re: Variance Request
Article 23 – Dimensional Requirements
Applicant: Lichty Building Group, Inc. for Daryl Myers
Location: 3 Norma Lane, Newnan (±5.38 acres)
Petition # VAR 26-022
Tax ID #: 084-5149-007
3rd Commission District

Date: September 10, 2026

The subject property, located at 3 Norma Lane in Newnan, consists of approximately 5.38 acres and is zoned RC (Rural Conservation). The property contains a single-family residence constructed in 1980 and is situated on a corner lot at the intersection of Norma Lane and Edgeworth Road.

The applicant is requesting a variance from the required 100-foot front building setback to allow the construction of a 40-foot by 60-foot detached garage. The applicant is proposing to replace an existing, smaller detached garage with a 3-car garage. According to the applicant, the existing garage is located approximately 80 feet from the Norma Lane right-of-way.

According to the submitted site plan, the proposed detached garage is located 31 feet from the principal dwelling, meeting the applicable building separation requirement. However, the structure encroaches 30 feet into the required 100-foot setback, resulting in a reduced front building setback of 70 feet from the right-of-way of Norma Lane.

The applicant states that the proposed location is necessary due to the terrain of the property and the location of the existing septic system, which limit the areas available for construction.

No staff comments were received regarding this variance request.

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

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

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

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

Response: The request is not expected to adversely affect nearby properties. Detached garages are common accessory structures in residential neighborhoods. The proposed garage would be approximately 10 feet closer to the Norma Lane right-of-way than the existing garage it will replace.

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

Response: The property's sloping terrain, existing septic system, and established driveway configuration create site-specific constraints. While the detached garage could potentially be located farther from Norma Lane, doing so would impact an existing portion of the driveway and require modification of the current site layout.

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: No comments identifying potential impacts to public facilities or the surrounding area were received from reviewing departments.

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 is already developed with a single-family residence and an existing detached garage. The proposed structure will replace the existing, smaller garage. The presence and location of the existing detached garage is already situated within the required front setback. The proposed replacement garage would extend approximately 10 feet closer to the right-of-way than the existing structure.

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

Response: The sloping terrain, existing septic system, and established driveway configuration limit the practical locations for the proposed detached garage. Compliance with the 100-foot setback could limit the applicant's ability to replace the existing detached garage with a structure that meets their needs. The Board should determine if this justifies a hardship.

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

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

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

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

Response: The subject property's corner lot configuration creates an exceptional condition compared to a standard interior lot. Because the property has frontage along both Norma Lane and Edgeworth Road, it is subject to front setback requirements along multiple property boundaries, which limit the area available for construction. The property's sloping terrain, existing septic system, and established driveway configuration further affect potential garage locations. While the proposed garage could be located farther from Norma Lane, doing so would impact an existing portion of the driveway and require modification of the current site layout.

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

Response: Strict application of the 100-foot front setback would require the garage to be moved farther into the property, resulting in the loss of a portion of the existing driveway that is currently used for vehicle storage.

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

Response: An existing detached garage is already located within the required front setback along Norma Lane. According to the applicant's application, the proposed replacement garage would be located approximately 10 feet closer to Norma Lane than the existing structure.

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

1. The request is not expected to adversely affect nearby properties. Detached garages are common within residential neighborhoods. The proposed garage would be approximately 10 feet closer to the Norma Lane right-of-way than the existing garage it will replace.
2. The property's sloping terrain, existing septic system, and established driveway configuration create site-specific constraints. While the detached garage could potentially be located farther from Norma Lane, doing so would impact an existing portion of the driveway and require modification of the current site layout.

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

1. The detached garage shall be located a minimum of 70 feet from the right-of-way of Norma Lane 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, September 24, 2026**
- Final Decision with Board of Commissioners – **Tuesday, October 20, 2026**

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

c: Lichty Building Group, Inc.

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA }

SS

Notice of Public Hearing

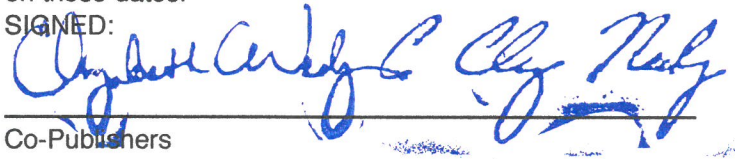
C. Clayton Neely & Elizabeth C. Neely, being duly sworn, says:

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

August 29, 2026

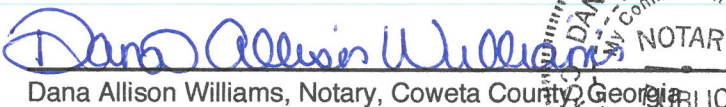
That said newspaper was regularly issued and circulated on those dates.

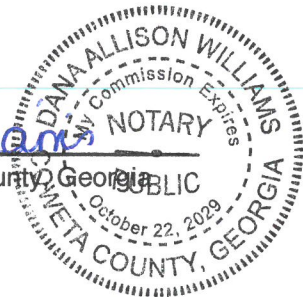
SIGNED:


Co-Publishers

Subscribed to and sworn to me this 29th day of August 2026.

Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an appeal filed by Lichty Building Group, Inc. for Daryl Myers requesting the following variance: Art. 23 – Dimensional Requirements for a front setback reduction for property located at 3 Norma Ln., Newnan (Tax ID #: 084- 5149-007). The meeting will be held on Thursday, September 24, 2026, at 6:00 p.m. at the Coweta County Commission Chambers, 37 Perry St., 2nd Floor, Newnan, GA. Copies of the proposed request may be obtained at the Coweta County Community Development Department, 22 E. Broad St. Newnan, Georgia, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. All that certain tract or parcel of land situate, lying and being in Land Lots 149 and 150 of the Fifth Land District of Coweta County, Georgia and being more particularly described as that certain 7.50 acre parcel depicted on that certain survey prepared for Edward Nadolny by All South Engineering and Surveying Co., Inc., said plat being of record at Plat Book 25, Page 147, Coweta County, Georgia Records. Less and Except: All that tract or parcel of land lying and being in Land Lot 149 of the 5th Land District of Coweta County, Georgia and being more particularly described as that certain 2.123 acre parcel on that certain survey prepared for Shayne and Kimberly ford by John R. Christopher dated April 17, 2015 and of record at Plat Book 93, Page 110, Coweta County, Georgia Records. 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 call (770) 254-2608. For questions regarding the public hearing, please contact the Community Development Department (770) 254-2635. This being the 29th day of August 2026 Coweta County Community Development Department
No:85990-8-29


Dana Allison Williams, Notary, Coweta County, Georgia



My commission expires: October 22, 2029

02100746 00144643

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