



Coweta County Board of Commissioners

Public Hearing/Regular Meeting Session

Agenda

22 East Broad Street
Newnan, GA 30263
www.coweta.ga.us

Shannon Jackson
Zerangue
County Clerk
770.254.2601

September 22, 2026

6:00 PM

Commission Chambers
37 Perry Street
Newnan, GA 30263

Coweta County Board of Commissioners

Roll Call/Call to Order

Meeting Called to Order

Pledge of Allegiance

Invocation

Notification of Location of Rules

Regular Session

Awards and Presentations

1. Department Spotlight - Finance

Approval of Minutes

2. Request Approval of the Minutes from the Public Hearing/Regular Meeting Session Held on September 8, 2026

Supplemental and Non-Agenda Items

Public Hearing (The Chairman will call for any comments regarding the following items after each item is presented)

3. Public Hearing Regarding the Comprehensive Plan Update
4. Public Hearing Regarding Petition # REZ 26-13 Filed by J. Neal Shepard, Jr. and Phillip M. Shepard Requesting to Rezone Property Located at Lynhaven Drive and Thomas Way, Newnan - District 5

5. Public Hearing Regarding Petition # CONDUSE 26-03 Filed by Dee Robinson (Sand to Significance, LLC) Requesting a Conditional Use Permit for Property Located off Copeland Road — District 3
6. Public Hearing Regarding Petition # SPUSE 26-02 Filed by Dee Robinson (Sand to Significance, LLC) Requesting a Special Use Permit for Property Located off Copeland Road, Newnan - District 3

Regular Session

Public Comments Regarding Items On the Agenda - This is also time for anyone that wishes to address the Board regarding cases heard at the Public Hearing conducted by the Board of Zoning Appeals.

Recommendations from Community Development and/or the Board of Zoning Appeals

7. Request Approval/Execution of an Amendment to Chapter 50, Section 50-1 of the Coweta County Code of Ordinance Associated with Adoption of the Comprehensive Plan
8. Recommend Approval of Petition # VAR 26-21 Filed by Gary Adams Requesting a Distance Between Buildings Variance for Property Located at 253 Timber Creek Estates Drive, Sharpsburg - District 4
9. Request Direction from the Board Regarding Condition # 14 Associated with Previous Petition # 014-20 Filed by Dr. Angampally Rajeev for Lots 34, 35 and 36 located at 2112 East Hwy 34, Newnan in the Eastwood Estates Development - District 4
10. Request Direction from the Board Regarding Condition # 10 Associated with Previous Petition # REZ 24-18 Filed by Waffle House, Inc. for Property Located at the Intersection of Highway 16 and Poplar Road, Sharpsburg - District 1
11. Request Acceptance of Additional Right-of-Way Along Johnson Road at Emerald Grove Estates - District 1
12. Request Acceptance of Hollz Parkway Extension - Districts 3 and 4

Unfinished Business

13. Request Appointments to Various Boards/Authorities

Updates from Administration

New Business

Bids and Contracts

14. Request Approval/Execution of Amendment to the Indigent Defense Services Agreement with the Superior Court Public Defender for 2027

15. Request Approval/Execution of a Lighting Agreement with Georgia Power Associated with Roundabout Lighting at US 29 and the Madras Connector, Phase 1
16. Request Approval/Execution of an Agreement with Motive to Provide Fleet Telematics, Tracking, and Operations Diagnostics Applications and Hardware

Additional Action Items

17. Request Approval of an Updated Employee Pay Scale for Fiscal Year 2027
18. Request Approval to Renew Employee Life, Short Term Disability, and Long Term Disability Insurance Coverages
19. Request Acceptance of the Proposed 2026-2027 Liability and Property Insurance Plan
20. Request Approval/Adoption of an Updated Procurement Policy for Coweta County Employees
21. Request Approval/Execution of a Resolution to Continue Banking Relations During Fiscal Year 2027
22. Request Approval/Execution of a Right-of-Entry Associated with Storm System Maintenance at 320 Waters Edge Lane, Newnan - District 3

Supplemental and Non-Agenda Items

23. Request Approval/Execution of a Resolution Authorizing Submission of the Fiscal Year 2028 Section 5311 Transit Grant Application

Public Comments Regarding Items Not on the Agenda – This section is for any public comments regarding items NOT on the agenda. In accordance with the rules governing the meeting, up to 10 speakers will be afforded 3 minutes to speak and will be respectfully heard by the Board without public display or approval/disapproval from the audience. The Board does not engage with speakers during their comments. The Board will listen to any questions or comments and take them into consideration but will ask the County Administrator or staff to correct any inconsistencies or false statements after the speaker has been heard without debate.

Announcements and Comments from the Commissioners

Executive Session - In accordance with O.C.G.A. § 50-14-2

Regular Session

Affidavit

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.



Human Resources

To: Coweta County Board of Commissioners
From: Cathy Wickey, Communications Manager
Date: September 22, 2026
RE: Department Spotlight - Finance

Issue:

Department Spotlight - Finance

Discussion:

Finance Department Overview

The Coweta County Finance Department consists of twelve (12) employees, the Director, Assistant Director, Accounting Manager, Budget Manager and Compliance Manager, along with employees responsible for treasury and banking, revenue and accounts receivable, and cash receipts. Additionally, other staff members are responsible for accounts payable, budgeting, fixed assets and capital projects.

The Coweta County Finance Department provides timely, accurate and relevant financial information to key stakeholders within and outside the County to make sound decisions affecting operations. The department is responsible for preparing the annual budget across all County departments, including the Coweta County Library System, as well as the Airport, Development and Public Facilities Authorities, and measuring performance against that budget throughout the fiscal year. The department is also responsible for the annual fiscal year financial statement close, preparing for the annual audit, and assembling the annual comprehensive financial report (ACFR).

Success Stories

- Coweta County has been awarded the Certificate of Achievement for Excellence in

Financial Reporting for the past seventeen (17) years, and by the time of this meeting, hopefully eighteen (18) years. The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

- Coweta County's bond rating is Aa1 by Moody's as of 2022. There are only eighteen (18) counties in the State of Georgia with Aa1 or AAA rating out of one hundred fifty-nine (159) counties. This rating has increased two levels from Aa3 roughly eighteen (18) years ago.
- The Finance Department is responsible for all compliance with debt issues for the County and component units. The higher the rating, the more confidence it instills in the investing community, and the lower cost of borrowing for the County and its citizens.
- The Finance Department manages an Fiscal Year 2026 budget of approximately \$172 million net of appropriations of which the General Fund accounts for \$117 million. This does not include the Special Purpose Local Option Sales Tax (SPLOST), Special Projects, Public Facilities Authority (PFA), and American Rescue Plan Act (ARPA) funds, where money is spent on a project timeline basis.
- The department processes more than 1,000 payments in various forms each month across several thousand active vendors.
- Recently, the Finance Department was notified that there were no issues identified by the State Department of Audits.
- The Finance Department completed the Fiscal Year 2027 Budget and Millage rate reductions on time to meet earlier timelines than in the prior year such that the budget is ready prior to setting the millage rates.
- All ARPA funds have been spent and will be reported in the next quarterly report submission, guaranteeing that Coweta County's ARPA allotment was spent prior to December 31, 2026, and no funds will need to be returned to the federal government.
- The Finance Department is nearly complete with the transition of legacy third-party credit card processors across the County into a single processor through which users pay the merchant fees, and it's estimated that it will save the County over \$160 thousand a year once the final processor is phased out later in the month of September.
- In addition, the Finance Department has been working on transitioning the County's payment process, which produces about 1,000 checks a month, into a partnership with a third-party payment processor in CorPay. The first electronic payment file was processed the last week of August 2026. Vendors will be allowed to select their own payment modality after the first payment is issued by check. If the vendors select Virtual Credit Card (VCC), then this will generate rebates for the County estimated to be roughly \$180,000 annually but could be higher than the company.

Areas of Opportunity

- The State of Georgia will allow a certain increase in pricing for services charged to patients with commercial insurance payers for Ambulance Services. According to the

County's billing and collection partner, Digitech Corporation, there is an opportunity to earn additional user fee revenue.

- Later this year, the County is expected to issue bonds through the Public Facilities Authority (PFA). Finance will establish effective financial tracking and monitoring processes to ensure bond proceeds are properly accounted for and aligned with project expenditures throughout the life of the project.
- Lastly, the world is moving into a new period of disruption with Agent AI. This will affect all aspects of lives. Software programs will change the nature of how they work by converting to an AI environment. Utilizing this technology successfully will require the County to gain and grow in understanding of AI as it evolves.

Upcoming Happenings

- With two (2) retirements announced, the department is in the process of identifying applicants for two (2) management positions within the department, which would include selecting, interviewing, onboarding and training in these key positions over the next few months.
- The Finance Department will be integral in the support of the next PFA Bond issuance in support of the construction of the new Government Center and Animal Adoption Center projects.
- The next disruption in the area of technology will be the AI – Artificial Intelligence Age, which will require all organizations, including governments, to have to understand how technology, processes and skills necessary will impact current and future workforces.

Fiscal Impact:

N/A

Recommendation:

N/A



Administration

To: Coweta County Board of Commissioners
From: Shannon Zerangue, County Clerk
Date: September 22, 2026
RE: Minutes from the Public Hearing/Regular Meeting Session Held on September 8, 2026

Issue:

Minutes from the Public Hearing/Regular Meeting Session Held on September 8, 2026

Discussion:

The Clerk has prepared the minutes from the Public Hearing/Regular Meeting Session held on Tuesday, September 8, 2026.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board approve the minutes from the Public Hearing/Regular Meeting Session held on September 8, 2026.



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Public Hearing/Regular Meeting Session

Minutes

Shannon Jackson
Zerangue
County Clerk
770.254.2601

September 8, 2026

6:00 PM

Commission Chambers
37 Perry Street
Newnan, GA 30263

Coweta County Board of Commissioners

Roll Call/Call to Order

Attendee Name	Title	Status
Bill McKenzie	District 2 - Chairman	Present
Alphonso Smith	District 5 - Vice Chairman	Present
Jeff Fisher	District 1	Present
Bob Blackburn	District 3	Present
John Reidelbach	District 4	Present
Michael Fouts	County Administrator	Present
Kelly Mickle	Assistant County Administrator	Present
Sandy Wisenbaker	Assistant County Administrator	Present
Tod Handley	Public Works Administrator	Present
Nathan Lee	County Attorney	Present
Shannon Zerangue	County Clerk	Present

The Honorable Board of Commissioners of Coweta County, Georgia met in Public Hearing/Regular Meeting Session on Tuesday, September 8, 2026.

Meeting Called to Order

Chairman McKenzie called the meeting to order at 6:00 p.m.

Pledge of Allegiance

Chairman McKenzie led the Pledge of Allegiance.

Invocation

Invocation was given by Commissioner Smith.

Notification of Location of Rules

Chairman McKenzie explained that the rules governing the meeting could be found on the County's website as well as on the table located in the lobby outside the meeting room.

Regular Session

Approval of Minutes

1. **Request Approval of the Minutes from the Commission Meetings Held on August 25, 2026 at 7:30 a.m. and 6:00 p.m.**

Motion to: Approve

The Board voted to approve the minutes from the Called Meeting/Public Hearing held on August 25, 2026 at 7:30 a.m. and from the Public Hearing/Regular Meeting Session held on August 25, 2026 at 6:00 p.m.

RESULT: Passed (UNANIMOUS)

MOVER: Bob Blackburn

SECONDER: Jeff Fisher

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Consent Agenda

2. **Confirm Execution of a Proclamation Designating "Constitution Week" in Coweta County**

Motion to: Confirm

The Board voted to confirm execution of a proclamation designating September 17-23, 2026 as "Constitution Week" in Coweta County.

RESULT: Passed (UNANIMOUS)

MOVER: Bill McKenzie

SECONDER: Alphonso Smith

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Ms. Pat McBurnett, Ms. Pat Lincoln, Ms. Cheree Boudreaux, and Ms. Andrea Newton, members of the General Daniel Newnan Chapter of the Daughters of the American Revolution, were present to accept the proclamation.

3. **Confirm Execution of a Proclamation Designating September as "National Recovery**

Month" in Coweta County

Motion to: Confirm

The Board voted to confirm execution of a proclamation designating September as "National Recovery Month" in Coweta County.

RESULT: Passed (UNANIMOUS)

MOVER: John Reidelbach

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Mr. Hank Arnold, Founder and Director of Coweta FORCE (Friends of Recovery for Community Empowerment), introduced himself and expressed his gratitude for the opportunity, as a member of the community, to have a safe place to recover, with opportunities for personal growth and the ability to live, work, and engage in the community. He emphasized that recovery saves lives and restores families. He stated that the mission and hope of Recovery Month is to share more stories, raise awareness, and reach more individuals who need substance-use recovery support. He concluded by expressing his appreciation to the community and the Board for their continued love and support.

4. Confirm Execution of a Proclamation Designating September 18, 2026, as "POW/MIA" Recognition Day in Coweta County

Motion to: Confirm

The Board voted to confirm execution of a proclamation designating September 18, 2026 as "POW/MIA Recognition Day" in Coweta County.

RESULT: Passed (UNANIMOUS)

MOVER: Jeff Fisher

SECONDER: Alphonso Smith

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Chairman McKenzie explained that a remembrance ceremony will be held at the Veterans' Park on September 18, 2026 at 11:00 a.m. and invited everyone to attend. In addition, he recognized the upcoming 25th anniversary of the terrorist attacks on the United States that occurred on September 11, 2001. He noted that a memorial ceremony will be held at the Historic Courthouse on September 11, 2026 at 8:30 a.m. and encouraged the community to attend.

Supplemental and Non-Agenda Items

There were no Supplemental or Non-Agenda items to be added for discussion.

Public Hearing (The Chairman will call for any comments regarding the following items after each item is presented)

5.

Public Hearing Regarding the Addition of Distilled Spirits to an Existing Wholesale Beer and Wine License Held by Willie Curry, Regional Vice President in Operation of Buffalo Rock Company Located at 50 North Christopher Court, Newnan - District 3

Licensing and Permits Manager Joy Thompson explained that Mr. Willie Curry, Regional Vice President for operation of Buffalo Rock Company, located at 50 North Christopher Court, Newnan (Parcel # 097-5084-020) has applied to add distilled spirits to an existing wholesale beer and wine license. Buffalo Rock Company has maintained an active alcohol license for the past twelve (12) months; however, the addition of wholesale distilled spirits requires a new distance requirement review pursuant to the *Coweta County Code of Ordinances*. She further explained that a certificate from a Georgia registered land surveyor has been provided, and the location has been verified to meet the applicable distance requirements. She clarified that the request is limited to adding wholesale distilled spirits and does not include any other changes at the location. In closing, she explained that the Business and Alcohol License Division has reviewed the application and determined that it is complete and meets all requirements established by the *Coweta County Alcohol Ordinance*.

Chairman McKenzie asked if the applicant was present.

Mr. Willie Curry, applicant, introduced himself as the Regional Vice President for Buffalo Rock Pepsi's Georgia Region. He stated that the request involves new products that Buffalo Rock Pepsi plans to sell in the Newnan area. He explained that the products are part of Pepsi's brand-building efforts and are not intended to compete directly with alcoholic beverage brands such as Budweiser or Miller. The products are already being sold in Florida, Alabama, and at other Buffalo Rock franchise locations in Georgia, including Columbus. In closing, he explained that approval of the request would allow the Newnan franchise to offer these products locally.

In response to questions from Commissioner Smith, Mr. Curry explained that Buffalo Rock Pepsi already distributes beer and wine on a wholesale basis and that the new products that will be distributed do not include any of the new CBD beverages that are on the market.

Ms. Thompson clarified that the distribution of beverages containing CBD would require a separate license from the State of Georgia.

Chairman McKenzie called for comments in support of or in opposition to the alcohol request. There were none.

Motion to: Close Public Hearing

The Board voted to close the Public Hearing regarding a request to add distilled spirits to an existing wholesale beer and wine license held by Mr. Willie Curry, Regional Vice President for operation of Buffalo Rock Company, located at 50 North Christopher Court, Newnan (Parcel # 097-5084-020).

RESULT: Passed (UNANIMOUS)

MOVER: Bob Blackburn

SECONDER: John Reidelbach

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Motion to: Approve

The Board voted to approve the addition of distilled spirits to an existing wholesale beer and wine license held by Mr. Willie Curry, Regional Vice President for operation of Buffalo Rock Company, located at 50 North Christopher Court, Newnan (Parcel # 097-5084-020), subject to the following conditions:

1. The applicant shall obtain final approval from the Georgia Department of Revenue, Alcohol License Division, for an amendment to the current alcohol license to add distilled spirits prior to operation.

RESULT: Passed (UNANIMOUS)

MOVER: Bob Blackburn

SECONDER: Alphonso Smith

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Regular Session

Public Comments Regarding Items On the Agenda

Chairman McKenzie called for comments regarding any items on the agenda. There were none.

Recommendations from Community Development and/or the Board of Zoning Appeals

6. Request Acceptance of Roadways and a Deed of Open Space Restriction Associated with Property Located in the Chapel Hill Subdivision, Phase 4A - District 5

Administrator Fouts explained that DRB Group Georgia, LLC has submitted a Deed of Open Space Restriction consisting of 12.06± acres per located in the Chapel Hill Subdivision, Phase 4A, for acceptance by the Board. In addition, the grading, storm drainage, curb and gutter, and street base have been completed for the following streets in accordance with the Coweta County regulations:

1. Chapel Hill Parkway (1,903.75 LF) Extension
2. Marin Cove (164.97 LF)
3. Cadence Street (607.95 LF)
4. Eden Way (398.18 LF)
5. Honor Bend (105.26 LF)
6. Valiant Street (696.34 LF)
7. Iris Pass (151.71 LF)

Administrator Fouts also explained that the developer has posted a maintenance bond in the amount \$68,507 to cover any defects in materials or workmanship that may occur within three (3) years of acceptance.

Motion to: Execute and Accept

The Board voted to execute a Deed of Open Space Restriction associated with 12.06± acres, to accept Chapel Hill Parkway, Marin Cove, Cadence Street, Eden Way, Honor Bend, Valiant Street, Iris Pass and associated drainage structures and right-of-way into the Coweta County Public Roads System, and to place the constructed improvements into a three (3) year maintenance period.

RESULT: Passed (UNANIMOUS)

MOVER: John Reidelbach

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Unfinished Business

7. Request Appointments to Various Boards/Authorities

No action was taken by the Board regarding appointments to various boards and authorities.

Updates from Administration

Chairman McKenzie asked if there were any updates from Administration.

Administrator Fouts explained that the ribbon cutting ceremony for new Fire Station # 10 in Senoia is scheduled for Thursday, September 10, 2026 at 9:00 a.m. followed by the ribbon cutting ceremony for new Fire Station # 5 on Belk Road on Wednesday, September 16, 2026 at 9:00.m. He invited everyone to attend these events.

New Business

Bids and Contracts

8. Request Approval/Execution of a Delegated Manager Agreement with Registry Services, LLC Associated with the COWETA.GA.US Domain

Administrator Fouts presented a request from the IT Department regarding a planned transition of the County's current domain, coweta.ga.us, to the new cowetaga.gov domain. He explained that .gov domains are managed through the Cybersecurity and Infrastructure Security Agency (CISA) and that the transition will require the County to execute an agreement with the registry services provider to manage the existing domain during the transition. He further explained that the agreement will authorize County IT staff to perform the necessary maintenance and technical work to begin the migration. Once the agreement is in place, staff will establish a detailed timeline for the transition. He noted that many local governments, cities, and towns have recently transitioned to .gov domains and expressed the goal of making the process as seamless as possible. In closing, he explained that the transition will include redirecting existing web traffic and email services to the new domain to minimize any disruption to County services.

In response to questions from Commissioner Reidelbach, Chairman McKenzie, and Commissioner Blackburn, Administrator Fouts explained that staff will provide a timeline as the process progresses, there is no cost associated with the domain transition, the County will retain the existing domain as long as it is permitted, and that the existing domain will redirect users to the new domain.

Motion to: Execute

The Board voted to execute the usTLD Delegated Manager Agreement with Registry Services, LLC associated with the County's website domain.

RESULT: Passed (UNANIMOUS)

MOVER: Jeff Fisher

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

9. **Request Approval/Execution of a Hazard Mitigation Grant Program Weather Radio Distribution Grant Agreement**

Assistant Administrator Mickle presented an agreement with the Georgia Emergency Management and Homeland Security Agency (GEMA) associated with grant funds related to the distribution of weather radios to the public. She explained that the Coweta County Emergency Management Agency (EMA) received an award as a subrecipient of GEMA's Hazard Mitigation Grant Program (HMGP) funding from the Federal Emergency Management Agency (FEMA) to purchase and distribute five hundred (500) weather radios during public outreach events. She further explained that the County's EMA staff will manage the project, maintain radio inventory, and oversee the distribution of the radios. The program requires 25% matching funds and the total award is \$18,369.75 with a federal share of \$13,777.31, and a local share of \$4,592.44. The County was awarded an additional \$847.75 to cover management costs to administer the project.

In response to a question from Commissioner Reidelbach, Ms. Mickle explained that the weather radios would be given to citizens and that the County would not be required to maintain an ongoing inventory once the radios were distributed.

Motion to: Execute

The Board voted to execute a Hazard Mitigation Grant Program (HMGP) agreement associated with purchase and distribution of five hundred (500) weather radios and to approve a budget amendment in the amount of \$4,592.44 for the local match.

RESULT: Passed (UNANIMOUS)

MOVER: Alphonso Smith

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Additional Action Items

10. **Request Approval/Execution of an Indication of Lighting Support Associated with the SR 154 Widening Project**

Public Works Administrator Handley explained that a widening project for SR 154 is currently in the preliminary engineering phase by the Georgia Department of Transportation (GDOT). As currently proposed, the project would widen SR 154 to a four-lane divided roadway from US 29 down to Lower Fayetteville Road and so far, the County has contributed \$3.5 million toward the design of this project to allow GDOT to begin the design phase earlier than originally proposed. As a part of this widening project, GDOT anticipates that lighting would be beneficial at several of the intersections along SR 154 and has inquired as to whether the County would be in support of the anticipated lighting.

If supported by the County, a Lighting Agreement would obligate the County to the costs of electrical service for the lighting systems and any required maintenance of the lighting after the completion of construction. The current schedule for the project shows that construction would begin in 2033 and would likely take two (2) years to complete. Therefore, the costs of the lighting would not be anticipated to be incurred until at least 2035.

Motion to: Execute

The Board voted to execute an Indication of Lighting Support for submission to the Georgia Department of Transportation (GDOT) associated with the SR 154 Widening project.

RESULT: Passed (UNANIMOUS)

MOVER: John Reidelbach

SECONDER: Jeff Fisher

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

11. Request Approval to Temporarily Close Lazenby Road at the Intersection of Welcome Road for a Pipe Replacement - District 2

Public Works Administrator Handley explained that staff discovered a failing cross drain pipe located underneath Lazenby Road at the intersection of Welcome Road. Staff will need to resurface the roadway and replace the pipe prior to paving. Closure will last approximately one (1) day, weather permitting, and staff will place message boards prior to beginning work.

Motion to: Approve

The Board voted to temporarily close Lazenby Road at the intersection of Welcome Road for a period of one (1) day, weather permitting, for the purpose of replacing a failing cross drain pipe.

RESULT: Passed (UNANIMOUS)

MOVER: Bill McKenzie

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

12. Request Approval to Temporarily Close a Portion of Herring Road for Roadway Construction - District 3

Public Works Administrator Handley explained that the construction of the Madras Connector project includes the realignment of a portion of Herring Road on the east side of the CSX Railroad. The connection between the existing alignment of Herring Road and the new alignment requires that a portion of Herring Road be closed to perform the necessary grading and change in elevation of the roadway. He noted that the closure

would occur at/near addresses 590 and 621. Access to these properties would remain open during the proposed closure but would be via a graveled surface at times. He further explained that the duration of the closure would not exceed 30 days, weather permitting. During the proposed closure at this location, a detour route utilizing US 29 and Greentop Road would be implemented for through traffic with any affected local traffic still being able to access their properties by temporary gravel access routes. Prior to the proposed detour, changeable message boards would be utilized to provide advance warning to motorists who use Herring Road.

Motion to: Approve

The Board voted to temporarily close a portion of Herring Road at/near addresses 590 and 621 for a period of thirty (30) days, weather permitting, to allow for construction and connection of the new roadway alignment.

RESULT: Passed (UNANIMOUS)

MOVER: Bob Blackburn

SECONDER: Jeff Fisher

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

13. Request Approval/Execution of a Right-of-Entry Associated with Storm Drain Pipe Maintenance at 25 Watson Wynd, Sharpsburg - District 4

Public Works Administrator Handley explained that staff obtained a Right-of-Entry from the property owner at 25 Watson Wynd, Sharpsburg (Parcel # 130-6112-136) for the purposes of jetting out the pipe to clear a blockage and using heavy equipment to open up the tail ditch at the outlet end of the pipe.

Motion to: Execute

The Board voted to execute a Right-of-Entry with Mr. Karl McPherson for the purpose of performing required maintenance of the storm drain system located at 25 Watson Wynd, Sharpsburg (Parcel # 130-6112-136).

RESULT: Passed (UNANIMOUS)

MOVER: John Reidelbach

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

14. Request Approval to Proceed with a Coweta Bicentennial Music Festival

Administrator Fouts explained that staff presented the idea of a music festival to celebrate Coweta County's Bicentennial and to kick off Coweta's next 200 years several months ago. The initial reaction was supportive, and the Board executed a contract with Dennis Freeman, a Nashville-based music event professional, to create a budget plan the Board could consider (see April 21, 2026 and June 16, 2026 minutes). The plan lays out the cost

of putting on either a one-day or two-day event, and utilizes a mixture of County and contracted resources and is envisioned for October 2027. This timeline allows new parking and access roads to be completed at the Fairgrounds and the best opportunity for scheduling national, regional, and local acts. The budget is conservative with specifics that can be adjusted as needed. It is estimated that a two-day festival will break even, and a one-day festival will cost approximately \$250,000. These funds would come from the Hotel Motel tax fund, which is legally restricted to funding tourism activities, like the festival.

In response to a question from Commissioner Smith, Administrator Fouts explained that the festival is being targeted for October 2027. A specific date will be determined in coordination with Mr. Freeman, based on the availability of entertainment and coordination with the Fairgrounds, with consideration given to scheduling the event shortly after the annual Kiwanis fair.

Motion to: Approve

The Board voted to proceed with a one-day music festival as the finale to Coweta County's Bicentennial celebration, thereby authorizing staff to proceed with the second portion of the previously executed agreement with Dennis Freeman and using Hotel-Motel funds for this event.

RESULT: Passed (UNANIMOUS)

MOVER: John Reidelbach

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

15. Request from Bridging the Gap to Utilize the Temple Avenue Gymnasium and Johnny Brown Multipurpose Building to Host the 2026 Christmas in Coweta Drive

Assistant Administrator Mickle explained that each holiday season, Bridging the Gap (BTG) comes together with volunteers, churches, businesses, and neighbors to bring joy and relief to families who might otherwise go without. This program provides gifts, clothing, and essential items to children and teens throughout the county. The need in the community is great, and Christmas in Coweta continues to grow every year. In recent seasons, thousands of children have received wrapped presents, warm clothes, and school supplies along with the message that they are cared for and not forgotten. Volunteers help collect, wrap, and distribute gifts, while local businesses and donors provide the resources that make it all possible. In 2025, BTG utilized the Johnny Brown multipurpose building as a distribution site for their Christmas in Coweta event. The area worked very well, but they were limited in space. For 2026, BTG is requesting to utilize the gymnasium and Johnny Brown multipurpose building located at the Temple Avenue Recreation Complex from December 12th through December 20th to serve as a distribution site for their annual Christmas in Coweta Drive. The additional space will potentially allow them to serve more families this season. Because of the timing of the event, there will be minimal

impact on currently scheduled programming at this location. Any scheduled activities can be distributed to other gymnasiums in the County's park system.

In response to a question from Commissioner Fisher regarding the required insurance coverage, Parks and Recreation Director Jim Gay explained that the insurance requirement is \$1 million per occurrence, with \$2 million in aggregate coverage for facility rentals.

Motion to: Approve

The Board voted to approve a request from Bridging the Gap to utilize the gymnasium and Johnny Brown multipurpose building located at the Temple Avenue Recreation Complex from December 12, 2026, through December 20, 2026, to serve as a distribution site for their annual Christmas in Coweta Drive, contingent upon Bridging the Gap obtaining temporary event insurance that will cover any volunteers/employees working at the facilities, and providing signage to assist in traffic flow during the periods of high flow related to distribution of donations.

RESULT: Passed (UNANIMOUS)

MOVER: Jeff Fisher

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

16. Request Acceptance of the Fiscal Year 2025 Emergency Management Performance Grant

Assistant Administrator Mickle explained that the Department of Homeland Security Federal Emergency Management Agency (FEMA) passes funds through the Georgia Emergency Management and Homeland Security Agency (GEMA) for the Emergency Management Performance Grant (EMPG). She noted that the purpose of the EMPG program is to provide financial support to state and local governments for implementation of the National Preparedness System and work toward the National Preparedness Goal of a secure and resilient nation. She further explained that allowable costs support efforts to build and sustain core capabilities across the prevention, protection, mitigation, response and recovery mission areas. The program requires 50% matching funds and, historically, these grant funds have been used to offset direct personnel costs of the County's Emergency Management Agency (EMA) Director. The 2025 award total was \$76,390, with a federal share of \$38,195, and a local share of \$38,195 with the performance period starting from July 1, 2025 through June 30, 2026.

Chairman McKenzie recognized Mr. Nic Burgess, Director of the Emergency Management Agency and 911, who was in attendance. Mr. Burgess thanked the Board for its continued support of the EMPG grant and explained that the County has partnered with the GEMA over the years to participate in the program. He noted that the grant has supported Emergency Management operations, including salaries in the past, and helps fund the County's emergency plans, hazard mitigation activities, exercises, and severe weather preparedness efforts. He stated that these ongoing activities help maintain the County's

eligibility for the grant and thanked the Board for its support.

Motion to: Accept

The Board voted to accept the Fiscal Year 2025 Emergency Management Performance Grant (EMPG) award totaling \$76,390.

RESULT: Passed (UNANIMOUS)

MOVER: Alphonso Smith

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

17. Request Approval to Surplus a Fire Safety House Previously Utilized by Fire Rescue

Motion to: Approve

The Board voted to surplus a Fire Safety House previously utilized by Fire Rescue and to authorize its disposal as scrap, with any proceeds from the sale returned to the County's General Fund or Fire Fund.

RESULT: Passed (UNANIMOUS)

MOVER: Alphonso Smith

SECONDER: John Reidelbach

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

18. Request Appointment of ACCG Legislative Voting Delegate for the 2026 Conference Business Session

Motion to: Appoint

The Board voted to appoint Commissioner Reidelbach to serve as the voting delegate for the Business Session of the Association County Commissioners of Georgia (ACCG) Leadership Conference being held on October 8, 2026.

RESULT: Passed (UNANIMOUS)

MOVER: Bill McKenzie

SECONDER: Alphonso Smith

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

19. Request Approval to Utilize Various County Roads During the Unity Riders Pink Out Event

Assistant Administrator Mickle explained that the Unity Riders Bike Ride is planned for Saturday, October 10, 2026 and will begin and end at the Coweta County Fairgrounds. It will include approximately 50 participants riding over three routes consisting of 15, 30, and 44-miles. The event is a Breast Cancer Awareness Ride and will begin at 8:30 a.m. and end at 3:00 p.m. The Coweta County Sheriff's Office is aware of the event and will provide assistance at busy intersections. All paperwork and a Certificate of Insurance have been

received.

In response to a question from Chairman McKenzie, Administrator Fouts explained that Parks and Recreation Director Gay and staff will work with the organizers of the cycling event to ensure signage is properly placed in advance of the event.

Motion to: Approve

The Board voted to approve the use of various County roads on Saturday, October 10, 2026 from 8:30 a.m. - 3:00 p.m. as requested by the Unity Riders to host their Pink Out cycling event.

RESULT: Passed (UNANIMOUS)

MOVER: Alphonso Smith

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Supplemental and Non-Agenda Items

There were no Supplemental and/or Non-Agenda items added for discussion.

Public Comments Regarding Items Not on the Agenda – This section is for any public comments regarding items NOT on the agenda. In accordance with the rules governing the meeting, up to 10 speakers will be afforded 3 minutes to speak and will be respectfully heard by the Board without public display or approval/disapproval from the audience. The Board does not engage with speakers during their comments. The Board will listen to any questions or comments and take them into consideration but will ask the County Administrator or staff to correct any inconsistencies or false statements after the speaker has been heard without debate.

Chairman McKenzie called for comments regarding any items not on the agenda. He explained that in accordance with the rules governing the meeting, up to ten (10) speakers will be afforded three (3) minutes to speak and will be respectfully heard by the Board without public display or approval/disapproval from the audience. The Board does not engage with speakers during their comments. The Board will listen to any questions or comments and take them into consideration but will ask the County Administrator or staff to correct any inconsistencies or false statements after the speaker has been heard without debate:

Ms. Deandra Holloway Jones, Dakota's Bend, Newnan alleged that she had been wrongfully arrested twice in Coweta County and requested an independent review of the circumstances surrounding the arrests and her 14-hour detention. She asked that available body cameras and holding-cell video footage be reviewed. She also raised concerns

regarding her home and the County's determination that the property was not livable, which she stated prevented her from obtaining a business license for home-based businesses. She alleged that the situation resulted in the closure of her businesses and caused significant hardship and displacement for her family. In closing, she requested an independent investigation into her concerns and stated that she believed the available video footage would support her claims.

Chairman McKenzie asked Administrator Fouts to contact Ms. Jones regarding her claims.

The following citizens addressed the Board regarding Project Oak, Project Sail, and data centers in general. Comments included concerns about the ability of some Board members to understand issues and make sound decisions, perceived inequities affecting citizens in the western portion of the County, and opposition to the approval of Project Sail. Speakers also discussed efforts to pursue a referendum regarding data centers, failure of the Board to listen to the overwhelming opposition to data centers, and their concerns about environmental impacts, proximity to residences and schools/daycare centers, water consumption, impacts on the power grid, and the overall development of data centers in Coweta County.

- Ms. Sandrina Kurtz, District 2
- Mr. John Kurtz, District 2
- Mr. Jimmy Newman, District 2
- Ms. Cathy Newman, District 2
- Ms. Jackie Lassetter, Hwy. 16, Newnan

Ms. Allison Powell, District 1, addressed the Board regarding the upcoming rezoning request for the Emanuel Bible College property. She stated that she and her husband own Brown Ranch, located across Fisher Road from the proposed redevelopment, and that they also reside nearby. She explained that she is not opposed to growth in Coweta County and expressed some support for the potential development. However, she raised several site-specific concerns regarding the proposed redevelopment, including drainage, wetlands, increased traffic, noise, and lighting.

Announcements and Comments from the Commissioners

Chairman McKenzie called for any announcements and/or comments from the Board. There were none.

Executive Session - In accordance with O.C.G.A. § 50-14-2

Motion to: Enter into Executive Session

The Board voted to enter into Executive Session for the purposes of discussing personnel

issues.

Members in attendance included Chairman McKenzie, Commissioner Blackburn, Commissioner Reidelbach, Commissioner Smith, and Commissioner Fisher. Staff members in attendance included Administrator Fouts, Assistant Administrator Mickle, Assistant Administrator Wisenbaker, Public Works Administrator Handley, Community and Human Resources Director Palmer, Attorney Lee, and County Clerk Zerangue.

RESULT: Passed (UNANIMOUS)

MOVER: Bob Blackburn

SECONDER: Jeff Fisher

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Regular Session

Motion to: Return to Regular Session

The Board discussed personnel issues during Executive Session and voted to return to Regular Session.

RESULT: Passed (UNANIMOUS)

MOVER: Alphonso Smith

SECONDER: Jeff Fisher

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Affidavit

Motion to: Execute

The Board voted to execute an Affidavit and Resolution for Executive Session.

RESULT: (UNANIMOUS)

MOVER: Alphonso Smith

SECONDER: Bill McKenzie

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Adjournment

Motion to: Adjourn

The Board voted to adjourn the meeting.

RESULT: Passed (UNANIMOUS)

MOVER: Alphonso Smith

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith



Community Development

To: Coweta County Board of Commissioners
From: Teresa Crow, Assistant Community Development Director
Date: September 22, 2026
RE: Comprehensive Plan Update (2026-2046)

Issue:

Comprehensive Plan Update (2026-2046)

Discussion:

On August 5, 2026, an update to the Coweta County Comprehensive Plan, titled Charting Coweta's Future Community Agenda (2026-2046), received approval from the Department of Community Affairs. Staff would like to present the latest version of the Comprehensive Plan for the Board's consideration.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board adopt the updated Comprehensive Plan along with an amendment to *Chapter 50, Section 50-1* of the *Coweta County Code of Ordinances*.

**A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF COWETA COUNTY, GEORGIA TO ADOPT THE COWETA COUNTY
COMPREHENSIVE PLAN 2026-2046
AND FOR OTHER PURPOSES**

WHEREAS, Coweta County has prepared an update of the community plan; and

WHEREAS, the *Coweta County Comprehensive Plan*, title Charting Coweta's Future Community Agenda 2026-2046, was prepared in accordance with the "Minimum Planning Standards and Procedures for Local Comprehensive Planning" adopted by the Board of Community Affairs pursuant to the Georgia Planning Act of 1989; and

WHEREAS, the *Coweta County Comprehensive Plan* was submitted to the Three Rivers Regional Commission for regional and state review; and

WHEREAS, the Georgia Department of Community Affairs has determined from their review that the *Coweta County Comprehensive Plan* adequately addresses the Local Planning Requirements;

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of Coweta County, Georgia does hereby adopt the *Coweta County Comprehensive Plan*.

SO RESOLVED, this 22nd day of September, 2026.

Chairman

Attest: _____
County Clerk

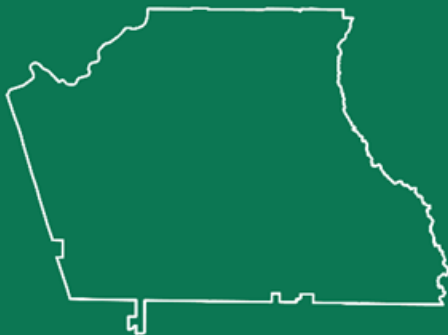


Charting Coweta's Future Community Agenda (2026 – 2046)

Informed by
Comprehensive Citizen Engagement



COWETA COUNTY



CHARTING COWETA'S FUTURE



Acknowledgments

The planning team extends its deepest gratitude to the **Coweta County Board of Commissioners** for their unwavering support throughout this process, including active participation during public input sessions.

We also recognize the **Steering Committee Members** for their **important contributions and guidance**, which were instrumental in this Comprehensive Plan Update.

Bill McKenzie, Chairman, Board of Commissioners
Lenn Wood, Coweta County Sheriff
Becky Cates, Citizen Representative (District 1)
Denise Burks, Citizen Representative (District 2)
Matt Markham, Citizen Representative (District 3)
Scott Robertson, Citizen Representative (District 4)
Gary Arnold, Citizen Representative (District 5)
Sarah Jacobs, Development Authority President
Jon Amason, Engineering Division Director, Public Works
Jay Boren, Water & Sewerage Authority CEO
Sid Bedenbaugh, Transportation Planning
Teresa Crow, Community Development Asst. Director
Robby Flanagan, Fire Chief
Michael Fouts, County Administrator
Jim Gay, Parks & Recreation Director
Tod Handley, Public Works Administrator
Paul Jarrell, Planning Director, Three Rivers Regional Commission
Kelly Mickle, Assistant County Administrator
Ben Sewell, Community Development Director
Sandy Wisenbaker, Assistant County Administrator

Additional appreciation to the **Resource Teams**, whose expertise and assistance were invaluable.

Communications:

Cathy Wickey, Communications Manager

Briana Gregory, Communications Coordinator

Geographic Information System:

Clint Richmond, GIS Director

Taylor Gianuzzi (Foreman), GIS Analyst

Transportation Consultant: Vern Wilburn, Maldino & Wilburn, LLC

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Introduction

Charting Coweta's Future represents Coweta County's ongoing commitment to thoughtful, strategic planning. As the five-year update to our Comprehensive Plan, this Community Agenda builds upon the strong foundations set in previous planning efforts while streamlining the document to better serve day-to-day decision-making. Guided by state requirements and local priorities, this update reflects a collaborative process involving elected officials, community members, and stakeholders—all working together to refine the shared vision for the county's future as we celebrate Coweta County's 200th anniversary.

As Coweta County looks ahead to its next chapter, this Community Agenda serves as both a strategic guide and a practical tool. Developed through extensive public engagement and grounded in local priorities, it reflects not only what we heard from the community—but also the planned response to those concerns. The following section outlines the purpose of this document and how it can be used by citizens, decision-makers, and those investing in Coweta's future.

Why This Plan Matters

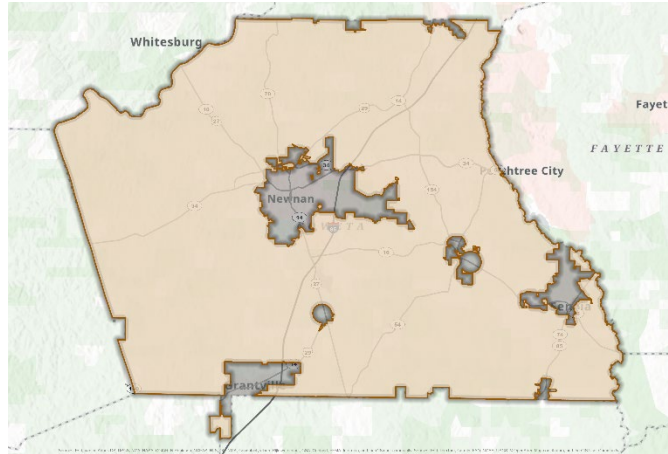
Coweta County's Comprehensive Plan is updated every five years in accordance with the Georgia Department of Community Affairs (DCA) planning standards. This update is essential for maintaining Qualified Local Government (QLG) status, which allows the county to remain eligible for important state funding, grants, and technical assistance. The Community Agenda is the forward-looking portion of the plan, guiding decisions about land use, infrastructure, and community development.

Purpose:

- *Define a shared vision for Coweta County's future*
- *Guide decisions about land use, infrastructure, and public investment*
- *Respond to community input by identifying needs, opportunities, and priorities*
- *Support coordinated action through goals, policies, and a five-year work program*
- *Promote transparency and predictability in local government*
- *Encourage efficient use of public resources*

Scope

While this update reflects coordination with Coweta County's cities during the planning process, the policy framework contained in this Community Agenda is only applicable to unincorporated Coweta County.



How to Use This Community Agenda

This document is a practical tool for a variety of users:

Citizens

- See how public input shaped the plan
- Learn about the county's vision and priorities
- Stay informed about upcoming projects and initiatives

Developers & Investors

- Understand future land use expectations
- Align proposals with county priorities and growth strategy

Elected Officials & County Staff

- Reference this policy document when making decisions related to growth
- Use the work program to guide budgeting and implementation

Partner Organizations

- Coordinate efforts with county initiatives
- Identify opportunities for collaboration and funding

Overview of Planning Process

The planning process officially began with a public hearing on **February 11, 2025**, and continued through a series of outreach efforts, Steering Committee meetings, and technical reviews. A full timeline is available in the Appendix, however, key milestones included:

- **February 11, 2025** – Kickoff Public Hearing
- **Spring 2025** – Public Input Sessions and Survey
- **Summer–Fall 2025** – Partner Organization Outreach
- **February 2025–February 2026** – Steering Committee Meetings
- **November 2025–February 2026** – Draft Plan Preparation
- **March 2026** – Draft Released for Public Comment
- **May 2026** – Transmittal for State/Regional Review (tentative)
- **October 31, 2026** – Deadline for Adoption

Public engagement was a central component of the update process, with outreach efforts designed to reach a broad cross-section of Coweta County residents, stakeholders, and organizations. The planning team employed a variety of methods to raise awareness, gather input, and encourage participation:

Method	Description
Dedicated Website	www.cowetaplans.com served as the central hub for updates, documents and engagement tools.
Community Ambassadors	Outreach to homeowners’ associations, key industries, and other civic leaders, resulted in commitments from 28 Community Ambassadors, reaching <i>at least</i> 4,167 additional person(s)/households in a grassroots effort to promote participation in the planning process.
Public Input Sessions	Held in April and May 2025, these drop-in events featured interactive stations on land use, transportation, public safety, water/sewer, and parks. These meetings were attended by roughly 148 citizens, in addition to strong staff presence from all agencies, as well as various commissioners.

Method	Description
Online Survey & Mapping Exercise	Open from February 12 to May 9, 2025, capturing community preferences and spatial feedback. A total of 667 responses were received for the online questions, as well as 637 pinned locations on the interactive mapping.
Media & Promotion	Bumper stickers, newspaper articles, legal ads, podcast interviews, and a video message from the Chairman helped promote participation
Partner Interviews	Coordination efforts also included outreach to the cities within Coweta, as well as the School System, Water & Sewerage Authority, and Piedmont Newnan Hospital.
Presentations to Additional Stakeholders	Delivered to Leadership Coweta, Citizens' Summit, Chamber Non-Profit Alliance, and County department directors.
Steering Committee	Appointed by the Board of Commissioners, this group met regularly to review data, guide public engagement, conduct a SWOT analysis, and identify key needs and opportunities.

All of these efforts helped shape the plan's goals, policies, and implementation strategies.

Look for this symbol throughout the document to see how public input shaped components of the plan. 

(More detailed public engagement results, including the SWOT analysis, Existing Needs & Opportunities, as well as newly identified Needs & Opportunities list specific to this plan update, are provided in Appendix B.)

Key Themes (We Heard You Coweta!)

During the extensive public engagement process, several key themes emerged, which are addressed in this plan update:



Housing



Recreation Trails



Following the Plan



Rural Character
Preservation



Taxes



Community Vision

Affordable Housing

Multi-year high inflation coupled with increased mortgage interest rates have resulted in a national affordability crisis in America; and the planning team heard these concerns from both the public and the Steering Committee.

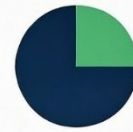
🔊 Develop an accessory dwelling unit ordinance. (See 5-year Community Work Program.)

Also see related themes below titled Implement Complete Communities and Revitalize Mill Villages

Coweta Housing Affordability Analysis



Median Home
\$415,700



Median Income
\$95,944

- **Principal & interest alone** would be over \$2,000/month (based on 20% down, 6.16% interest rate)
- **Taxes & property insurance** likely push total closer to \$2,475/month
- **Requires income of \$99,000** to stay within 30% attainable housing threshold.

Passive Recreation Trails

The planning team heard from many citizens who would like to see more passive recreation trails, with many citing the LINC trail in Newnan as an example. The Steering Committee, while acknowledging funding challenges, also expressed a desire for more pedestrian linkages, especially between key community facilities such as parks, community centers, and schools. Currently, multiple plans exist—including the county’s Greenway Master Plan, a Bicycle Routes Brochure, Bike Coweta trail listings, and the LINC Master Plan—creating a fragmented approach. Moving forward, a more targeted strategy for trail development, including consideration for golf cart use, could enhance multi-modal connectivity and improve the County’s overall walkability score.

🔊 Develop a Parks & Recreation Master Plan that incorporates trail priorities in prior plans (Greenway Master Plan, Bike Routes, LINC Master Plan), community facility locations, and the Growth Strategy Map. Seek funding sources for trails.

Follow the Plan

The community expressed an interest in stronger adherence to the comprehensive plan, as well as earlier notice and increased opportunity for public engagement on development proposals.

- 🗨️ Develop an ordinance amendment, requiring community meetings prior to processing of any rezoning application that does not correspond with the Potentially Viable Zoning Districts listed within the relevant character area. (See 5 year Community Work Program.)

Protect Rural Character

The community remains strongly committed to preserving rural areas. While the 2020 Land Development Guidance System defined these areas and set unique development standards, the Steering Committee explored an additional voluntary tool to permanently protect rural lands and direct growth toward locations with existing infrastructure.

- 🗨️ Evaluate a Transfer of Development Rights program – to permanently protect tracts in the Rural Places Tier on a voluntary basis, while allowing for that density to be utilized within the Complete Communities, Mill Villages, other suitable character areas, and within the cities. (See 5-year Community Work Program.)

Implement Complete Communities

Complete Communities character area was discussed with the community and the Steering Committee as a valuable tool to direct growth away from other areas and toward the Growth Priority tier, especially the I-85 Interchanges, increasing the return on investment (ROI) for land within 1 mile of this substantial public infrastructure investment, while lessening traffic on the secondary roadways and also providing a greater variety of housing options.

- 🗨️ Complete Small Area Study of at least one Interchange/Complete Community, with form-based codes that are supported by the community as an end product and allowing density to be allotted to these targeted areas through a Transfer of Development Rights (or similar) program as a way to incentivize the desired development pattern. (See 5-year Community Work Program.)
- 🗨️ Consider a height overlay setting a minimum height and/or number of stories for properties within 1-mile of the interchanges identified as Complete Communities in order to use land & infrastructure efficiently.

Revitalize Mill Villages

The mill villages of Arnco & Sargent are served by public sewer, which allowed for the denser development which occurred there. Moreover, the homes were built during a period of more modest housing. Below are the documented home sizes within each of these mill villages:

Mill Village	Home Count	Minimum	Median	Average	Maximum
Arnco	164	572	1,131	1,170	2,864
Sargent	168	504	1,082	1,181	2,817

(Source: Coweta County Tax Assessor, 2025)

Considering the affordability concerns previously mentioned, the Rural Village character area surrounding the mill villages represent a unique opportunity to address the housing needs in Coweta, while providing a transition between the smaller homes/lots in the mill villages. Additional housing in this area could spur revitalization within the mill villages, while creating a smooth transition to the surrounding rural areas.

🗨️ Allow smaller house (and/or lot) sizes that will provide an appropriate transition from the Mill Villages to the surrounding rural landscape and bring new development to this area with existing infrastructure. (See Implementation Strategies within Mill Village character area description.)

Keep Property Taxes Low

Due to an extended period of high inflation, peaking around 9.1% in mid-2022, the public and the Steering Committee expressed concerns about balancing the cost of services without overburdening homeowners. The Cost of Community Services Study, which was completed in September 2025 (see Appendix C), revealed that the break-even home value is \$467,000 to cover the cost of the services consumed, which points to a need to diversify the tax base which is currently 70% residential. Evidence shows that commercial and industrial uses can help to offset property tax burden on homeowners. Coweta's approach to aligning growth with infrastructure guides us to increasing the return on investment (ROI) for those areas which already have access to world class infrastructure, particularly I-85.

🗨️ Implement Complete Communities to increase Return on Investment of public infrastructure along the I-85 corridor, as noted above, by completing a small area study of at least 1 interchange. (See 5-year Community Work Program.)

🔊 Increase available land within character areas appropriate for industrial use, particularly along the I-85 corridor. (See updated character area map.)

Vision Statement

The vision statement was updated in response to public concerns that the previous version was overly verbose and abstract. The revised vision statement (*presented in the next section*) does not change the plan's core goals and policies, but instead offers a clearer picture of Coweta County's 20-year aspirations, while reinforcing balanced growth, economic vitality, and community character more concisely.

Vision Statement, Goals and Policies

Coweta County will be a thriving and innovative community that fosters economic prosperity, enhances quality of life, and preserves its unique character. Through strategic planning and responsible growth, we will create a resilient economy, world-class infrastructure, and vibrant neighborhoods that support businesses, residents, and future generations.

The above vision is achieved through consistent implementation of this Community Agenda, including the Goals and Policies that follow.

The goals are organized into categories:

- Land Use & Economic Development
- Transportation
- Natural Resources
- Community Facilities & Services
- Broadband

Under each goal is a relative Department of Community Affairs (DCA) Quality Community Objective, exemplified in the policies listed for each goal.

Goals and Policies

	Land Use & Economic Development
Goal LU-1	Encourage development or expansion of businesses and industries that are suitable for the community. <i>QCOs: Economic Prosperity, Efficient Land Use</i>
LU-1.01	Discourage "leapfrog" development across undeveloped areas.
LU-1.02	Give priority to developments that mix uses; and redevelop and revitalize existing underutilized commercial and industrial areas.
LU-1.03	Encourage the redevelopment of brownfield sites located within our community.
LU-1.04	Promote location of industry only in areas consistent with the Comprehensive Plan.
LU-1.05	Promote nodal and clustered commercial development; and discourage continuous and scattered commercial activity along major thoroughfares.
LU-1.06	Encourage use of buffer zones (parks, paths, and mixed-use commercial districts) between incompatible residential, industrial, and commercial uses.
LU-1.07	Develop a program to identify and inventory historic, architectural, archaeological, and cultural resources in Coweta County.
LU-1.08	Preserve, protect, and promote Coweta County's unique cultural and historic character and the resources that contribute to this character.
LU-1.09	Encourage the maintenance of all historic structures and, when appropriate, their adaptive reuse.
LU-1.10	Establish regulations and incentives to protect the County's historic, architectural, archaeological, and cultural resources in Coweta County from inappropriate development or destruction.
LU-1.11	Encourage new development to incorporate building scale and architecture that enhances and draws from Coweta's historical architecture.
LU-1.12	Market and promote the agriculture, historic, recreational, and sports tourism opportunities in the county as well as the events and attractions.
LU-1.13	Market and promote the community for expanded office/headquarters job opportunities.
LU 1.14	The boundary and scope of the growth strategy tiers should be reviewed periodically given any changes to water/sewer capacity or other factors.
Goal LU-2	Encourage efficient and compatible distribution of land uses. <i>QCOs: Economic Prosperity, Efficient Land Use, Sense of Place, Housing</i>
LU-2.01	Protect established single-family residential neighborhoods from the encroachment of incompatible land uses.
LU-2.02	Promote efficient use of land by encouraging well-designed, pedestrian-oriented developments that include a mix of uses and creative use of land.

LU-2.03	Create opportunities to retrofit single-use commercial and retail developments into walkable, mixed-use communities.
LU-2.04	Integrate recreation areas and greenspace throughout our community, within neighborhoods, along streets, in parking lots, and within commercial and industrial developments.
LU-2.05	Locate civic buildings in existing communities, village centers, or crossroads communities and, when possible, in areas accessible by public transportation.
LU-2.06	Strive for gateways and corridors that contribute to a "sense of place".
LU-2.07	Encourage walkability, interaction among businesses, clear visibility of entryways, and centralized open space.
LU-2.08	Promote development that is sensitive to the land and considers adjoining, existing, and planned development, as well as the overall community.
LU-2.09	Preserve the rural character of Coweta County and promote opportunities for agricultural and forestry activities to remain a vital part of our community.
LU-2.10	Develop a recognizable transition from the urban to the rural areas of our community.
LU-2.11	Guide appropriate residential and non-residential infill development and redevelopment in a way that complements surrounding areas.
LU-2.12	Encourage appropriate infill housing development in existing neighborhoods.
LU-2.13	Create innovative land-use products to facilitate affordable housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community.
LU-2.14	Maintain and enhance the integrity and nature of existing residential neighborhoods through buffer zones and appropriate setbacks between differing land uses.
LU-2.15	Ensure that quality housing is available for residents at all stages of their lives.
LU-2.16	Develop growth strategies that provide resources for supporting revitalization of neighborhoods, or facilitates opportunities for workforce housing, and effectively address the physical environment of the disadvantaged.
LU-2.17	Utilize Inter-governmental agreements to avoid or resolve annexation disputes to ensure infrastructure is adequately funded.
Goal LU-3	Promote safe and quality housing for all residents. <i>QCOs: Efficient Land Use, Sense of Place, Housing</i>
LU-3.01	Develop land-use regulations that provide for a varied and diverse housing market.
LU-3.02	Encourage increased density in the Growth Priority Area to promote affordable housing opportunities for all residents.
LU-3.03	Create innovative land-use regulations to facilitate workforce housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community.
LU-3.04	Encourage appropriate infill housing development in existing neighborhoods in the Growth Priority Area and Growth Maintenance Area.
LU-3.05	Maintain and enhance the integrity and nature of existing residential neighborhoods through buffer zones and appropriate setbacks between differing land uses.
LU-3.06	Ensure that quality housing is available for residents at all stages of their lives.
LU-3.07	Develop growth strategies that provide resources for supporting revitalization of neighborhoods, or facilitates opportunities for workforce housing, and effectively address the physical environment of the disadvantaged.
LU-3.08	Through strategic land-use planning and incentives, encourage walkable, safe neighborhoods with green space for parks and recreation.

	Transportation
Goal T-1	Address the transportation needs, challenges and opportunities of all community residents. <i>QCOs: Transportation Options, Regional Cooperation</i>
T-1.01	Promote the development of Complete Communities and Crossroads Communities to increase the efficiency of all transportation networks.
T-1.02	Ensure that new development bears an equitable share of (and responsibility for) the cost of new roads, as well as the impact of additional use on existing roads.
T-1.03	Provide for continuing analysis of transportation needs, considering population growth and patterns of development.
T-1.04	Address the location, vehicular/pedestrian/open space design, landscaping, and furnishing of residential and non-residential streets as one of the community's most important components contributing to the character, structure, and development pattern of the community.
T-1.05	Ensure that new developments will be conducive to walking and biking.
T-1.06	Seek to provide the necessary traffic and pedestrian signals and paths to promote a safer environment for pedestrians.
T-1.07	Collaborate with employers to provide information and incentives for programs to minimize or decrease rush-hour congestion impacts.
T-1.08	Provide for the routing of truck traffic around congested areas.
T-1.09	Manage access on collector and arterial streets.
T-1.10	Promote the provision of adequate parking in commercial development.
T-1.11	Encourage the use of rail for industrial needs.
T-1.12	Continue to purchase additional vehicle(s) for County 5311 Public Transit Program (as needed).
T-1.13	Continue to coordinate with the School System to identify future school locations and plan road networks and connections around them.
T-1.14	Continue coordination with state and regional planning partners on transportation efforts in Coweta County.
T-1.15	Continue to work with federal, state and regional planning partners and local delegation to seek funding for transportation projects in Coweta County.
T-1.16	Continue the operation of the County 5311 Public Transit Program.
T-1.17	Where feasible, add bicycle lanes, bicycle-friendly shoulders, or parallel multi-use paths to roadways consistent with the Coweta Bicycle Plan and the Coweta County Greenway Master Plan and during widening and new construction projects.
T-1.18	Develop and support local and regional Travel Demand Management programs.
T-1.19	Continue partnership and air quality programs with the Clean Air Campaign.
T-1.20	Continue ongoing culvert repair as needed.
T-1.21	Continue roadway rehabilitation as needed on county roads (milling, patching, and paving).
T-1.22	Continue to work with federal, regional, state and private partners to design and construct the Amlajack Interchange at I-85 and associated improvements.
T-1.23	Continue partnership with Georgia Commute Options Transportation Demand Management program.

T-1.24	Continue to develop local Transportation Demand Management (TDM) programs, including promotion of Coweta County Transit and Xpress commuter bus options to reduce single-occupant vehicle trips and emissions.
T-1.25	Continue rehabilitation and improvements at the Newnan-Coweta Airport as needed.
Goal T-2	Improve mobility. <i>QCO: Transportation Options</i>
T-2.01	Maintain existing transportation infrastructure.
T-2.02	Improve efficiency of existing infrastructure.
T-2.03	Enhance east-west connectivity.
T-2.04	Improve interconnectivity and mobility between major travel corridors.
T-2.05	Address known safety issues.
T-2.06	Minimize conflicts between freight and non-freight trips.
Goal T-3	Develop a multi-modal transportation network. <i>QCO: Transportation Options</i>
T-3.01	Integrate additional mode choices into roadway projects as practicable.
T-3.02	Extend the network of off-road trails.
T-3.03	Expand bicycle and pedestrian connectivity.
T-3.04	Maintain access to regional transit.
Goal T-4	Coordinate land use, development, and transportation. <i>QCO: Transportation Options</i>
T-4.01	Use transportation projects to encourage the type of development desired by the community.
T-4.02	Leverage the development process to strategically enrich the transportation network.
T-4.03	Balance land use access and mobility on key transportation corridors.
T-4.04	Ensure access to job centers and destinations.
T-4.05	Support industrial growth with safe, efficient access to freight routes.
T-4.06	Facilitate collaboration between local, regional, and state agencies on transportation planning.
Goal T-5	Enhance community quality through transportation. <i>QCO: Transportation Options</i>
T-5.01	Do no harm to unique natural, historic, and community resources.
T-5.02	Maintain small-town character through appropriately scaled transportation.
T-5.03	Preserve the character of scenic corridors.
T-5.04	Provide mobility options for older adults, persons with special needs, persons with disabilities, and zero car households.

	Natural Resources
Goal NR-1	Promote the efficient use of natural resources; and identify and protect environmentally sensitive lands. <i>QCO: Resource Management</i>
NR-1.01	Protect ground and surface water sources and water supply intakes to ensure adequate supplies of quality water.
NR-1.02	Support strict enforcement of regulations for use and quality of Coweta County's water resources.
NR-1.03	Assure that adequate erosion and sedimentation control measures are taken in watershed areas to protect County water supplies. Ensure that all land disturbing activities are carried out in such a way as to sufficiently protect the public drinking water supply reservoirs and intakes.
NR-1.04	Encourage and support the development and implementation of water and sewer improvement programs in order to protect sensitive water resources.
NR-1.05	Promote and pursue the preservation of scenic and environmentally sensitive areas (streams, rock out-cropping, meadow, steep slope) for their ecological and aesthetic value, and for common enjoyment.
NR-1.06	Promote public education and awareness of the benefits of permanently protected greenspace.
NR-1.07	Encourage the development of parks, permanently protected passive recreational sites, and greenspace in areas otherwise inappropriate for structural development.
NR-1.08	Promote the connection, maintenance, and enhancement of greenspace in all new development.
NR-1.09	Establish open space dedication requirements and standards in new higher density development areas.
NR-1.10	Preserve and restore trees and tree canopy in developed and developing areas.
NR-1.11	Encourage the preservation and planting of trees and other vegetation that enhance community livability and appearance.
NR-1.12	Seek to improve the visual quality of the highway system.
NR-1.13	Improve regulation for telecommunication towers and billboards to help preserve scenic vistas.
NR-1.14	Acquire greenways through grants, donations, exchanges, and development agreements.
NR-1.15	Continue the development of priority greenways/trails connecting all parks and neighborhoods.

	Community Facilities & Services
Goal CFS-1	Ensure that all community residents, regardless of age, ability, or income, have access to critical goods and services, safe and clean neighborhoods, and good work opportunities. <i>QCO: Local Preparedness</i>
CFS-1.01	Provide an adequate, efficient, and appropriate level of community services and public facilities that satisfy the needs of all citizens of Coweta County and that are within the County's fiscal capacity.
CFS-1.02	Ensure that new and existing development is supported adequately by necessary infrastructure, particularly roads, schools, public safety protection, and wastewater treatment systems.
CFS-1.03	Make efficient use of existing infrastructure before making new investments in capital projects that will increase operating and maintenance costs.
CFS-1.04	Encourage future development to take place through the logical expansion of existing developed areas with a utility extension policy that is sequential and phased.
CFS-1.05	Ensure that the infrastructure and public facilities serving new development is adequate so that new development does not cause a decline in existing levels of service.
CFS-1.06	Link stormwater management goals to better land use and development regulations.
CFS-1.07	Limit impervious surface coverage.
CFS-1.08	Participate in the intergovernmental review procedures for annexation or de-annexation of land under the requirements of Georgia law as amended, and in a manner consistent with the Service Delivery Agreement among local governments of Coweta County that sets forth procedures for resolving inter-jurisdictional land use conflicts.
CFS-1.09	Continue the implementation of local, state, and federal stormwater requirements (National Pollutant Discharge Elimination System, Phase II Program, and Metropolitan North Georgia Water Planning District).
CFS-1.10	Continue public education and outreach program on stormwater and water quality issues.
CFS-1.11	Increase Library collection volumes as funds are available.
CFS-1.12	Continue to monitor water usage, flow and rainfall monitoring, and water leakage.
CFS-1.13	Prepare annual water quality report.
CFS-1.14	Continue public education efforts regarding septic tanks.
CFS-1.15	Continue water system improvements as needed.
CFS-1.16	Continue to distribute public education materials for encouraging water conservation.
CFS-1.17	Continue to make watershed assessments.

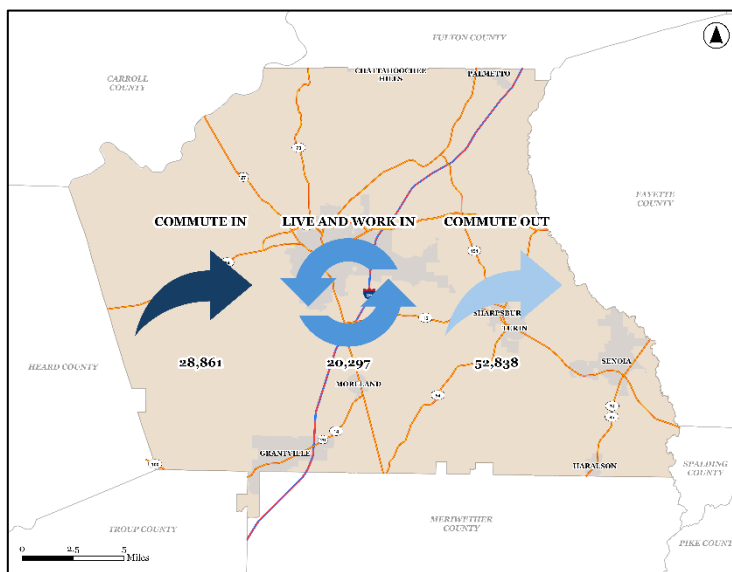
	Broadband
Goal BB-1	Essential telecommunication services for all residents, businesses, and local government agencies (especially Public Safety and Emergency Services) should be reliable and redundant/diverse.
BB-1.01	Engage telecom providers in direct dialog to address telecom reliability and diversity/redundancy issues.
BB-1.02	Engage with the Georgia Public Services Commission (GPSC) in proceedings on relevant telecommunication issues and initiatives.
BB-1.03	Request Incumbent Providers to share critical information with high-level county public safety officials on points of vulnerability in county networks, such as communities where facilities are non-redundant/diverse.
Goal BB-2	All residents should have affordable high-speed broadband access in their homes. "Affordable high-speed broadband" is defined as meeting the current speed standards as set by the Federal Communications Commission and that usage is not restricted by data caps; and at a cost of no more than 2% of average household monthly income.
BB-2.01	Work with all willing providers to identify barriers and solutions to deployment.
BB-2.02	Work with all willing providers to expand broadband and mobile networks.
BB-2.03	Support and work with all willing communities to organize and develop last-mile connectivity plans. The last mile refers to the portion of the telecommunications network chain that physically reaches the end-user's premises. Leverage any opportunities to provide home access for K-12 students (as promoted by the Coweta County Board of Education to unlock 24/7 educational opportunities), and for college students to enable online educational opportunities.
BB-2.04	Share federal and state grant information for deployment opportunities with providers and organizations. Encourage and support appropriate pilot projects and applications.
BB-2.05	Advocate locally, regionally, and nationally for appropriate policies and programs for expanded last-mile broadband deployment.
BB-2.06	Reduce economic barriers for access through support for low- income access programs.

Growth Strategy

The Growth Strategy provides a decision-making framework to align land use intensity with infrastructure and services. Land is a finite resource; once developed, it is costly and difficult to reclaim. Efficient use of land consistent with community priorities is essential to maintaining quality of life and fiscal sustainability.

Key Challenges

Coweta County's development patterns and infrastructure systems are closely interconnected. Public input highlights concerns about traffic congestion, infrastructure strain, and loss of rural character. Population growth—driven by interstate access, available land, and proximity to Atlanta—is projected to reach 199,170 person by 2046. *(Source: Governor's Office of Planning & Budget, 2025 County Population Projections)*



Commuting patterns show that of 101,996 total commuters, 52% live in Coweta but work elsewhere, 28% commute into Coweta, and only 20% both live and work in the county. *(Source: US Census On The Map, 2023)* This signifies a jobs/housing imbalance, which affects economic development, housing affordability, and quality of life. Shorter commutes reduce infrastructure costs, household expenses, and strengthen the local economy.

Community Benefits

Although land is available to absorb the expected population increase, the rapid growth could create considerable adverse impacts by overburdening infrastructure while depleting the rural areas so loved by Coweta's residents. Therefore, this growth strategy is intended to advance the following:

- Improve the relationship between jobs, housing, and daily travel patterns
- Reduce vehicle miles traveled and reliance on long-distance commuting

- Direct development to areas that are best served by existing or planned infrastructure
- Limit inefficient land consumption and preserve rural character
- Support coordinated and fiscally responsible infrastructure investment

Infrastructure-Based Growth Framework

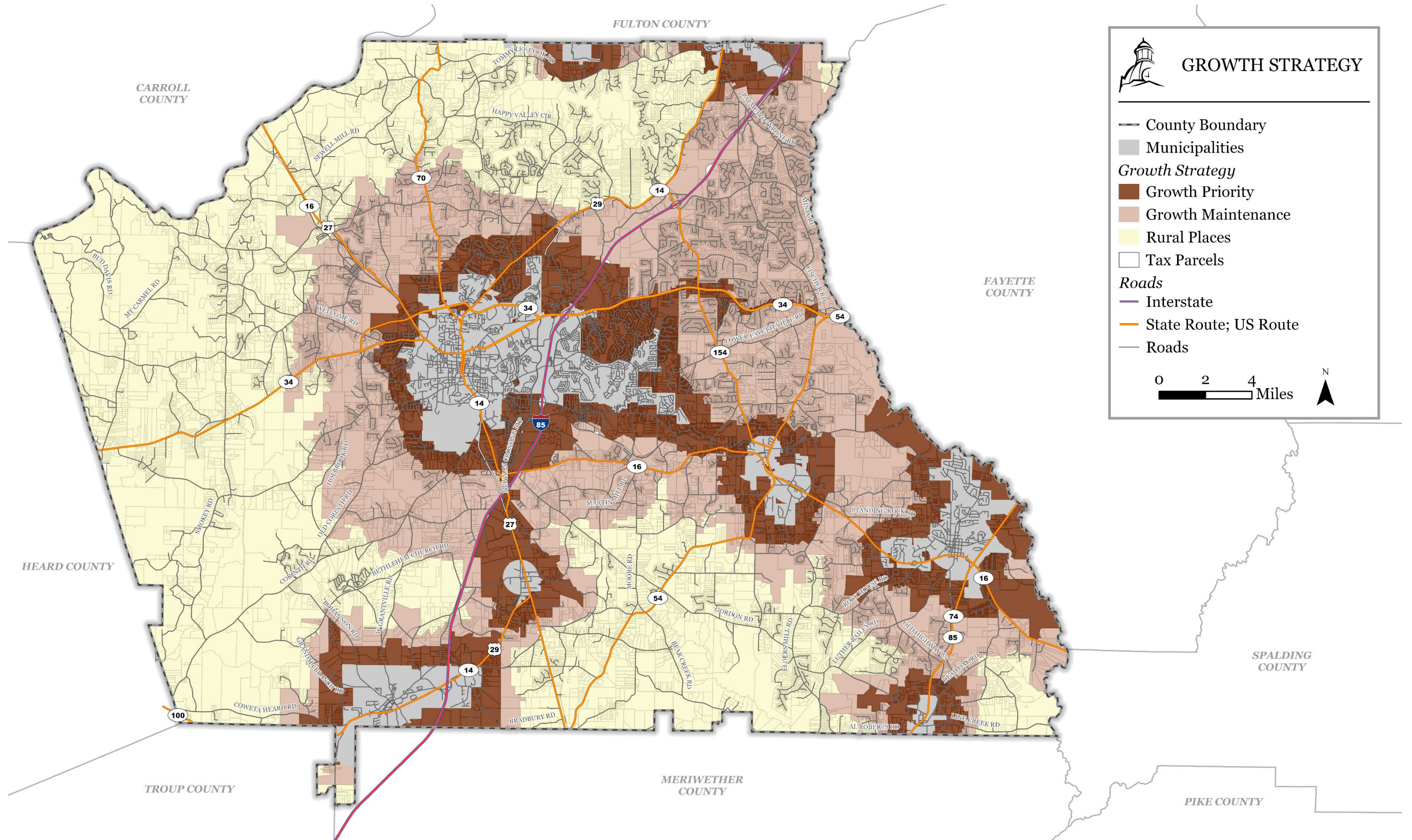
To prevent sprawl and protect rural areas, growth should concentrate in locations with infrastructure capacity or planned service expansion. This approach builds on past planning efforts, including the 2016 and 2021 comprehensive plan updates and the Land Development Guidance System (LDGS) adopted in 2020.

When considerations, including proximity to town centers, LDGS scores, and sewer availability, are viewed together, three geographically distinct growth tiers are seen in Coweta County.

	Current for / Land use	Growth Approach	Infrastructure Approach
Rural Places	Rural / Agricultural	Allow only rural/agricultural friendly uses	Maintain existing & Address safety issues
Growth Maintenance	Suburban	Discourage additional expansion	Maintain existing & Improve efficiency
Growth Priority	Urban (<i>or emerging urban</i>) Areas, Activity Centers, Proximity to Town Centers	Encourage infill, redevelopment, density	Invest, Expand, Strengthen, Diversify

Successful implementation between land use decisions and infrastructure planning. Development proposals, rezonings, and service extensions should be evaluated for consistency with this framework. This approach reduces fiscal risk, improves predictability, and aligns growth with community priorities.

MAP of Growth Strategy Tiers



RURAL PLACES TIER

The Rural Places Tier is primarily defined by the Comprehensive Plan's Rural Reserve character area, land use analysis, average lot size, annual average daily traffic counts, and zoning districts. The following are the characteristics and patterns of development in the Rural Places Tier:

- Primarily rural in character. Although there are existing areas of increased density and commercial development, most of these locations are in historic mill villages, community crossroads, and major highway corridors.
- The main factor preventing dense development is the lack of available water and sewer. Most areas are so far from sewer that the option to extend service is rendered unfeasible. Therefore, land-use regulations should acknowledge the disparity by not permitting densities that would necessitate sewer services.
- Investment into the expansion of water and sewer is not advised for the Rural Places tier.
- Land-use regulations should not permit densities that have the potential to create transportation capacity issues based on the current level of services and annual average daily traffic (AADT).
- Significant effort should be taken to preserve the rural character and preserve agricultural resources.
- Farmland protection should be explored through right to farm policies.
- Small commercial development should be directed to areas defined for such use and should be for local services.
- The Rural Places tier will continue to face increased development pressure. It is imperative that development does not outpace infrastructure in these rural places.
- Explore innovative land-use products to be in keeping with the surrounding community and minimize sprawl.
- Complete Communities may be permitted in areas defined by the comprehensive plan or that have significant public support.

GROWTH MAINTENANCE TIER

The middle tier is primarily suburban with low-density housing, small-scale commercial, and some remaining agricultural uses. Located outside the urban service area, it lacks infrastructure for dense development.

The following are the characteristics and patterns of development in the Growth Maintenance Tier:

- The primary factor preventing dense development is lack of sewer and water service. Expansion of sewer service in the Growth Maintenance Tier should be carefully scrutinized.
- Despite lack of utility services, the Growth Maintenance Tier will face development pressure. Growth must not outpace existing infrastructure.
- Infill should be encouraged. New development should be directed to gaps rather than expanding outward, which will lessen the need for new services and infrastructure.
- Land-use regulations should not permit densities that can create transportation capacity issues based on the current level of services (LOS) and annual average daily traffic (AADT).
- Policies should promote low-density housing consistent with the setting. Properties adjacent to the Rural Places tier should match the adjacent density to ensure smooth transitions and avoid incompatible uses.
- Higher density may be allowed in Complete Communities and mixed-use zones to maximize land and infrastructure efficiency.
- Complete Communities should be near I-85 or roads with adequate capacity, or as shown on the Character Area Map. They must align with community character and minimize congestion and sprawl.
- Commercial development should be designed with a neighborhood scale. Big box development should be discouraged.
- The Growth Maintenance tier has potential to ease development pressure on Rural Places by allowing higher density in Complete Communities, while remaining below Growth Priority Tier densities. This creates a transition between urban and rural areas.

GROWTH PRIORITY TIER

The Growth Priority Tier encompasses the existing urban service area in the county and also includes land contiguous with Coweta's municipalities. Developments with increased density should be directed to the Growth Priority tier due to the availability of public services such as water, sewer, drainage, broadband internet, and transportation. The following are the characteristics and patterns of development in the Growth Priority Tier:

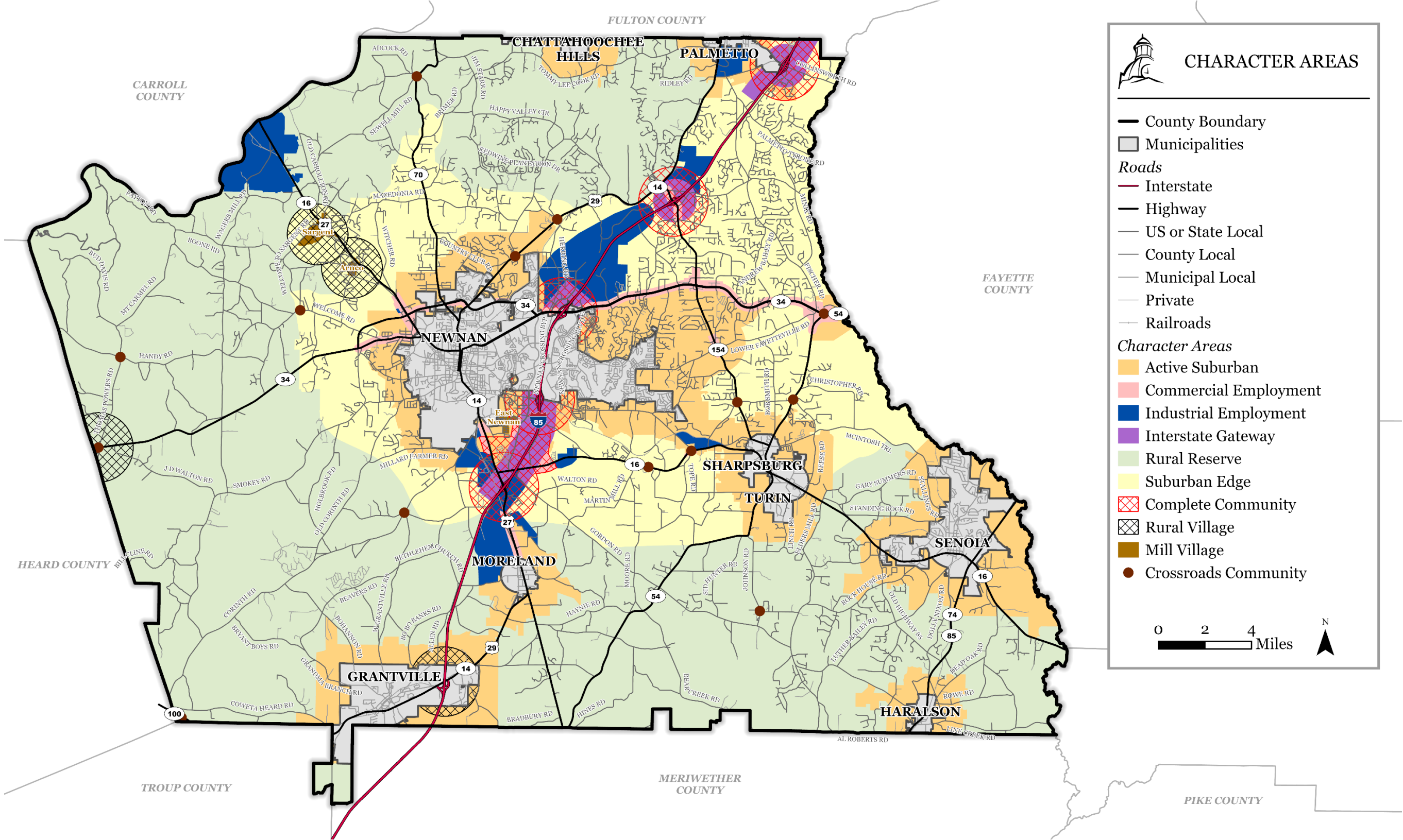
- In Coweta County, most urban services & development are located within or contiguous to the Growth Priority Tier; therefore, such development should continue to be concentrated within its boundaries over the next two decades.
- Land-use planning for areas contiguous with urban municipalities should be comparable in intensity and provide a transition to the municipal land uses.
- Infrastructure investments within the Growth Priority Tier are generally encouraged.
- New development should incorporate pedestrian and bicycle access into its transportation system to provide alternative travel methods as density increases in the Growth Priority tier.
- Various ranges of residential densities should exist. Therefore, land-use regulations and policies should direct higher density development to this area. This approach is consistent with the availability of urban services.
- Existing communities should be protected from adverse impacts of new development with greater density/intensity of land-use. Appropriate buffers and land use transitions should be employed when necessary.
- The Growth Priority tier can accommodate dense residential and commercial development with various intensities where infrastructure is in place.
- The scope and boundary of the Growth Priority tier should be periodically reviewed in light of any changes in water/sewer availability, transportation level of service, or other factors.

Character Areas (Land Use)

This section defines the desired characteristics and future land use aspirations designed to achieve community vision. It is a vital component of the Community Agenda and divides the county into 10 Character Areas, as shown on the Character Area Map, and described within the pages that follow. These character areas are designed to achieve the community vision:

Coweta County will be a thriving and innovative community that fosters economic prosperity, enhances quality of life, and preserves its unique character. Through strategic planning and responsible growth, we will create a resilient economy, world-class infrastructure, and vibrant neighborhoods that support businesses, residents and future generations.

MAP of Character Areas



RURAL RESERVE

(previously Rural Places)

DESCRIPTION / VISION



(Photo courtesy of Coweta County Cattlemen's Association)

Characterized by remaining farm activities, as well as homes on large lots/acreage, this area is expected to face increased development pressure; however, new residential development should be restricted to large lot single-family. The development pressures in this area can be offset through implementation of other character areas intended to maximize use of existing infrastructure within the urbanized areas & along the I-85 corridor.

- Associated with very low-density residential development (density of 0.2 units per acre – typically 5 acre lot sizes), as well as agricultural farm operations of varying sizes
- Open space is primarily in large private yards/acreage.
- May include small, neighborhood-scale service uses and civic uses
- Preservation of natural resources is essential to this character area and is mostly achieved via good stewardship on private lands.
- “Rural” areas were defined primarily through the adoption of the Land Development Guidance System, which utilized GIS technology to examine properties based upon proximity to infrastructure and services, as well as taking the existing development patterns into consideration.

DESIGN GUIDANCE

Clear cutting should be discouraged in favor of excellent stewardship of the land and natural resources

Single-family residences should be on large lots or acreage, with generous setbacks and building separation.



Potentially Viable Zoning Districts

- RC, Rural Conservation
- CC, Cedar Creek
- C-LS, Commercial Limited Services
- LUH, Limited Use Historic

Non-residential development should be designed in close coordination with the existing community; and aesthetics of utilitarian items should be minimized, screened, or otherwise placed discretely.

IMPLEMENTATION STRATEGIES

Continue adherence to the Land Development Guidance System.

Encourage preservation of tree canopies.

Protect agricultural areas from encroachment by incompatible development, including dense neighborhoods, in order to preserve farming options as a viable and important part of the county's economic and cultural landscape.

[NEW] Promote conventional agricultural uses as well as innovative new uses such as neighborhood agribusiness, special events facilities, and participation in CUVA or other programs such as the Flint Rising Conservation Assistance Fund (a joint initiative between the Southern Conservation Trust & Georgia Power).

[NEW] Evaluate the feasibility of a Transfer of Development Rights (TDR) program as a tool for rural preservation, with Rural Places identified as potential “sending areas”. 🔊

[NEW] Create a separate zoning district based on the two Land Development Guidance System (LDGS) tiers.

SUBURBAN EDGE

(previously Suburban Residential)

DESCRIPTION / VISION



Characterized by low-density residential neighborhoods, this area serves as the transition, where the change from previously rural/agricultural uses to suburban style improvements has already been set in motion. Most homes are single-family on one- to five-acre lots, with some remaining agricultural and large-lot properties. Limited neighborhood-scale commercial and institutional uses are present, and development pressure is increasing throughout this area, which lies primarily within the Growth Maintenance Tier.

- Associated primarily with low density residential development (density of 0.625 – typically 1 acre lot sizes along with shared open space)
- Open space is often privately held in individual yards or open space collectively owned by homeowners' associations
- May include small, neighborhood scale service uses and civic uses.
- Preservation of natural resources is essential and is mostly achieved through use of conservation style subdivisions, wherein sensitive lands are permanently protected for community enjoyment.

Design Guidance

Neighborhoods should be low-density (0.625 units per acre), with community open space and a high degree of building separation, as well as deep setbacks from existing roadways.

Infill developments should take care to reflect the dimensions and scale of the existing structures and surrounding landscapes.

New developments should provide connectivity and walkability. Interparcel connections can lessen traffic on the transportation system.

The integrity of the landscape should be preserved along the existing transportation corridors, such as by requiring rural design open space and street front landscape strips.

Non-residential development should preserve neighborhood character by providing adequate buffers, maintaining appropriate scale & proportions (no big-boxes or linear commercial centers), and locating parking/loading areas to the rear.

Implementation Strategies

Continue adherence to the Land Development Guidance System.

Require lower densities (0.2 units per acre – typically 5 acre lot sizes) where this character area overlaps the Rural Places Tier.

Any additional density within this transitional area should only be considered where this character area overlaps the Growth Priority Tier.

Encourage preservation of tree canopies.

Ensure that infill development is adequately supported by concurrent water, sewer, and transportation infrastructure, as well as properly located schools and public safety facilities.

[NEW] Develop an Accessory Dwelling Unit ordinance. 

[NEW] Develop a Parks & Recreation Master Plan that incorporates trail priorities in prior plans (Greenway Master Plan, Bike Routes, LINC Master Plan), community facility locations, and the Growth Strategy Map. Seek grant funding opportunities for the prioritized trail list. 

Potentially Viable Zoning Districts

- RC, Rural Conservation
- CC, Cedar Creek
- LUH, Limited Use Historic
- C-LS, Commercial Limited Services
- Commercial (C-1 through C-3)
- VC, Village Centers
- PDP, Planned Development Project

ACTIVE SUBURBAN

(previously Priority Development)

DESCRIPTION / VISION



Characterized by relatively compact neighborhoods and supported by existing infrastructure. Active Suburban areas are places of vibrant residential activity, offering convenient access to urban areas, town centers and regional shopping. These areas are under strong growth pressure.

- Mixture of homes on varied lot sizes, including some senior housing
- Borders local and regional shopping centers
- Supports nearby commercial and industrial employment centers
- Includes civic and recreational uses
- Open spaces are a mix of small private lawns, along with shared spaces, such as neighborhood parks or trails.
- Expectations for urban services are greatest in this character area, which is under increasing annexation pressure
- Land-use integrations and multi-modal connections can further enhance walkable, compact communities

Potentially Viable Zoning Districts

- RC, Rural Conservation
- CC, Cedar Creek
- LUH, Limited Use Historic
- C-LS, Commercial Limited Services
- O-I, Office-Institutional
- VC, Village Center
- PDP, Planned Development Project

Design Guidance

Homes should face the street and be built on smaller lots with shallow setbacks.

Neighborhood-level active and passive recreation options should be encouraged.

New development should incorporate pedestrian and bicycle infrastructure – to encourage more non-automotive trips, while reducing congestion & improving safety.

Multiple entry points should be incorporated into new developments & redevelopments.

Infill and master planned communities in this area should support the broader goal of connected communities, which utilize infrastructure efficiently and help to create live/work/play destinations.

Innovative, master-planned communities, available through Planned Development Project (PDP) zoning for eligible properties, should contain a variety of housing types and sizes, allowing for more paths to homeownership.

Developments should explore both vertical and horizontal density opportunities as infill progresses in the character area.

Implementation Strategies

New businesses & industries should keep with the community's needs regarding jobs, wages, and other economic activities in the region.

Explore innovative land-use regulations to provide various housing and business opportunities, including mixed-use.

Ensure that development is adequately supported by concurrent water, sewer, and transportation infrastructure, as well as properly located schools and public safety facilities.

Provide flexibility and incentives in land-use regulation to encourage creative design, and green space/open space, including bicycle and pedestrian connectivity.

Land use should encourage adaptive reuse of historic resources rather than demolition.

Conduct infill housing study to explore additional development types that may be compatible.

[NEW] Develop an Accessory Dwelling Unit ordinance. 

[NEW] Develop a Parks & Recreation Master Plan that incorporates trail priorities in prior plans (Greenway Master Plan, Bike Routes, LINC Master Plan), community facility locations, and the Growth Strategy Map. Seek grant funding opportunities for the prioritized trail list. 

COMMERCIAL EMPLOYMENT

DESCRIPTION / VISION



Characterized by a wide variety of commercial uses, serving both local and regional needs, this area is typically located along major highway corridors and other high-visibility, high-traffic routes. These locations play a role in supporting the County's tax base while offering a wide range of career pathways for residents across multiple sectors.

- Mixture of commercial, office, service, retail and other employment-generating uses
- High-traffic locations with strong access to major transportation corridors
- Some pockets of remaining residential and rural conservation zoning, impacted by auto-oriented travel and freight movement
- Employment opportunities within multiple sectors, as well as multiple phases of a career
- The remaining residential properties along these corridors are under significant pressure to transition to commercial uses, due to increasing traffic volumes, freight activity, and availability of water & sewer infrastructure.
- Multi-modal options can reduce short vehicle trips.
- Further connectivity can improve the functionality for a broader range of land uses

Design Guidance

Clear-cutting is discouraged

New building frontages and entrances should be oriented toward the road to contribute to the walkability and sense of place in the surrounding area along primary streets. Orient new buildings toward primary streets.

Loading docks and garage doors should be located behind the buildings, away from the roadway, and obscured from the highway and surrounding properties.

Contribute to a network of interconnected streets and parking lots.

Incorporate sidewalks, crosswalks, and bike paths where appropriate.

Pedestrian and bicycle infrastructure provisions should be made where this area overlaps the Growth Priority Tier and as density increases within that growth strategy tier – allowing for non-automotive trips between places of employment and nearby residences.

Provide sufficient screening and buffers to minimize impacts for adjacent residential or institutional uses.

Require master-planning for sites exceeding 100,000 square feet.

New (or converted) buildings should maintain the residential scale and appearance as needed for harmonious land use transitions.

Implementation Strategies

Enforce minimum screening and buffering standards; and encourage more robust buffering as needed for protection of surrounding neighborhoods.

Enforce minimum tree preservation standards; and encourage preservation of specimen trees as appropriate.

Enhance architectural controls.

Explore performance standards for lighting.

Conduct micro-area planning studies to categorize employment centers with subcategories such as local, regional, and transitional employment centers.

Potentially Viable Zoning Districts

- O-I, Office-Institutional
- Commercial (C-1 through C8)
- PDP, Planned Development Project

INDUSTRIAL EMPLOYMENT

DESCRIPTION / VISION



Hitachi Corporate Campus (photo courtesy of Chris Trogstad)

Characterized by large, regional employers typically engaged in manufacturing, as well as assembly & production. Increased pressure on the available land within this character area should be expected during the coming years, due to reshoring of manufacturing, as well as new and emerging land uses.

- New & expanding industries should be directed to land already zoned for industrial use. Industrial uses should not be allowed to sprawl into rural & suburban areas. New rezonings of industrial sites should only be considered once existing industrial areas are nearing or at capacity.
- Industries should be an appropriate match for the county regarding job skills and the economic needs of the community. Preferred industries include technology and corporate headquarters, followed by aerospace, manufacturing, and life sciences.
- Businesses within industrial areas should be diverse, offering economic resilience for the local economy, as well as providing a variety of jobs for Coweta citizens that support a healthy quality of life.
- Existing industrial land—especially along the I-85 corridor— should be prioritized for development that supports the tax base and adds quality employment opportunities for Coweta residents.

DESIGN GUIDANCE

Industrial sites should be inwardly oriented & separated from incompatible uses with appropriate buffers.

Where appropriate, the inclusion of open spaces—such as pocket parks or trails—should be encouraged as part of the transition from industrial to non-industrial land uses.

Increased inter-parcel connectivity between compatible land uses, which may include shared access points or internal roadways, will enhance traffic flow and increase functionality for a broader set of uses.

Potentially Viable Zoning Districts

- LM, Light Industrial
- M, Industrial

IMPLEMENTATION STRATEGIES

Explore land-use regulations that allow for mixed-use sites linking industry, housing, and commercial needs for employees.

Conduct small area study to identify appropriate & compatible land uses that provide industrial employment & may be suitable for incorporation into a mixed-use setting.

Explore mechanisms to prevent market saturation by specific industrial uses, such as warehousing & distribution, and to promote those uses which diversify the local economy, creating economic resilience.

Develop innovative land-use regulations for high-intensity uses.

INTERSTATE GATEWAY

DESCRIPTION / VISION



(Photo courtesy of Hall Fountains, Inc.)

Characterized by highly visible interstate frontage, this broad corridor along I-85 forms a key gateway into the community. Its evolution into attractive, connected activity centers—rather than typical franchise architecture and strip-commercial development—will help strengthen both the community’s identity and return on public infrastructure investments, while providing a powerful first impression.

- Balancing economic activity with high-quality, place-based design
- Unique sense of place
- Significant opportunities for redevelopment
- Proximity to nearby urban areas or town centers provides ideal places for a mixture of uses, including employment and workforce housing, shortening automobile trips
- Concentrating growth along I-85 relieves congestion on other corridors

DESIGN GUIDANCE

Visibility analyses from I-85 should be provided alongside rezoning applications, to determine the impact on existing viewshed and landscape.

Franchise architecture and homogenous, strip-commercial development should be avoided.

Place-making should be emphasized by identification (or creation) of landmarks unique to the area. Place-making elements should create landmarks, establish a sense of arrival, provide visual interest and variety, and encourage people to linger in public and private spaces.

Provide congestion mitigation and interconnectivity, to lessen short trips on main roads, and to accommodate pedestrians and cyclists with a safe, separated route.

Provide interconnectivity between commercial uses to offset traffic on the main roadways and interchanges.

Ensure sufficient infrastructure and public service capacity is in place before or concurrent with development.

Tree canopies should be utilized to provide shade over parking areas and pedestrian routes.

IMPLEMENTATION STRATEGIES

Consider increased density through Planned Development Projects (PDPs) for eligible properties.

Conduct small area study to determine compatible/desired land uses.

Potentially Viable Zoning Districts

- Commercial
- LM, Light Industrial
- PDP, Planned Development Project

COMPLETE COMMUNITY

DESCRIPTION / VISION



AI generated image, based on this character area description.

Characterized by proximity to I-85 Interchanges, this area is envisioned as a series of compact, mixed-use activity centers that serve as gateways into the community. These centers make efficient use of infrastructure, help limit outward sprawl, and relieve development pressure on more rural and residential areas. Concentrating jobs, services, and housing in these locations shortens commutes, supports multimodal travel, and provides new opportunities to live, work, and play within the same community.

- Mix of uses – including commercial, entertainment, office/civic, and residential – enhances connectivity and activity, while mitigating sprawl & scattered strip-commercial development common along highway corridors
- Infrastructure investments maximized, allowing a return on public investment to strengthen tax base
- Daily needs available within short, convenient trips
- Walking and biking enabled by connected uses in close proximity
- Vehicle trips reduced and commutes shortened
- Additional housing choices suited to more urban lifestyles
- When overlapping with the Growth Priority Tier, these complete communities may have more regional characteristics and allow for denser residential development, due to greater availability of infrastructure and public services – allowing more paths to homeownership.

Potentially Viable Zoning Districts

- VC, Village Centers
- O-I, Office-Institutional
- C-MU, Mixed-use
- C-LS, Commercial Limited Services
- C-3, Commercial Retail
- C-4, Commercial Service
- C-6, Commercial Minor Shopping
- PDP, Planned Development Project
– especially IGMU-PDP, Interstate Gateway Mixed Use

Design Guidance

Mixture of uses should be incorporated into a compact form.

Innovative designs that may not fit within established zoning districts should be allowed, especially through use of IGMU-PDP zoning, resulting in master-planned communities with flexible housing types/sizes integrated with commercial uses, open spaces, and recreation facilities.

Auto-oriented uses, such as gas stations, car washes, and drive through windows, should be discouraged.

Industrial use, such as warehouses and manufacturing, should be excluded – unless industrial jobs are relative or intended for the residential demographic of the area and adequate buffers/screening are provided.

Adequate buffers and scale are necessary to ensure minimal impact on adjacent properties and facilitate smooth transitions between areas.

Incorporate inter-parcel access, pedestrian and bicycle connections.

New developments should set aside open space.

Implementation Strategies

Allow flexibility to mix compatible uses to minimize impacts on infrastructure.

Prioritize water, sewer, and stormwater facilities for Complete Communities with a Growth Priority Tier.

Ensure new development is adequately served by necessary transportation improvements.

Develop Traditional Neighborhood Design (TND) ordinance standards, increasing opportunities for homeownership, by allowing for compact, walkable neighborhoods with small pocket parks, interconnected blocks of pedestrian-oriented streets, and homes with shallow setbacks and porches that support neighborly interaction and a strong sense of community.

Seek funding sources for trail connections, including expansion of the LINC trail, to encourage locals to walk and bike to these areas. 🗣️

Explore coordination with Coweta County Transit System to connect nearby dense communities.

[NEW] Encourage multi-story buildings; and consider a height overlay with minimum heights/stories for properties within 1-mile of the interchanges in this character area. 🗣️

[NEW] Consider development of form-based codes, based on small area studies, to allow for community-driven placemaking within the complete communities. 🗣️

[NEW] Consider complete communities as “receiving zones” within a Transfer of Development Rights (or similar) program – to direct development towards Growth Priority and away from Rural Places. 🗣️

RURAL VILLAGE

DESCRIPTION / VISION

(previously Complete Community – Rural Village)



Characterized by their rural settings, this type of Complete Community surrounds a historic mill village or crossroads that anchors local identity. Rural villages can evolve into mixed-use activity nodes that offer additional housing, jobs, services, and walkable amenities while helping bridge the gap between accommodating growth, supporting rural employment, and preserving historic mill villages, crossroads communities, and surrounding natural and agricultural landscapes.

- A combined effort of historic and rural preservation
- Expanded housing options that support homeownership and ease development pressure on nearby Rural Places
- Focal points may include small local commercial, civic, and public activities
- Opportunities for small business outside of the city limits
- Essential community services meeting the daily needs of rural residents
- Vehicle trips to more urban areas reduced

Potentially Viable Zoning Districts

- RC, Rural Conservation
- LUH, Limited Use Historic
- VC, Village Centers
- C-LS, Commercial Limited Services
- C-3, Commercial Retail
- PDP, Planned Development Project

Design Guidance

Scale and layout of the historic community should be maintained. In mill villages, homes sit close together with shallow setbacks, and features like porches, fences, landscaping, and slight grade changes help maintain privacy even in compact areas.

Ensure new development and village core infill blend with existing neighborhoods by using complementary structures and land uses.

Business and retail uses should primarily serve the needs of local residents or nearby agricultural activities.

Limit mixed-use or department stores to 15,000 sq. ft. (with 1,000 sq. ft. for fresh produce); and limit other small non-residential uses to 12,000 sq. ft. to maintain a rural sense of place.

Parking/loading areas should be situated behind buildings to preserve the neighborhood and human scale.

Building height for office and retail structures should be limited to two stories.

Auto-oriented uses—such as gas stations, car washes, and drive-throughs—should be discouraged to protect rural character and reduce pedestrian conflicts.

Street networks should be interconnected to improve access and circulation.

Bicycle and pedestrian infrastructure should be integrated into all new and master-planned development.

Preserve tree canopies, sensitive greenspace, and natural landscapes in site design, using buffers to separate development from existing roadways when appropriate.

Utilize buffers and screening to ease transitions between differing land uses.

Lighting and signage should be pedestrian-scaled.

Implementation Strategies

Develop innovative land-use regulations, allowing mixed uses with design standards for architecture, landscaping, signs, and lighting.

Explore density bonuses for developments that incorporate landmarks/historic structures or provide greenways throughout the site.

Encourage adaptive re-use of old buildings.

Encourage open space dedicated to public use and recreation.

[NEW] Consider incorporating the areas surrounding mill villages as “receiving zones” within a Transfer of Development Rights (or similar) program. 📢

[NEW] Develop Traditional Neighborhood Design (TND) ordinance standards, allowing for compatible infill and/or expansion that would mimic the historic character (using shallow setbacks and porches that promote community interaction and homeownership opportunities). 📢

MILL VILLAGE

DESCRIPTION / VISION



Characterized by their place in Coweta's history, the former textile-mill villages of East Newnan, Arnco and Sargent have experienced decades of disinvestment, yet retain historic homes, an interconnected street grid, and a strong local identity. With existing water and sewer service they are well-positioned for economic redevelopment, adaptive reuse, and compatible infill that reinforces their historic character.

- Once represented a new way of life for Coweta residents, combining rural heritage with the modern experience of factory labor
- Served by public water and sewer
- Opportunity for redevelopment that respects the historic character
- May include small, neighborhood-serving commercial, recreational, and institutional uses
- Open space is typically private yards, with small civic and institutional green spaces

DESIGN GUIDANCE

New development and redevelopment should preserve or reflect historic neighborhood design.

Neighborhood commercial uses should be under 15,000 square feet and not automobile-oriented.

Mixed-use or department-type stores should be under 7,000 square feet and allocate 1,000 square feet to fresh produce.

Prohibit strip commercial development – in favor of freestanding buildings for non-residential uses.

Prohibit franchise or corporate architecture in favor of styles reflecting historic character.

Building fronts and entrances should face the road to support walkability and sense of place.

New development should designate parking and loading at the rear of the building(s) – to preserve the historic character of the mill village.

Provide appropriate setbacks, buffers, and screening to minimize impacts between differing land uses.

New buildings should be in keeping with the overall historical style/design and serve local needs.

New residences should complement predominant historic house types: minimal traditional/American small houses, saddlebag, shotgun, double shotgun, saltbox, and bungalow forms.

Incorporate bicycle and pedestrian infrastructure into new development.

Require open space set asides for new development.

IMPLEMENTATION STRATEGIES

Develop innovative land-use regulations, allowing mixed uses with design standards for architecture, landscaping, signs, and lighting.

Explore density bonuses for developments that incorporate landmarks/historic structures or provide greenways throughout the site.

Encourage adaptive re-use of old buildings.

Explore a dedicated transit route linking the mill villages to major employers in the City of Newnan.

Pursue National Register listing for significant historic districts or structures, as appropriate.

Identify any areas that may be eligible for brownfield redevelopment incentives.

Potentially Viable Zoning Districts

- RC, Rural Conservation
- LUH, Limited Use Historic
- VC, Village Centers
- C-MU, Commercial Mixed Use
- C-LS, Commercial Limited Services
- C-3, Commercial Retail
- C-4, Commercial Service
- PDP, Planned Development Project

CROSSROADS COMMUNITY

DESCRIPTION / VISION



Madras Community Center

Characterized by their location at key transportation crossroads, these areas were once neighborhood-serving activity nodes scattered across the county. Today, they remain well-positioned to support small-scale, community-serving uses—such as churches, community centers, small stores, restaurants, and other civic or historic landmarks— helping preserve local character and reducing trips to larger commercial areas for everyday needs.

- Rural character is preserved while supporting essential neighborhood-scale services
- Agricultural or community-serving land uses are encouraged
- Daily needs are met locally, reducing vehicle trips to larger commercial areas
- Public involvement is essential to understanding and addressing local needs and desires
- Sense of place and local identity is fostered through thoughtful development
- Applies to 1/8-mile radius from intersection for properties in Rural Reserve
- Applies to 1/4-mile radius from intersection for properties in Suburban Edge & Active Suburban

Design Guidance

Development efforts should focus on public involvement and unique, local needs for each location.

Neighborhood-scaled commercial should be no more than 20,000 square feet and serve the needs of nearby residents or agricultural services.

Mixed-use commercial, or stores categorized as department stores, should not exceed 7,000 square feet and should dedicate 1,000 square feet of store space to fresh fruit and produce.

Leapfrog development should be prohibited, with parcels directly adjacent to the crossroads intersection comprising the initial development.

Buildings should be oriented to the street, with parking and larger vehicular areas to the side or rear – to maintain walkability and sense of place.

Appropriate setbacks, as well as sufficient buffers and screening should be provided – to minimize disturbances from differing land uses.

Architectural themes, if evident in surrounding structures, should be followed – to preserve the rural aesthetic and local identity. If no architectural theme is present, compatibility should guide the design of structures.

Strip development should be discouraged in favor of freestanding buildings.

Franchised/corporate architecture should be discouraged.

Clear-cutting should be prohibited, with the integrity of the rural landscape preserved.

Minimize impervious areas.

Implementation Strategies

Conduct a small area study for each Crossroads Community to identify distinct characteristics, local history, and community needs.

Involve residents in creating a future vision for each crossroads, including aesthetic standards for architecture, landscaping, signage and lighting.

Encourage preservation of tree canopies.

Consider interconnectivity, including bicycle and pedestrian, between residential and commercial destinations as the county grows.

Promote adaptive re-use of old buildings.

Potentially Viable Zoning Districts

- RC, Rural Conservation
- LUH, Limited Use Historic
- VC, Village Centers
- C-LS, Commercial Limited Services
- C-3, Commercial Retail
- PDP, Planned Development Project

Transportation

Overview Of Previous CTP

Coweta County's 2041 Comprehensive Transportation Plan was developed in conjunction with the 2021 Comprehensive Plan update. The 2041 Joint Comprehensive Transportation Plan was adopted by the Coweta County Board of Commissioners and serves as the guide for future transportation improvements and infrastructure needs.

The following **Transportation Element** is provided to serve as an update to the 2041 Coweta County Comprehensive Transportation Plan, to document progress towards the 2041 goals, and to identify new or additional needs that have been recognized since the adoption of the 2041 CTP. This section defines the existing transportation system, roadways, freight, transit, bicycle, and pedestrian systems within the County. It also highlights concerns such as locations with higher incidence of crashes, concerns related to connectivity, and other topics addressed in the CTP.

Introduction

Transportation is a significant factor in the growth and success of communities. The decisions made by home buyers, small business owners, and large corporations to live or locate in a particular location are ultimately investment decisions that are based upon many factors, one of which is the availability and accessibility of a safe and efficient transportation system.

This Transportation Element is intended to summarize the existing conditions of the County's transportation system and to update or confirm the needs that were identified through the Comprehensive Plan update process to ensure that Coweta County remains positioned to provide the safest and most efficient transportation system that it can, to help secure the ongoing success of our community.

Existing Transportation System

The existing roadway transportation system within Coweta County, for the most part, reflects the intensity of development and land usage of the adjoining and surrounding land. While most heavy industrial and commercial land uses are concentrated along or in close proximity to four-lane arterials, two-lane arterials, and Interstate 85, the majority of the residential uses and some less intense commercial uses are primarily located along 2-lane collectors or local roads. As the County's population has increased and as commercial and industrial land usage has spread, traffic volumes have increased dramatically with only limited improvements to the overall transportation network. With these increases in traffic volumes, increases in delay and decreases

in level of service and ultimately efficiency are being experienced by drivers in those areas where growth has occurred.

Roadway Network

The roadway network in Coweta County, based upon the most recent consists of:

- One multi-lane interstate freeway
 - I-85.
- Two Principal Arterials
 - SR 34 and the SR 34 Bypass
 - US 29/SR 14 (Partial length)
- Fourteen roadways classified as Minor Arterials that are predominantly 2-lane facilities. It should be noted that 11 of these Minor Arterials are located east of Interstate 85.
- Minor Collectors and Collectors that are typically located in less densely developed areas of the County or serve areas of the County that do not have convenient access to a roadway of higher capacity.
- Local Roadways that provide access to individual properties or groups of properties.

Roadway Safety

Roadway and intersection safety is one of the primary factors that is utilized in the consideration of roadway and intersection improvements. From January 2021 through December of 2024, there were 17,678 reported vehicle crashes within Coweta County and there were 87 fatalities caused by vehicle crashes. Of the total 17,678 vehicle crashes, 9,332 crashes occurred at intersections, and 9,328 crashes involved a verified or suspected distracted driver. During that same time period, there were 81 crashes that involved pedestrians. Breaking down that data further, 13% of the crashes (2,283) and 20% of the fatal crashes (18) occurred on I-85. The number of crashes that occurred on either a County road or city street was 6,932.

Operating Conditions

Despite the pressure on the county's network of mostly two-lane roads, congestion levels are comparatively low throughout most of Coweta County. The heaviest volumes of trips are experienced on roadways near I-85 or that provide access to I-85. Arterials with high volumes

include SR 34 (including the SR 34 Bypass), SR 16, SR 154, and SR 14/US 29 which are all state highways. It is anticipated that traffic volumes on these state routes will remain high. Some segments of SR 154 and SR 34 are expected to see relief that would be provided from the construction of the new Amlajack Interchange and Madras Connector roadway projects as well as the SR 154 widening project that is currently under design by the Georgia Department of Transportation.

Operations of roadways and intersections are measured by what is called their Level of Service (LOS), which is established through engineering studies to determine the amount of delay that is or would be expected to be experienced under existing or anticipated traffic volumes. Generally, an LOS of “E” or “F” are considered unacceptable and represent roadway segments or intersections with high traffic, congestion and significant delay. Level of Service “A” is considered the best and could be represented as a driver with minimal to no impacts from other traffic on a roadway or at an intersection. While Level of Service A would be ideal to achieve, to do so would require large expenditures and, in most cases, the costs would outweigh the benefits. Levels of Service “B” through “D” would represent roadways or intersections with progressively worse delay, but LOS “D” and above are considered to be acceptable.

The results of the 2020 models that were utilized in the development of the 2021 CTP, found instances of LOS E and F along portions of SR 154 south of the I-85 interchange, and along portions of SR 16. There are also locations along SR 34, SR 54 near the Coweta/Fayette line, and shorter sections of Lower Fayetteville Road and Poplar Road that experience periodic unacceptable levels of service. These instances of failing level of service were found to occur primarily during the morning and afternoon peak hours when drivers are traveling to and from work or school.

Bicycle And Pedestrian Facilities

Coweta County has 7 designated bike routes on County roads. However, most of these routes do not have designated bike lanes or separated bike facilities. Cyclists using these routes would ride within the same travel lane as motor vehicles using the roadway. The section of Poplar Road between the Southeast Bypass and Newnan Crossing Boulevard was constructed with designated bicycle lanes on each side of the road.

Due to the rural nature of Coweta County and the development patterns within the County, pedestrian facilities along County roads are primarily limited to sidewalks within subdivisions and walking trails at county-owned parks and recreation facilities. Few neighborhoods are located within walking distance to commercial destinations or schools.

During the public participation opportunities that were provided for the Comprehensive Plan Update, several participants expressed a desire for enhanced or additional bike and pedestrian facilities and accommodations. The opportunities for these accommodations will be considered with each transportation project that is undertaken by the County.

Parking

Parking within Coweta County is regulated by the County's code of ordinances. Parking provisions and ratios are required to be met for each development project that is undertaken within the County. There are currently no known persistent issues caused by or resulting from a lack of adequate parking.

Transit

There are currently three forms of transit service that are available within Coweta County. The first is the County-Operated Dial-A-Ride service called Coweta Connect that is operated within the County for residents and is primarily used by customers that need to get to and from doctors appointments or other medically-related trips, for employment related trips, shopping trips during the week, and for trips to centers or facilities that provide services for the customers. Coweta Connect is currently funded through a combination of FTA 5311, FTA 5307, DHS reimbursements, local funding, and farebox revenue.

The second form of transit that is available is a regional service through the Atlanta Transit Link Authority Xpress bus service that provides morning and afternoon service between the Coweta Park-And-Ride lot and downtown Atlanta.

There are also Georgia State Road and Tollway Authority vanpool or rideshare options and a University of West Georgia campus shuttle operating between the UWG Newnan and Carrollton Campuses.

Freight

The transport and delivery of goods is critical to the economy of the region, the state, and the country. The importance of this portion of the nation's workforce and the benefits of a strong freight network was made very obvious during the pandemic.

Tractor trailers and heavy trucks are a large component of the freight movement within Coweta County, using the interstate, state routes and County roads. Along with I-85, SR 34, SR 16, and

portions of other state routes, several County roadways are designated as truck routes and serve as freight corridors. Those local roads include Weldon Road, and portions of the Southeast Bypass. Unless restricted due to weight-limited bridges, there are currently no truck prohibitions on County owned/maintained roadways.

Truck congestion and crashes are important considerations in transportation planning. There are several locations within the County that experience truck-related congestion. One such area is on SR 154 between the interchange with I-85 and Coweta Industrial Parkway. This area should be improved with the widening of SR 154 and the construction of the Madras Connector and the Amlajack Interchange. There are also truck-related issues along SR 34 between the I-85 ramps and Herring Rd, and along US 29 between SR 16 and Bridgeport Blvd including the I-85 ramps.

CSX and Norfolk Southern provide freight rail service through Coweta County, including a limited number of direct sidings to provide freight delivery and pick up for businesses located along those rail sidings. Because Coweta County has a low influence over operations of these private companies, the primary consideration for railroads is how they interact with the roadway system at road crossings. There are a total of 99 rail crossings in Coweta County and of those 99 crossings, 81 of them occur at grade, meaning that rail and automobile traffic interact. This interaction has the potential for safety concerns as well as traffic delays. However, many of the at-grade crossings occur on minor local roads, which carry low traffic volumes.

AVIATION

The Newnan-Coweta County Airport (CCO) is located 30 minutes southwest of Atlanta, Georgia, in Coweta County. The airport is a public-use airport established in 1965. It provides a convenient and efficient location for business and leisure travel in the southwest quadrant of metropolitan Atlanta and west-central Georgia. In addition, the Airport offers full-service Fixed Base Operations (FBO) and airport management.

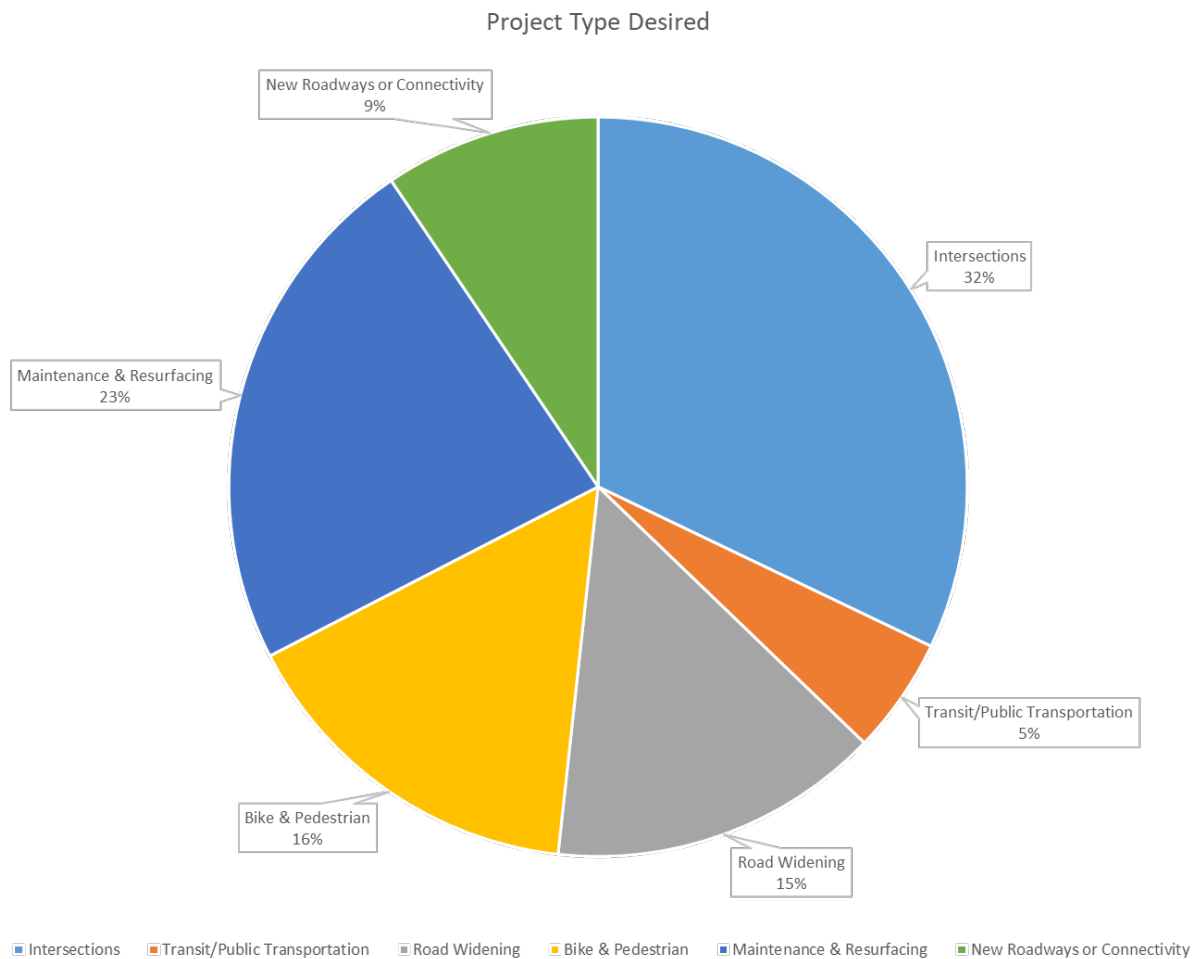
The Newnan-Coweta County Airport is owned and operated by the Newnan-Coweta County Airport Authority. The Authority consists of five (5) members appointed by the Board of Commissioners from each of their respective districts for terms of four years. The Airport is sponsored by Coweta County through an Intergovernmental Agreement (IGA) for operations.

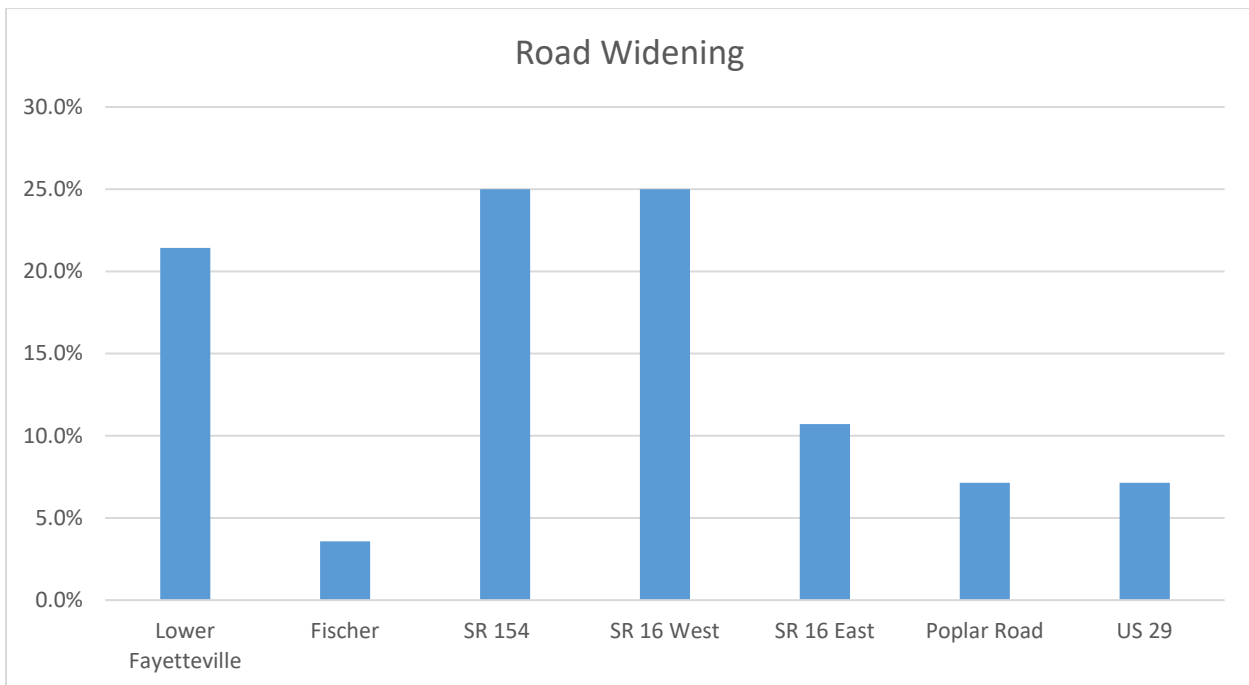
Needs and Opportunities

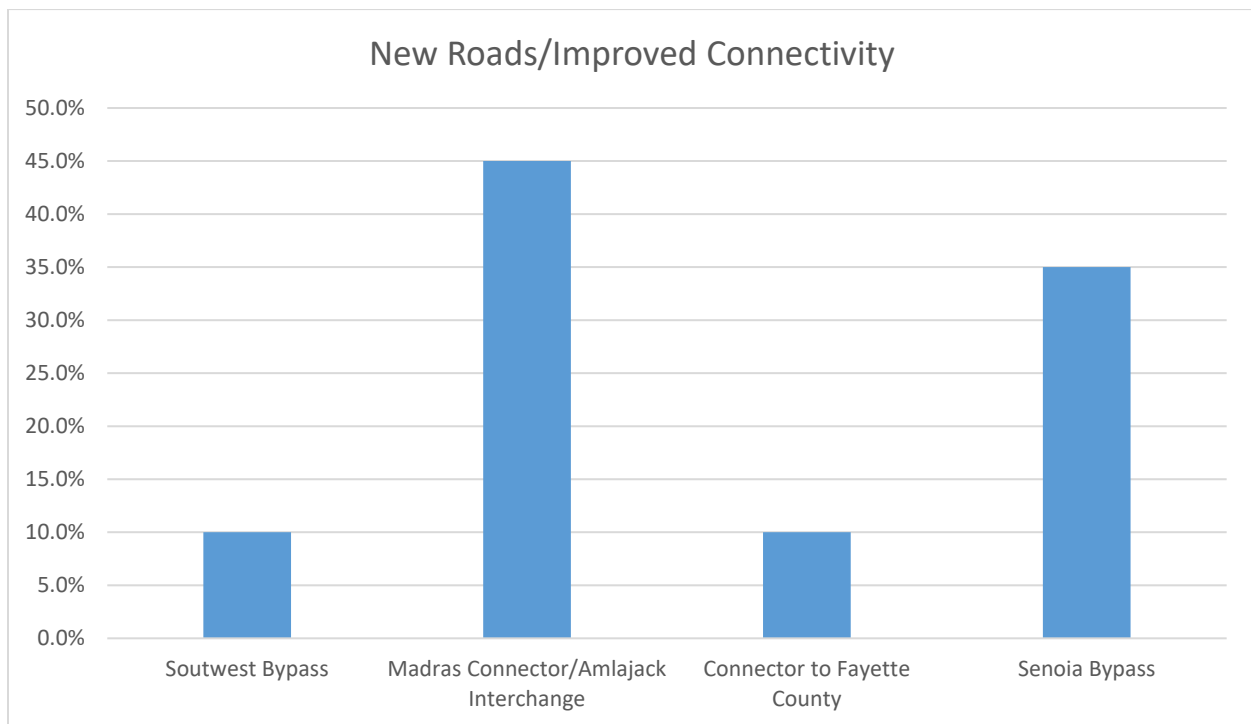
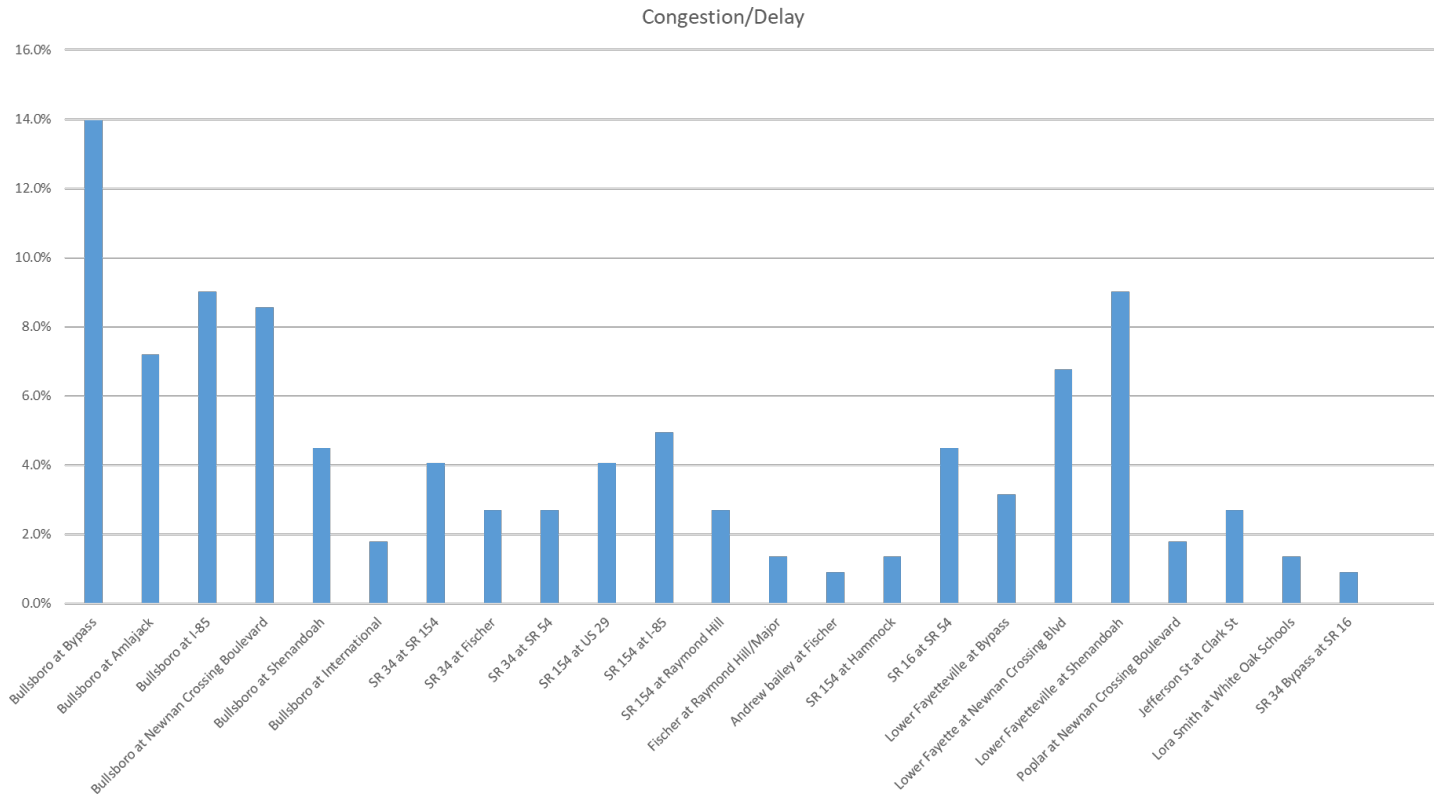
The Comprehensive Plan Update provided opportunities for citizens and residents to speak with County staff and provide input on their priorities related to transportation and the improvements

or enhancements that they felt were necessary. Staff will incorporate these recommendations into the planning efforts for future projects.

Following are summaries of the input that were received from the public.







Natural Resources

Coweta County is located within the **Metropolitan North Georgia Water Planning District**, which includes the Chattahoochee and Flint River basins. The District's Water Resources Management Plan, last updated in 2022, provides guidance for water resource management in this area. More information is available at their website (www.northgeorgiawater.org).

Map of the District



Environmental Planning Criteria

As required by Georgia's Minimum Planning Standards (Chapter 391-3-16), Coweta County incorporates Environmental Planning Criteria into its comprehensive plan. These criteria, developed by the Georgia Department of Natural Resources under the Georgia Planning Act and the Mountains and River Corridor Protection Act, address:

- **Water Supply Watersheds** – Identification and protection through local watershed protection plans.
- **Groundwater Recharge Areas** – Safeguarding recharge zones to maintain aquifer health.
- **Wetlands** – Preservation of ecological functions and habitat.
- **River Corridors** – Protection of riparian zones for water quality and flood mitigation.
- **Mountains** – Not applicable in this region.

Coweta County has adopted ordinances and land development regulations to implement these protections. Existing uses may be grandfathered under state guidelines. A map of these environmentally sensitive lands in our jurisdiction is available in Appendix C.

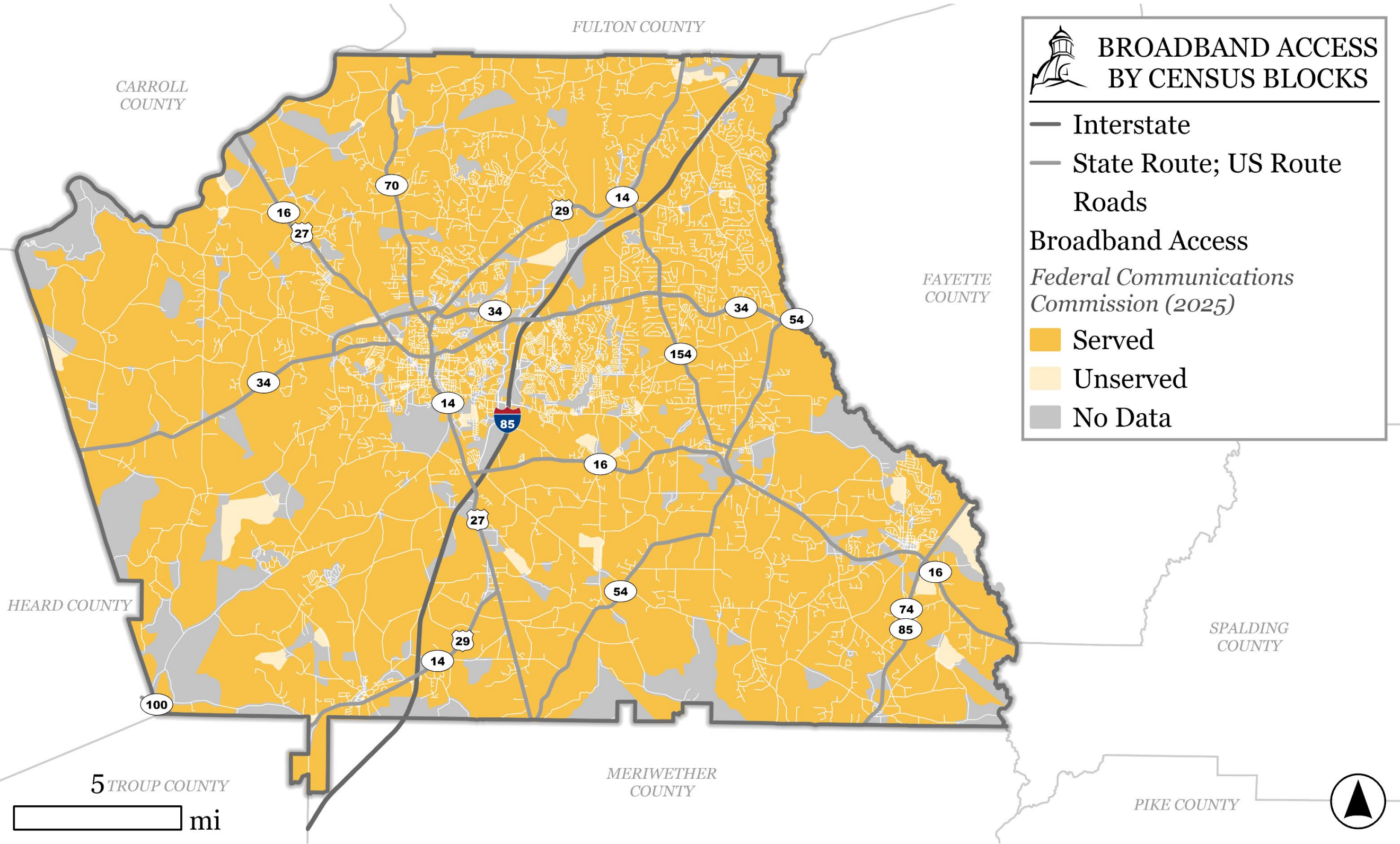
Broadband

Internet access is a critical service that influences nearly every aspect of modern life—from education and healthcare to business and economic development. Recognizing its importance, the Georgia Department of Community Affairs (DCA) requires every community to address broadband availability in its comprehensive plan.

The map on the following page illustrates broadband accessibility across Coweta County. For the purposes of this plan, broadband is defined by the State of Georgia as **fixed terrestrial internet service**—including cable, copper, fiber, and fixed wireless—capable of delivering minimum speeds of **25 Mbps download and 3 Mbps upload**, based on Federal Communications Commission (FCC) data as of December 31, 2023.

Broadband coverage is generally strong throughout Coweta County; however, gaps remain in the southwest and southeast corners and along portions of the western and eastern boundaries. Closing these gaps is essential to ensure equitable access, particularly for rural areas that remain underserved.

The rapid evolution of technology and emerging alternatives—such as satellite and advanced wireless internet—offer promising solutions for these underserved areas. Coweta County is committed to supporting broadband expansion and removing barriers to connectivity, as reflected in the Goals and Policies outlined earlier in this document.



Community Work Program (5-year Action Items)

Below are the action items for the initial 5-year planning horizon covered under this Community Agenda. These are intended to carry out the community vision, as well as to provide transparency to the budget process.

The following acronyms are utilized in this table:

AIP = Airport Improvement Program

CCW&SA = Coweta County Water & Sewerage Authority

SPLOST = Special Purpose Local Option Sales Tax

GEFA = Georgia Environmental Finance Authority

Coweta County Community Work Program 2026-2031					
	Activity	Year(s)	Responsible Party	Cost	Funding Source(s)
Community Development					
1	Prepare an Accessory Dwelling Unit (ADU) Ordinance 📢	2027	County	Staff Time	N/A
2	Create a separate zoning district based on the two Land Development Guidance System (LDGS) tiers.	2028-2029	County	Staff Time	N/A
3	Evaluate creation of a Traditional Neighborhood Development (TND) Ordinance for the Rural Villages Character Area 📢	2027	County	Staff Time	N/A

4	Complete a Small Area Study of the area surrounding Exit 41 📢	2028	County/Consultant	\$150,000	Livable Centers Initiative (LCI) Funds, Private Contributions, Local Funds, or potential Tax Allocation District (TAD)
5	Greenway Trails – Develop a Priority Ranking for future trails, in conjunction with Parks & Rec Master Plan 📢	2029	County	Staff Time	N/A
6	Modernize the Official Zoning Map	2029	County	Staff Time	N/A
7	Develop Community Meeting Procedures for Rezoning that do Not Comply with Comp Plan 📢	2027	County	Staff Time	N/A
8	Create a Voluntary Transfer of Development Rights Program 📢	2030	County/Consultant	\$75,000	Local Funds
9	10-year Comprehensive Plan Update	2030-2031	County/Consultant	\$250,000	Local Funds
10	Consider elimination of “legacy” zoning districts	2027-2031	County	Staff Time	N/A
Public Works (including Transportation)					
1	Mt. Carmel Road at Thomas Creek bridge replacement	2027-2028	County	\$450,000	SPLOST
2	Boone Road at Thomas Creek bridge replacement	2027-2028	County	\$450,000	SPLOST
3	Lower Fayetteville Widening and Operational Improvements	2025-2034 Ongoing	County and City of Newnan	\$16,500,000 (County’s portion only)	Federal, State, and Local funds
4	Madras Connector, Phase 2, Happy Valley Circle to US 29	2028-2030	County	\$6,500,000	SPLOST
5	Madras Connector, Phase 3, Phase 1 to Coweta Industrial Pkwy	2028-2031	County	\$4,000,000	SPLOST
6	Chandler Road at Sandy Creek bridge replacement	2026	County	\$200,000	SPLOST
7	International Park Connector	2026-2027	County	\$3,500,000	SPLOST

8	Southwest Bypass Scoping Study	2027	County	\$500,000	SPLOST
9	Andrew Bailey Road at Fischer Road intersection improvement	2026-2027	County	\$3,000,000	SPLOST
10	Amlajack Boulevard Reconstruction	2027-2028	County	\$6,500,000	SPLOST
11	Gordon Road at SR 16 Intersection Improvement	2026-2027	County	\$4,200,000	SPLOST
12	Canongate Road at Collinsworth Road, realignment and intersection relocation	2027-2028	County	\$4,000,000	SPLOST
13	Shaw Road Connector	2026-2027	County	\$4,500,000	SPLOST
14	Hal Jones Road and Greentop Road at US 29	2027-2028	County	\$4,500,000	SPLOST and Developer contributions
15	Poplar Road widening and improvement from NCB to Yeager Road	2028-2034	County	\$10,000,000	Local, State, and Federal
16	Poplar Road at SR 16 widening and intersection improvement	2028-2034	County	\$14,000,000	Local, State, and Federal
17	Amlajack Interchange	2028-2038	County	\$90,000,000	Local, State, and Federal
18	Coweta-Fayette Connectivity Study	2027-2028	Fayette and Coweta Counties, Peachtree City, Senoia, Fayetteville, Tyrone, and Sharpsburg	\$45,000 (Coweta County Portion)	SPLOST
19	SR 154 Widening Project from US 29 to SR 54	Ongoing	GDOT and Coweta County	\$3,500,000 (County Contribution toward PE Costs)	SPLOST
20	Madras Connector, Phase 1 roadway project	2027	County	\$12,889,844	Federal, state, local funds

21	Coweta County Industrial Park Connector Road: Amlajack to Coweta Industrial Park roadway project	2028	Developer	\$11,237,000	Private funds
22	Old Corinth Rd at Sandy Creek bridge replacement	2028	GDOT, County	\$2,180,000	Federal, state, local funds
23	Maintain updated Transit Development Plan	2028	County, Three Rivers Regional Commission	Staff time	N/A
24	Design & Construct new County Government Center	2026	County	\$40,000,000	Bonds, General Revenue Funds
25	Design & Construction new Animal Adoption Center	2026	County	\$6,500,000	SPLOST, Bonds
Parks and Recreation					
1	New Prowell Park (phased)	2026-2029	County	\$18,000,000	SPLOST
2	Browns Mill Expansion	2027-2029	County	TBD	SPLOST
3	Fairgrounds Expansion	2027-2031	County	\$7,260,000	SPLOST
4	Prepare a Parks & Recreation Master Plan	2029	County	TBD	TBD
Emergency Services (Fire & Sheriff)					
1	Design & Construct a New Training Center & Training Tower	2027-2031	County	\$4,000,000	Fire Fund/Bonds/SPLOST
2	Additional/Replacement Fire Stations	2027-2031	County	TBD	Fire Fund
3	Apparatus Replacements	2027-2031	County	TBD	SPLOST
4	Design & Construct a County Fleet Upfitting Shop	2026-2027	County	TBD	Fire Fund/Capital Fund/SPLOST
5	Patrol Vehicles	2027-2030	County	\$4,700,000	SPLOST
6	Law and Records System (LMS/JMS)	2027-2028	County	\$2,000,000	SPLOST
Airport					

1	Easement and Fee Acquisition - Reimbursement and Obstruction Removal Phase 1	2027	County	\$1,100,000	Local, Entitlement & AIP
2	East Aviation Way Access Road Extension	2026	County	\$1,200,000	Local & State
3	Easement and Fee Acquisition - Reimbursement and Obstruction Removal Phase 2	2028	County	\$1,100,000	Local, Entitlement & AIP
4	Primary Surface & Obstruction Removal 15 End including Old Terminal and Hangar	2028	County	\$166,667	Local, State & AIP
5	New Terminal Building (FBO), including site preparation	2028	County	TBD	Local & State
6	Easement and Fee Acquisition - Reimbursement and Obstruction Removal Phase 3	2029	County	\$1,100,000	Local, Entitlement & AIP
7	Easement and Fee Acquisition - Reimbursement and Obstruction Removal Phase 4	2029	County	\$1,100,000	Local, Entitlement & AIP
8	500 Foot Runway and Taxiway Extension - Construction	2030	County	\$3,321,560	Local, State & AIP
9	Land Acquisition for RPZ	2026	County	\$1,500,000	Local, State, & Federal
Water & Sewer					
1	Shenandoah WWTP Expansion	2023 - 2026	CCW&SA	\$57,862,334	GEFA Loans (2) and Revenue Bonds
2	Chattahoochee Raw Water Pump Station	2024 - 2026	CCW&SA	\$26,536,371	Revenue Bonds
3	Chattahoochee Transmission Main	2024 - 2026	CCW&SA	\$34,959,161	Revenue Bonds
4	BT Brown Water Treatment Plant Expansion	2026 - 2028	CCW&SA	\$87,000,000	Revenue Bonds

List of Appendices *(available separately)*

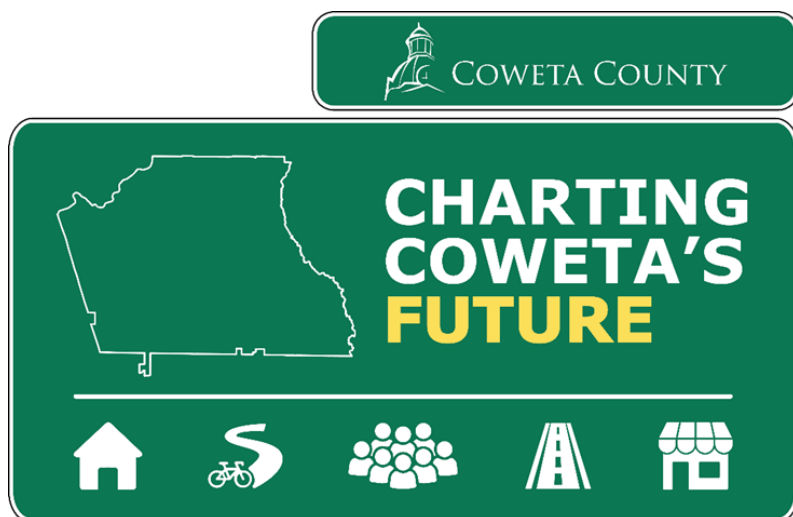
Appendix A: Report of Accomplishments

Appendix B: Public Engagement

Appendix C: Data & Maps

Appendix A:

Report of Accomplishments



Report of Accomplishments (previous 5-year Action Items)

Report of Accomplishments Community Work Program 2021-2026			
	Project / Activity	Status	Explanation
Parks and Recreation			
1	Leroy Johnson Senoia Multi-use Complex Phase II	Completed	
2	Repurpose old State Patrol building site/Temple Ave	Cancelled	Not needed, as the addition of lighting at the Hunter Complex allowed for necessary recreation programming
3	Develop a Recreation Master Plan	Postponed	Moved to 2029 (see new Community Work Program)
4	Expansion of Brown's Mill Park	Underway	2025-2030 SPLOST project
Fire Department			
1	Plan new Training Center	Underway	Land acquired; site designed; mass grading to begin in 2026 (see Emergency Services Item #1 in new community work program)
2	Truck Replacement	Completed	
3	Replace Station #5	Completed	
4	Training tower	Underway	Pending new training center (see above, as well as Emergency Services Item #1 in new community work program)
5	Build three new fire stations	Underway	Replaced Station 5 & 10. Additional/Replacement Fire Stations added to new community work program 2027-2031. (see Emergency Services Item #2 in new community work program)
Water and Sewer			

1	Long-Range Water and Sewer Master Plan	Completed	
2	Toilet retrofit	Completed	
3	Griffin Line Expansion	Completed	
Transportation			
1	State Route 16 at SR 54 intersection improvement	Completed	
2	Herring Road at US 29 Realignment with bridge over CSX RR	Underway	Anticipated completion in 2027. This project consolidated under the description "Madras Connector, Phase 1". (see Public Works Item #20 in new community work program)
3	Minnie Sewell Road at Yellow Jacket Creek bridge improvement	Completed	
4	Holbrook Road at Sandy Creek bridge improvement	Completed	
5	Mt. Carmel Road at Thomas Creek bridge improvement	Postponed	Anticipated construction timeframe is 2027-2028.
6	Bohannon Road at Messiers Creek culvert replacement and repair	Completed	
7	JD Walton Road at Long Branch culvert replacement and repair	Completed	
8	Duncan Road at Cedar Creek culvert replacement and repair	Completed	
9	South Section of Nixon Road dirt road paving	Completed	
10	Madras Connector, Phase I roadway project	Underway	Construction contract has been awarded. Preconstruction meeting scheduled for January 30, 2026. (see Public Works Item #20 in new community work program)
11	Phase II Madras Connector: Happy Valley Circle to US 29/Engineering roadway project	Postponed	Postponed due to opposition. (see Public Works Item #4 in new community work program)
12	Coweta County Industrial Park Connector Road:Amlajack to Coweta Industrial Park roadway project	Underway	This project is being performed by private developers as development of the properties along the corridor takes place.

13	Turkey Creek Road at Southeast Bypass Traffic Signal	Completed	
14	SR 16 at Old Hwy 85 intersection improvement	Completed	
15	Shaw Road at Pete Road and New School Entrance intersection improvement	Completed	
16	Poplar Road at Parks Road intersection improvement	Completed	
17	Haynie Road at Bexton Road intersection improvement	Completed	
18	Boone Road at Thomas Creek bridge improvement	Postponed	Anticipated construction timeframe is 2027-2028.
19	Chandler Road at Sandy Creek Tributary bridge improvement	Postponed	Material for the bridge reconstruction is on hand. Awaiting schedule availability and contractor to drive piling. Anticipated construction start late 2026.
20	McIntosh Road at Keg Creek bridge replacement	Completed	
21	Old Corinth Road at Sandy Creek bridge replacement	Underway	Under construction (GDOT Project)
22	SR 54 at Bear Creek bridge improvement	Completed	
23	SR 54 at Shoal Creek bridge improvement	Completed	
24	Gordon Road at Abandoned Norfolk Southern R/R	Completed	
25	Sullivan Road Lane Widening & Drainage Improvements	Completed	
26	International Park Connector	Postponed	Engineering is complete but construction was postponed due to private development project to extend Hollz Parkway with a revised alignment.
27	SR 154 {Sharpsburg McCollum Road} Widening	Underway	Preliminary Engineering is underway by GDOT. County contributed funding for advancement of PE.
28	Southwest Bypass {Phase 1} Scoping Study	Completed	
29	Evaluate and designate Raymond Hill Road and Collinsworth Road as Local Truck Routes	Cancelled	Abandoned – Additional truck traffic for these roadways not desired at this time.

30	Develop a Coweta County Transit Master Plan	Completed	Plan has been developed and is pending adoption.
31	Coordinate with regional planning partners on a rural to urban {5311 to 5307} funding strategy and begin reporting urban area trips to NTD	Completed	Coordination completed. Currently operating the Transit program utilizing both grant resources and urban area trips are being reported to NTD.
Airport			
1	PAPI-4, Runway HIRL, Land Acquisition Reimbursement	Completed	
2	East Aviation Way Extension - Design and Construction	Underway	Expected completion in late 2026 (see Airport Item #2 in new community work program)
3	Land Acquisition for RPZ and MALSR {50 acres}	Underway	Land Acquisition ongoing with expected completion in late 2026 (see Airport Item #9 in new community work program)
4	Taxiway to West Corp Hangars	Postponed	Re-prioritized to 2030 (see Airport Item #8 in new community work program)
5	T-Hangar Site Prep and Paving - Design	Completed	
6	T-Hangar Site Prep and Paving - Construction	Completed	
7	East Parallel Taxiway- Construction/Combined Phases	Completed	
8	Terminal Area Site Preparation	Underway	Phase 1 complete, Phase 2 beginning March 2027 (combined as Airport Item #5 in new community work program)
9	Terminal Building	Postponed	Re-prioritized to 2028 due to lack of available funding (see Airport Item #5 in new community work program)
10	T-Hangar Area Pavement Rehabilitation – Design and Construction	Cancelled	No available funding
11	Connector Taxiway and Runup Pads - Design	Postponed	Re-prioritized to 2028, due to lack of available funding (consolidated into Item #8 in new community work program)

12	Connector Taxiway and Runup Pads - Construction	Postponed	Re-prioritized to 2028, due to lack of available funding (consolidated into Item #8 in new community work program)
13	Runway Pavement Overlay - Design and Construction	Completed	
14	Security Fence - Design and Construction	Completed	Phase 1 complete
15	Build two 14,000 sq foot hangars with office space	Completed	
Rural Resources			
1	Initiate a buy local program with schools and restaurants	Completed	Windy Hill Dairy sold in 2022 & there was no other source big enough to meet milk demand. Extension Service was able to work with several restaurants to purchase local beef; however, one closed in 2022 and the other closed in 2024.
Community Facilities (Sheriff)			
1	Patrol Division/holding cells	Completed	
2	Jail extension	Completed	
Community Development			
1	Finalize and implement LDGS Phase II	Completed	Evolved into PDP-Planned Development Project District, which has been codified
2	Conduct micro-area study for Commercial Character Areas	Cancelled	No longer a priority
3	Conduct infill and small area study for County	Postponed	Small Area Study of Exit 41 to be completed in 2028 (see new Community Work Program)
4	Create public education curriculum on the local planning process	Cancelled	Planning Staff Changes
5	Conduct bike-pedestrian analysis to identify where bike-ped facilities are most needed	Postponed	Incorporate into Parks & Rec Master Plan in 2029 (see new Community Work Program)
6	Maintain and update planning website, www.cowetaplans.com , to serve as a public planning information resource	Completed	

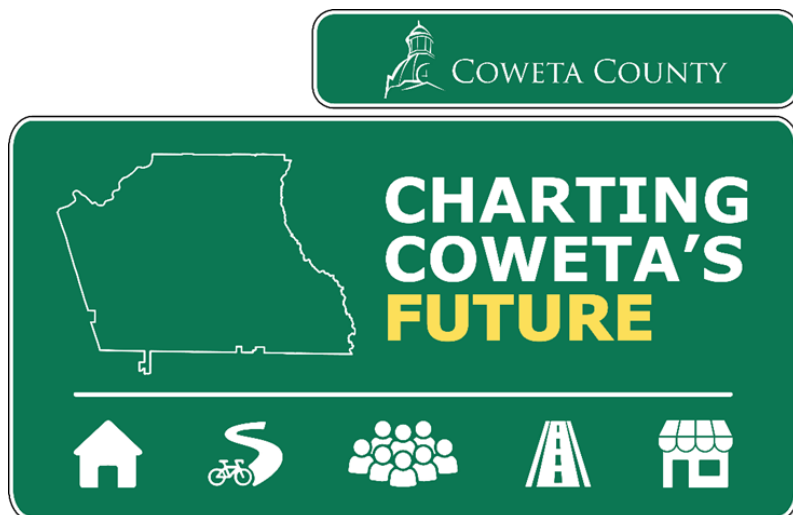
7	Conduct historic resources survey for each character area to identify architectural type and style, and inventory significant historical resources	Cancelled	Planning Staff Changes
8	Conduct micro-area survey for Crossroads Community areas to identify specific needs and opportunities	Cancelled	Not currently a priority
9	Develop interactive online GIS story map for Character Areas and Growth Strategy	Cancelled	Not feasible due to scope of 2021-2041 plan.
10	Explore Broadband Ready Community Designation	Cancelled	Evaluated with decision that it was not cost effective to pursue

Appendix B:

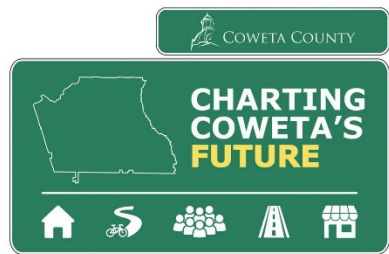
Public Engagement

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Timeline for Comprehensive Plan Update



Comprehensive Plan Update Timeline



This timeline outlines key milestones in Coweta County's Comprehensive Plan Update process.

Legal Advertisements

Public Hearing for Kickoff, appeared in Newnan Times Herald on January 22, 2025, see publisher's affidavit below.

AFFP
82888-MinutTraq

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA }

SS

PUBLIC NOTICE

The Coweta County Board of Commissioners will hold a Public Hearing on February 11, 2025, at 6:00 PM in the County Commissioner's Meeting Room, County Administration Building, second floor, above the Tax Assessor's Office, 37 Perry Street, Newnan, Georgia. The purpose of the hearing is to discuss an update to the Coweta County Comprehensive Plan. The purpose of the hearing is to describe the anticipated update process for the Coweta County Comprehensive Plan, provide for the official kick-off the public participation process, and invite the community to engage in this planning process for the 5-year update required by the Georgia Department of Community Affairs' Minimum Planning Standards (Chapter 110-12-1). The existing Coweta County Comprehensive Plan (2021-2046) which is proposed for the update may be obtained at the Coweta County Community Development Department, 22 East Broad Street, Newnan, Georgia between the hours of 8:00 AM and 5:00 PM, Monday through Friday. As set forth in the Americans with Disabilities Act of 1990, the Coweta County Government does not discriminate on the basis of disability and will assist citizens with special needs given reasonable notice (48 hours). For information, please call (770) 254-2608.
No.82888-1-22

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

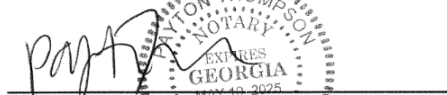
January 22, 2025

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

SIGNED:


Co-Publishers

Subscribed to and sworn to me this 22nd day of January 2025.


Payton Thompson, Notary, Coweta County, Georgia

My commission expires May 10, 2025

02100746 00140799

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

AFFP

84977- March 17th

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA } SS

PUBLIC NOTICE

The Coweta County Board of Commissioners will hold a Public Hearing on March 17, 2026, at 6:00 PM in the County Commissioner's Meeting Room, County Administration Building, second floor, above the Tax Assessor's Office, 37 Perry Street, Newnan, Georgia. The purpose of the hearing is to discuss an update to the Coweta County Comprehensive Plan. The purpose of the hearing is to provide an overview of the Comprehensive Plan Update and announce that the draft is available for any final comments from the public prior to transmittal for state and regional review, in compliance with the Georgia Department of Community Affairs' Minimum Planning Standards (Chapter 110-12-1). The draft documents will be made available prior to the hearing at www.cowetaplans.com and may also be viewed at the Coweta County Community Development Department, 22 East Broad Street, Newnan, Georgia between the hours of 8:00 AM and 5:00 PM, Monday through Friday. 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 reasonable notice (48 hours). For information, please call (770) 254-2608.
No:84977-2-25

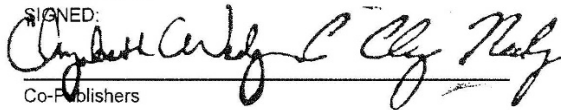
C. Clayton Neely & Elizabeth C. Neely, being duly sworn,
says:

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

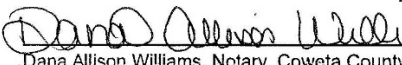
February 25, 2026

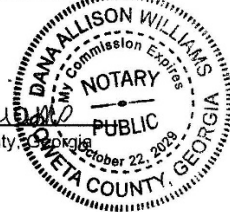
That said newspaper was regularly issued and circulated on those dates.

SIGNED:


Co-Publishers

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


Dana Allison Williams, Notary, Coweta County, Georgia
My commission expires: October 22, 2029



02100746 00143534

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

AFFP
86033- Comprehensive Plan Update

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA }

SS

PUBLIC NOTICE

12 East Broad Street Newnan, Georgia 30253 Telephone: (770) 254-2625 Fax: (770) 254-2803

The Coweta County Board of Commissioners will hold a Public Hearing on December 22, 2023, at 8:00 PM in the County Commissioner's Meeting Room, County Administration Building, second floor, above the Tax Assessor's Office, 37 Perry Street, Newnan, Georgia. The purpose of the hearing is to discuss an update to the Coweta County Comprehensive Plan.

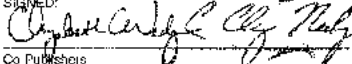
The purpose of the hearing is to provide an overview of the Comprehensive Plan Update, along with an amendment to Chapter 10-1 - Land use plan adopted by the Coweta County Code of Ordinances.

The draft documents will be made available prior to the hearing at www.cowetaga.us and may also be viewed at the Coweta County Community Development Department, 22 East Broad Street, Newnan, Georgia between the hours of 9:00 AM and 5:00 PM, Monday through Friday.

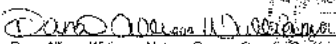
As set forth in the Americans with Disabilities Act of 1992, the Coweta County Government does not discriminate on the basis of disability and will assist citizens with special needs given reasonable notice (48 hours). For information, please call (770) 254-2600.
No. 90293-3-5

That said newspaper was regularly issued and circulated on those dates

SIGNED:


C. Clayton Neely & Elizabeth C. Neely,
Co-Publishers

Subscribed to and sworn to me this 5th day of September, 2023.


Dana Allison Williams, Notary, Coweta County, Georgia



My commission expires: October 22, 2025

32100746 00144700

Coweta County Community Development
22 E. Broad St
NEWNAN, GA 30253

Community Ambassadors

Community Ambassadors for Comprehensive Plan Update (2026-2046)

Commitments were received from **28 Community Ambassadors** (*civic groups, neighborhood associations, and graduates of Coweta's Citizens' Academy*), with an additional reach of more than 4,167.

Chris Trogstad, **Hitachi**, confirmed on 2/21/2025, with a potential to reach 200

Carolyn Turner, **Friends of Browns Mill Battlefield Association**, confirmed on 2/24/2025.

Penny Bowie, **Coweta County Cattleman's Association**, confirmed on 2/25/2025, with a potential to reach 140.

Richard Ferry, **Brent Holdings**, confirmed on 2/26/2025.

Dave Borngesser, **Southern Soccer Academy**, confirmed on 2/26/2025, with a potential to reach 1,400 families.

Greg Wright, **Coweta-Fayette EMC**, confirmed on 2/26/2025, with a potential to reach 205

Candace Boothby, **Newnan-Coweta Chamber of Commerce**, confirmed on 2/26/2025, with a potential to reach 750 member businesses, plus 1,400 "primary contacts" and **up to 20,000+** collective voices.

Scott Cortner, **Newnan Kiwanis**, confirmed on 2/27/2025, with a potential to reach 125 members.

Eric Miller, **Newnan-Coweta Habitat for Humanity**, confirmed on 2/28/2025, with 15 employees.

Larisa Scott, **Newnan-Coweta Historical Society**, confirmed on 3/6/2025.

Taunya Maroney, **Providence Estates Neighborhood**, confirmed on 3/12/2025, with 49 households in the neighborhood.

Robert Simpson, **Springdale Estates Neighborhood**, confirmed on 3/13/2025, with 5 board members (number of households?).

Chuck Deeb, **Timber Creek Neighborhood**, confirmed on 3/13/2025, with 56 households in the neighborhood.

Toni Teagle, graduate of **Citizens' Academy**, confirmed on 3/14/2025.

Debbie Cook, graduate of **Citizens' Academy**, confirmed on 3/14/2025.

Beth Ellen Moore, graduate of **Citizens' Academy**, confirmed on 3/15/2025, and has committed to reaching at least 250 people.

Samuel Godsall, **Chapman Farm Neighborhood**, confirmed on 3/15/2025, with 50 households in the neighborhood.

Nichole Markward, **Drayton Farm Neighborhood**, confirmed on 3/15/2025.

Dr. Janet M. Hill, graduate of **Citizens' Academy**, confirmed on 3/14/2025.

Terri M. Calabrese, graduate of **Citizens' Academy**, confirmed on 3/14/2025, and has committed to reaching 400 persons – including Timberbrook Neighborhood.

Teresa Barczak, graduate of **Citizens' Academy**, confirmed on 3/16/2025, and has committed to reaching 75 persons.

Mike Boone, **Turnberry Park Neighborhood**, confirmed on 3/17/2025, with 20 households in the neighborhood.

Chris Campbell, **Genesee Neighborhood**, confirmed on 3/19/2025, with 141 households in the neighborhood.

Eric Lopez, graduate of **Citizens' Academy** (also ACCG & former DCA employee), confirmed on 3/19/2025, and has committed to reaching 200 persons.

Hank Arnold, graduate of **Citizens' Academy** and **CowetaForce.org**, a local non-profit, confirmed verbally on 4/16/2025.

Scott Fields, **Magnolia Place Neighborhood**, confirmed on 3/23/2025, with 56 households represented.

Edita Secrist, graduate of **Citizens' Academy**, confirmed on 3/27/2025.

Laura Beth, **Citizens for Rural Coweta**, a local grassroots organization, confirmed on 5/9/2025, with 15 members – but with a larger social media reach.



*Among our valued Community Ambassadors, we pay special tribute to **Carolyn Turner** (1947-2025), who is remembered for her many meaningful contributions and lasting service to our community. In addition to her participation in multiple Comprehensive Plan Updates, Carolyn played an instrumental role in promoting and preserving local history through her work with the Coweta County History Center and Brown's Mill Battlefield. Her dedication and passion leave a legacy that will continue to enrich our community for generations to come.*

Highlights of Public Input Sessions, Mapping Exercise, and Survey Results

2/11/2025 to 5/9/2025 (*Public Hearing/Kick-off Meeting to close of Online Survey & Mapping Exercise*)

Mapping Exercise & Survey - The online mapping exercise & survey, conducted between 2/12/2025 and 5/9/2025, received 637 map pins (shown [HERE](#)), along with 667 responses on the main portion of the survey. Below are highlights from those pins that were placed on the map, as well as additional context for the “open text questions” to complement the attached report of survey responses.

Mapping Exercise:

- **Q: What places are thriving?** (173 pins)
 - Brown’s Mill Battlefield Park and Pine Rd Fairgrounds both received pins, with the latter noting “community activity”
 - Multiple pins containing the comment “rural” were located primarily in the western and southern portions of the county
 - Commercial Nodes receiving multiple pins included:
 - Fischer Marketplace Shopping Center, with a commenter noting “quality controlled commercial hub”
 - Thomas Crossroads
 - Several older commercial nodes near as well the Bullsboro Interchange.
 - Coweta Industrial Park received a pin, noting “quality industrial development”
 - Residential areas that received multiple pins include
 - Lake Redwine neighborhood
 - the southeastern portion of the county – especially the more rural areas near Gordon Rd and the outskirts of Senoia
 - western portions of the county, with comments noting “keep rural”, “no industrial”, indicating that they wish to be “left alone”; although 1 comment suggested that a “safe, outdoor shooting area would be nice”.

- Incorporated Cities received pins:
 - City of Newnan received MANY, with comments in downtown indicating “vibrant”, “diverse”, “shop”, “eat”, “see friends”, etc. The areas around Summergrove and the retail centers near I-85 also received a lot of pins.
 - City of Senoia also received MANY, with comments indicating “vibrant”, “full of energy”, “walkable & thriving”, “events”, “business”, and “tremendous, focused growth”.
 - The Town of Moreland, Town of Sharpsburg, and Town of Turin all received a pin as well.
- **Q: What places need special attention? (103 pins)**
 - Historic Mill Villages at Arnco & Sargent both received pins
 - Exit 41 had multiple pins, noting “potential for airport”, that the area is “gross and dirty”, “old hotel needs to go”, “McDonalds/Truck Stop area needs to be revitalized”, and concerns that the motels promote illegal activities
 - White Oak Neighborhood received a pin, noting “nearly abandoned looking homes” and that the stability of the neighborhood may be in question.
 - Transportation concerns were also noted at Exit 41 stating “High speed traffic coming over interstate bridge with limited sight distance making turning left difficult” and “Turning left from bypass is difficult”
 - Transportation concerns were additionally noted at the following locations:
 - Along S.R. 16, between Carrollton & Newnan, traffic was noted several with several pins
 - S.R. 16 East at Elders Mill Rd, a pin was placed, noting “turning L/R from Elders Mill is difficult without a light”
 - Near Peachtree City “Sidewalks connecting 54 to sidewalks on 34” was noted
 - Hwy 54 at Fischer Rd was noted as “worst fear for teenage drivers”
 - Hwy 34 at Ebenezer Church Rd “speed limit here is 55 which is too high in the mornings. Or there needs to be a light. Before and after school doing U turns here are extremely dangerous. But to cross the intersections in front of the schools are too dangerous too.”

- Hwy 34 at Hwy 154, had a pin noting “Traffic lights are not synced. The yellow flashing turn signals are an accident waiting to happen.”
 - Several pins for “traffic congestion” in the vicinity of Junction Ln
 - Exit 56, noting “intersection of Collinsworth and Cannongate Rd and Ex-56 Off Ramp N is dangerous. Cars try to turn right (E) off of the exit ramp, when cars on Collinsworth (E) are trying to turn left (S) onto Cannongate.”
 - Exit 51 had multiple pins, with one providing a very specific note “There's nowhere for all the cars to go that are trying to turn left onto Raymond Hill from 154 without blocking the traffic” and another stating “needs more lanes”
- Eastern Coweta was noted as needing more “well rounded rec facilities”
- Central soccer fields had a pin, noting “Overcrowded, Coweta needs more soccer fields”
- Incorporated Cities received pins:
 - City of Newnan had quite a few pins placed, including some in the Summergrove Neighborhood mentioning police vehicles running stop signs
 - City of Grantville, including note of a traffic light needed at the Interchange ramp (pin appears to be a on-ramp for I-85 Southbound). Another Grantville pin noted needing a grocery store, while another suggested that manufacturing was needed – but did not want to see more distribution/cross-docks.
 - Town of Moreland received 2 pins, with one noting “need more parks”
- **Q: What areas should be targeted for redevelopment?** (72 pins)
 - A few pins were placed on large tracts near I-85 in the vicinity of Orchard Hills Business Park, noting the potential for these areas.
 - S.R. 29 Corridor between downtown Newnan and Exit 41
 - MANY pins were placed at Exit 41 with one noting that it needs a grocery store
 - Two pins were placed west of Fischer Marketplace and south of Hwy 34, with one noting is as a “prime place for single family affordable homes”.
 - A pin was placed on Raymond Hill Rd, near the old auction site, noting that it is “underutilized” & would be a “great place for restaurants & commercial spaces”

- A lone pin was placed northwest of the Sargent Mill Village, noting it as a “great place for industrial development”
- Transportation related comments were made for widening S.R. 16 (between I-75 & I-85) as well as widening Hwy 154 (especially near Raymond Hill Rd) and mentioning that a roundabout would be great for Andrew Bailey Rd @ Fischer Rd. Other pins were placed near the proposed Madras Interchange, with one requesting to “build it sooner”
- City of Grantville received multiple pins, with one noting a desire for restaurants near I-85, and others indicating a general discontent
- **Q: What intersections are the most congested?** (196 pins)
 - S.R. 16 at Gordon Rd
 - S.R. 16 at Newnan Crossing Bypass
 - Poplar Rd, from the two roundabouts toward the Interstate gets backed up with traffic
 - S.R. 16 at S.R. 54, with notations about the work underway to reconstruct this roundabout
 - S.R. 16 in front of East Coweta Middle School
 - MANY pins were placed at S.R. 34 & S.R. 54 in the general vicinity of Fischer Marketplace and the Fayette County line.
 - Fischer Rd @ Minix Rd, cars get backed up trying to turn onto Fischer, with many near accidents
 - Fischer Rd @ Andrew Bailey Rd & Hammett Cir, several pins placed with one indicating that a roundabout is needed & the other citing traffic back-ups
 - Thomas Crossroads (Hwy 154 @ Hwy 34) – EIGHT pins placed here, with one citing poor layout of nearby intersections as well as light timing
 - Other heavily pinned areas include Hwy 34 @ Shenandoah, with one noting “Make westbound Hwy 34 left turn lane onto Shenandoah 2 left turn lanes. It's already paved; just needs striping”
 - EIGHTEEN pins were placed along S.R. 154, between Raymond Hill Rd & S.R. 29 N, with some specific comments including “Inadequate dedicated turn lanes. More should be done to funnel traffic towards I85”, several citing the

need for more traffic lanes, and another stating “With people turning right from Hwy 29 onto 154 and traffic backed up because of the timing of the lights along 154, this intersection is a nightmare at high traffic times.”

- General comment about too much development, needing more lanes on Hwy 34, and too many lights on Hwy 34.
- Additional pins were in the cities
- **Q: Where do you spend the longest time waiting on your daily commute?** (93 pins)
 - Many of the same intersections & comments cited above.
 - Additional pins were in the cities

Open text questions from survey (full spreadsheet with results available [HERE](#))

- **Q: Please explain why you agree/disagree with the current Vision Statement**, which reads as follows “*The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and growth strategies. Coweta County strives to enhance economic development through continuous and deliberate planning of transportation and land use. The resulting communities will provide a unique sense of place and home by preserving and maintaining established neighborhoods and creating land-use opportunities to facilitate new homes and communities as essential sources accessible to all families. Thus, providing all residents the opportunity to thrive in Coweta County.*”
 - Coweta County residents support balanced rural preservation and sustainable growth but are frustrated with rapid, poorly planned development, high taxes, and industrial rezoning (e.g., data centers like Project Peach, Project Sail). They want to see affordable housing, better infrastructure, and recreation. They also expressed a distrust in leadership, whom they believe prioritize corporate interests, resulting in increased traffic, strain on schools, and loss of rural land. Those who spoke specifically to the current vision statement (wording & content) generally found it vague or overly verbose, with one suggesting the following “*Coweta County will promote an exceptional quality of life for current and future generations. We take pride in our rural charm, honoring our heritage, while creatively managing future progress.*”
 - Rural vs. Industrial: Oppose data centers (Project Peach, Sail, Weldon, and Wagers Mill), as well as the recent proposed developments along Fischer Rd.

Commenters wish to see rural conservation, support of farms, and protection of existing neighborhoods.

- **Traffic & Infrastructure:** Overloaded roads (Fischer, Hwy 34, 154); need more sidewalks & bike lanes as well as another high school to accommodate the growth.
- **Housing Crisis:** Want affordable homes (under \$400,000, okay with smaller sized homes); however, commenters were generally opposed to apartments, townhomes, and corporate rentals.
- **Recreation & Community:** Would like to see more parks, with some calling for youth facilities, while others want to see more trails/passive recreation spaces. Commenters were also critical of poor field locations (International Park) and overutilized parks (Senoia). A desire for more walkable shopping was also expressed.
- **Economic Growth:** Favor small businesses, high-paying jobs; oppose redundant chains, and constructing more businesses while others sit vacant (industrial on Hwy 16).
- **Environmental & Social:** Conserve farmland, water, trees; frustrated by clear-cutting, crime, unaffordable housing; propose development moratorium.

- **Q: Describe the future you'd like to see for Coweta.**

- Respondents envision a future for Coweta County that prioritizes preserving its rural charm, small-town feel, and natural beauty while allowing controlled, thoughtful growth. Some advocated for larger lot sizes (1+ acres), more green spaces, parks, and community-oriented facilities like trails and recreational areas. They voiced a strong desire to avoid overdevelopment, with respondents emphasizing sustainable growth, revitalization of existing areas, and protection of rural landscapes over high-density housing or industrial projects.

- **Q: Describe the biggest concern for Coweta.**

- The primary concern across responses is uncontrolled growth and its strain on infrastructure, particularly traffic congestion and inadequate roads. Other recurring issues include the loss of rural character due to high-density housing, data centers, and industrial developments. Some expressed concern that Coweta's growth could transform it into an urbanized area like neighboring counties. Additional concerns

include rising crime, increasing taxes, environmental impacts, and a lack of affordable housing.

- **Q: Other Transportation Modes** comment field
 - In this text field, many respondents mentioned wishing to utilize golf carts for transportation, while other mentioned needing more safe walking & biking trails. Others cited a lack of knowledge about the GRTA Express Bus, an inability to book with the Transit/Dial-a-Ride Service – due to too many prior commitments by the service, and 1 commenter mentioned using the trolley.
- **Q: What other types of new housing would you prefer?**
 - Recurring mentions of needing “affordable” housing, with the preference being for single family. Tiny homes/communities and smaller cottages were proposed, with mention of relaxing the minimum square footage. There were many who mentioned needing housing for specific groups, such as senior, retirees, and lower-income residents. A desire for smaller lot sizes, to assist with affordability was also mentioned high density developments, such as apartments were explicitly opposed by many; but some did advocate for mixed-use. A few called for no new housing or a halt to building, due to strain on infrastructure.

Public Input Meetings – “Drop-in” style meetings were held in various locations throughout Coweta County on 4/17/2025, 4/21/2025, 4/22/2025, 4/28/2025, and 5/1/2025 (photos available [HERE](#))

- **Station Related to Land Use**
 - Visitors to this station were provided with an overview of the **Growth Strategy Map with Descriptions** and the **Character Area Map with Descriptions**, by Community Development Staff who answered any questions they had. Prior to leaving, they were encouraged to provide any thoughts they’d like documented to additional Community Development staff members who added their comments to a spreadsheet under these column headings (full results available [HERE](#)):

▪ **Growth Strategy Comments**

- Those who commented directly on the current Growth Strategy were generally in agreement; however, several expressed concerns about the Fischer Rd & Minix Rd area being categorized as Growth Priority. At least 1 commenter expressed concern about the Growth Priority around Palmetto. Another commenter mentioned a desire for Turkey Creek next to college to be identified as Growth Priority, especially since it “adjoins two industrial areas”.

▪ **Character Area Comments**

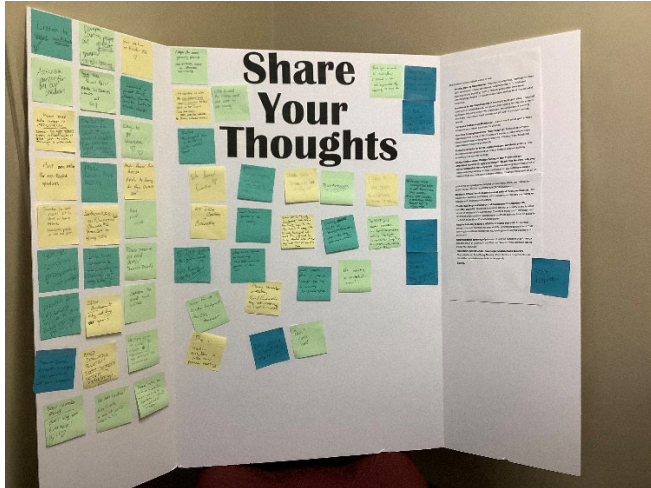
- Those who commented directly on the current Character Areas were also generally in agreement, with several commenting favorably on the Complete Communities and wishing to see them implemented (1 preferred this approach to density around the cities). There were several comments about maintaining rural character & not allowing industry in those areas.

▪ **5-year Priorities**

- Preserve rural areas / no data centers
- Area south of Hwy 16 and east of the Airport should be left rural
- Identify affordable housing
- More focus on Mixed Use & less on suburban development
- Too many apartments & townhomes
- Roundabouts and/or a traffic signal at Fischer/Minix
- Connect uses by means other than a car. More greenways that connect schools & neighborhoods.
- More parks with campgrounds and recreation (similar to Carroll County)
- Specific to Senoia, commenters would like to see it preserved, with a reduction in traffic through the city, with another wishing to see a bypass on the north & west side.
- More growth “on south side of County” and “near Grantville”

There was also a category for **any other comments**.

(In the highlights below, staff has also included comments left on the “Share Your Thoughts – Post-it Board”, pictured below, which was later transcribed into a spreadsheet available [HERE](#).)

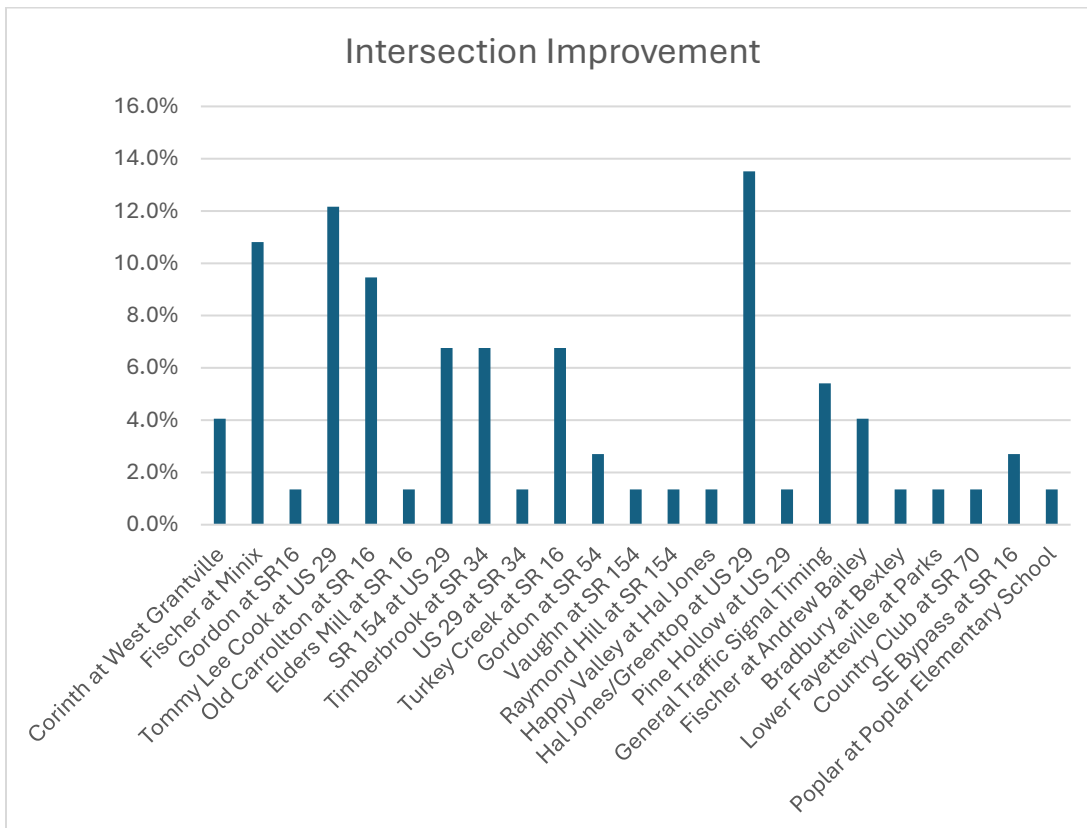
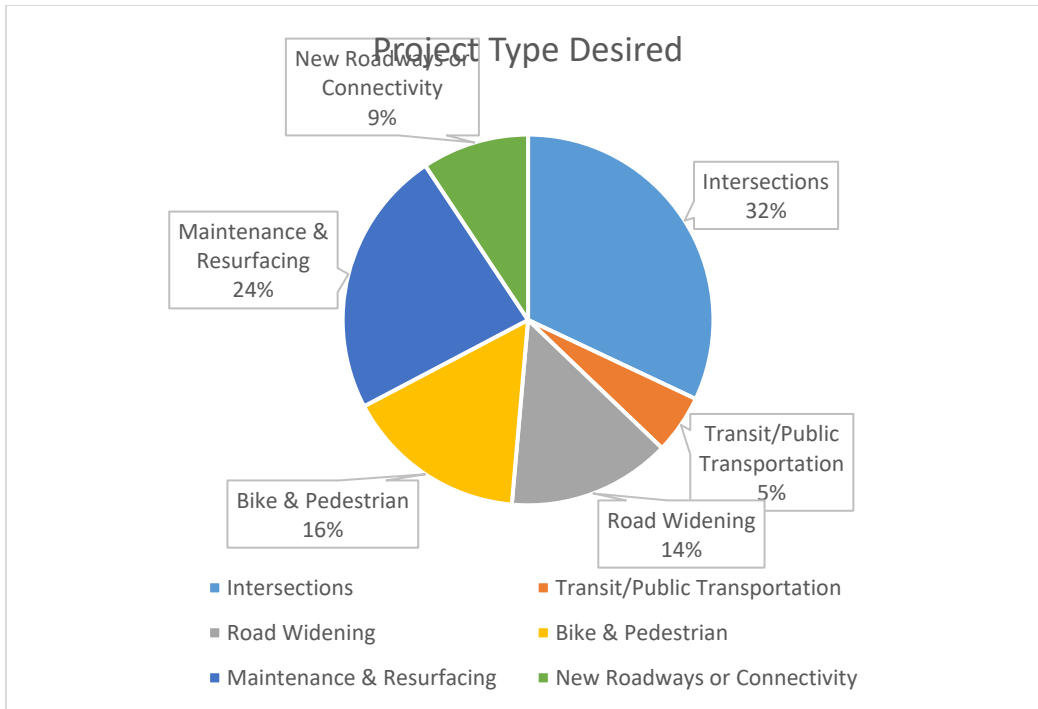


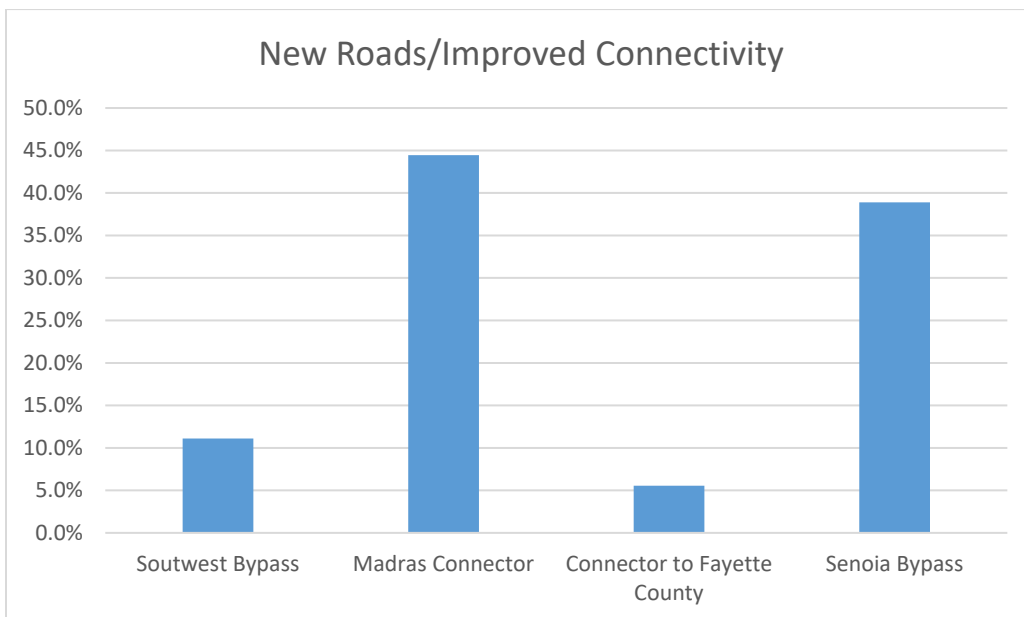
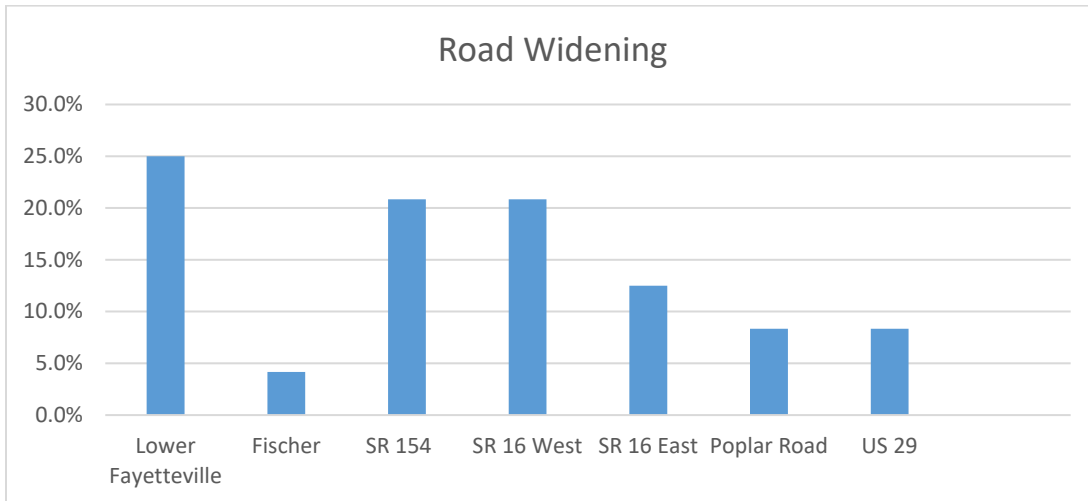
- Many more comments on Rural Preservation & against data centers being placed in rural areas; however, a lone commenter stated “Find a way to incentivize property owners who live next to large new development (data centers) ie no property tax”
- Opposed to spot zoning; and in favor of it being more difficult to approve developments not supported by the Comp Plan.
- Concerns about the tornado path & disaster preparedness
- Concerns about national housing crisis & suggestion to partner with Habitat
- Request to improve the recycling centers
- Mention of utilizing Transfer of Development Rights
- Infrastructure should precede development. General requests for roundabouts, with 2 specific mentions of Tommy Lee Cook Rd @ Hwy 29.
- Several calls for Prowell Park to be more passive (or downsized) vs. large sports complex that generates too much traffic
- Suggestion to use other developments to reduce residential property tax burden

- “Focus on the preexisting towns / dying towns - making more infrastructure towards those areas.” “Embrace the small-town culture”
- “Trade Center for High Schoolers (trades like HVAC, plumbing & CDL)”
- “Botanical garden community use and possible open-air theater”
- “LINC Trail expansion / Better ways to walk along highways”; and a specific request for sidewalks on Ebenezer Church Rd (from Hwy 34 to Hwy 154). “Master county plan to connect through greenways, to encourage biking, walking, etc.”
- Desire to bring back impact fees
- Crossing guards needed at Canongate and other elementary schools
- Compliments on the Comp Plan and the process, including "Way to go Coweta!", "We love Coweta!", and "Bravo on the Process of the Comp Plan."

- **Station Related to Transportation**

- Visitors to this station were provided with “transportation dollars” which were used to cast toward the type of project that they would like to see accomplished. They were also asked to write down the specific intersection, roadway, or type of improvement/enhancement that they would like to see performed. Three of the categories lent themselves fairly well to identifying specific locations of the desired improvements – but the categories for Transit/Public Transportation, Bike/Pedestrian, and Maintenance/Resurfacing resulted in more generic responses instead of specific locations.





- **Station Related to Parks & Recreation Services**
 - In general, the theme from visitors to this station seemed to be
 - A lot of support for passive recreation
 - Support for quality soccer complexes; and

- Overall support for additional parks.
- Connectivity was also mentioned on multiple occasions, mostly referencing the LINC trail system – but also future connections to County operated parks.
- Other comments included
 - Cricket Courts
 - Cultural Arts – Outdoor Performances
 - Extended hours at gyms and facilities
 - Large active senior center like surrounding counties
 - More bike trails like Browns Mill
 - Additional parks like Browns Mill
 - Establish a fund for the county to purchase and preserve greenspace in the community.
 - Indoor volleyball facility
 - Rehabilitation of existing parks (Temple Avenue)
 - We need more fields for all sports, and larger indoor facilities for basketball, volleyball and Pickleball
 - All pickleball courts should be inside
 - Accessible programs
 - Accessible parks for children of all abilities
 - Turf Fields
 - Senior focused activities in Sharpsburg area
 - Need to add tree coverage and shading at parks
 - More greenspace
 - Connectivity (Parks to Linc or similar system)
- Project Specific Comments included
 - Dedicated walking trails at Prowell, understand the need for the park
 - Passive for Prowell and look at best in class parks

- Concerned about noise from park, both pickleball and bats
- Prowell needs to be a passive park
- Keep 200' buffer, concerned about noise (Prowell)
- Abide by zoned buffers, nature trails, no fields needed
- Noise reduction consideration of pickleball courts (Prowell)
- Concerned with storm water runoff from Prowell to Beaumont
- Remove recycling center from Andrew Bailey proposed renovations
- Prowell Sports Complex should be passive or sold
- Baseball needed in Sharpsburg
- Lives in Beaumont, understands need for park, kids participate
- Adhere to guidelines
- Add Greenspace in front of Prowell Park entrance

- **Station Related to Fire Services**

- Visitors to this station generally agreed they would like to see more station locations built. One was surprised to learn that EMS was operated through the Fire Department. Conversations centered around the number of fire stations, where the most house fires occur, how fire protection would be handled at a data center, the average cost to build a fire station, and the cost of fire trucks.
- No negative comments were reported.

- **Station Related to Sheriff Services**

- Visitors to this station provided overwhelmingly positive feedback; and the officers in attendance enjoyed the praise from community members (not always the case in law enforcement) and felt lucky for the support they receive in this county.
- However, a few expressed concerns about schools at arrival/dismissal times and were asking for traffic control. Both Canongate Elementary and Arnco-Sargent Elementary were specifically mentioned.

- **Station Related to Water & Sewer Services**

- Visitors to this station were provided an overview of the Chattahoochee Pump Station and Transmission Main along with an overview of other services provided by the Coweta County Water & Sewerage Authority.
- Most frequent topics/issues
 - Project Sail & Data Centers in general
 - Chattahoochee Project (Pump Station & Transmission Main) which is underway
- Other topics
 - Annexations & how CCWASA works with the cities
 - Exit 41 Trunk Line
 - Shenandoah Water Plant
 - BT Brown Reservoir
 - Fluoride in water
 - Duckweed and waterfowl
 - Security of facilities
 - Service to residential
 - Service for Grantville
 - Effects of irrigation within neighborhoods
 - Canongate water tank
 - Water supply/availability
 - Greentop
 - Newnan-Coweta Airport
 - How to get involved with stream clean-ups

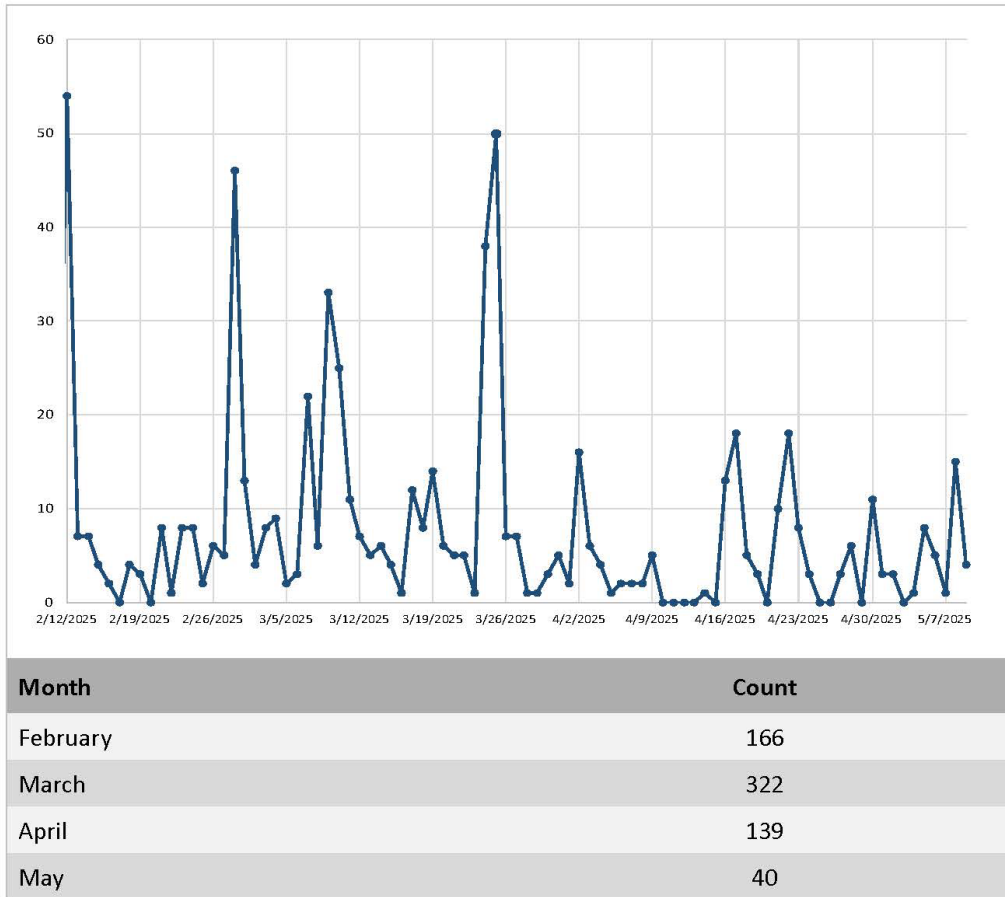
Other Communications Received directly by the Planning Team

- Several requests to reconsider Growth Priority Tier and Priority Character Area for the area of Fisher Rd & Minix Rd.
- A request to consider incorporating a Botanical Garden on the “100 acre Gunby property” into the 5-year Community Plan in the area of Fischer Rd & Minix Rd.
- A request to upgrade the Growth Priority Tier for the Southwest Corner of S.R. 16 @ Orr Rd
- A request to preserve existing forests & agriculture (over new landscaping) & devote SPLOST funds for this purpose, to cluster industrial along I-85 & require industry to fund wildlife crossings for the interstate, to allow tiny home villages to help address the national housing crisis, and to stop spraying roadside poisons.
- A strongly worded letter opposing Prowell Park, citing legal statutes as well as traffic concerns, process concerns, and a marked-up attachment of the Rural Places Character Area description.
- In May 2025, staff received concerns regarding how the survey & meetings were conducted, objecting to the anonymous nature and expressing concern about manipulated data. The Planning Team responded, indicating that staff would be watchful for any signs of manipulation and indicating that our intent to fully comply with the Minimum Planning Standards set by the Georgia Department of Community Affairs. (During the Steering Committee Meeting on 5/13/2025, the Resource Team from GIS indicated that they had seen no evidence of data manipulation (by bots, etc.)

Comprehensive Plan 2026-2046 Survey Report

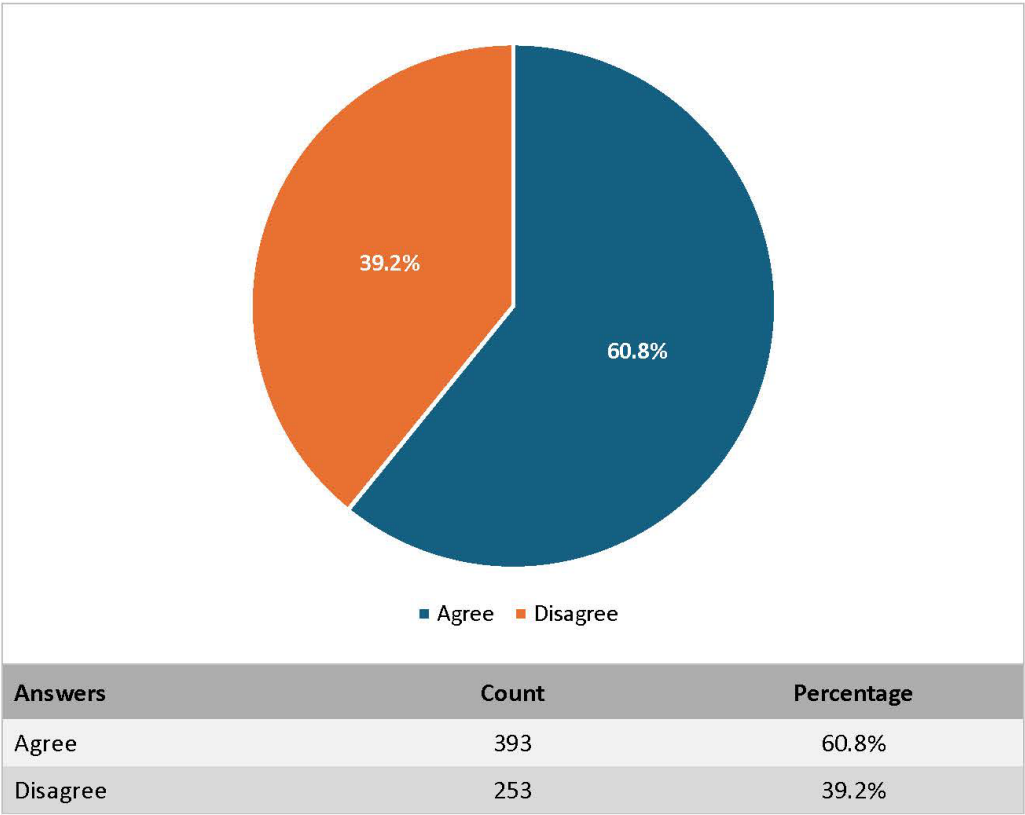
Final Results - 667 Responses

Submissions Over Time



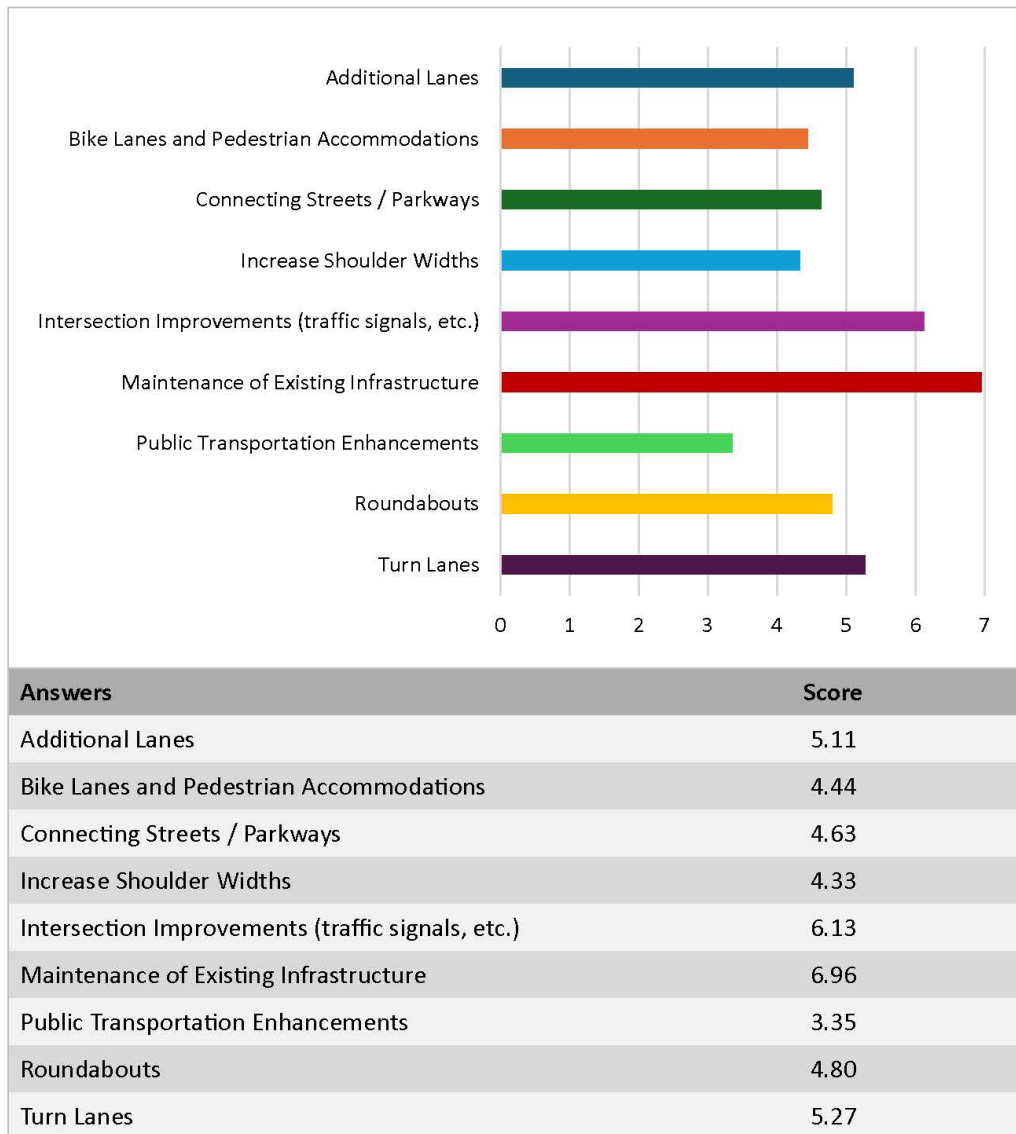
Vision Statement

Do you agree or disagree with the vision statement?



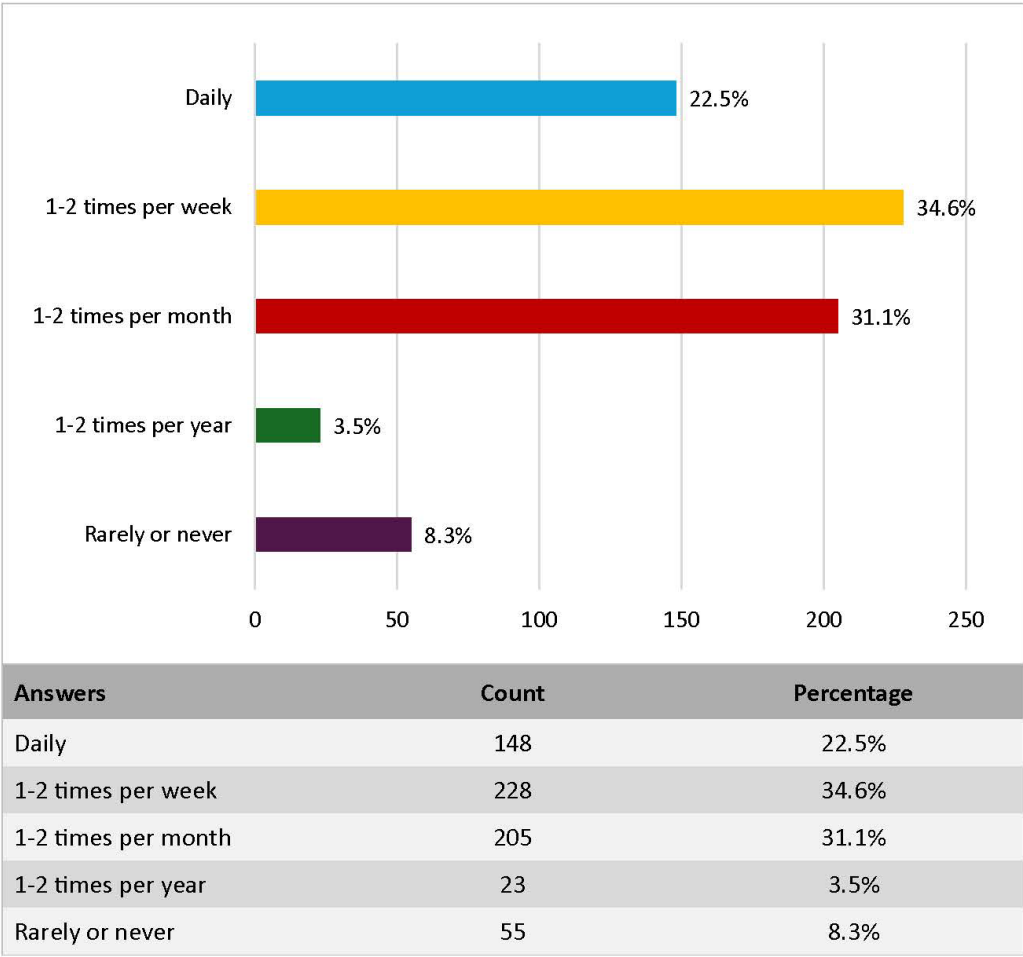
Transportation Improvements

What types of transportation improvements do you prefer?

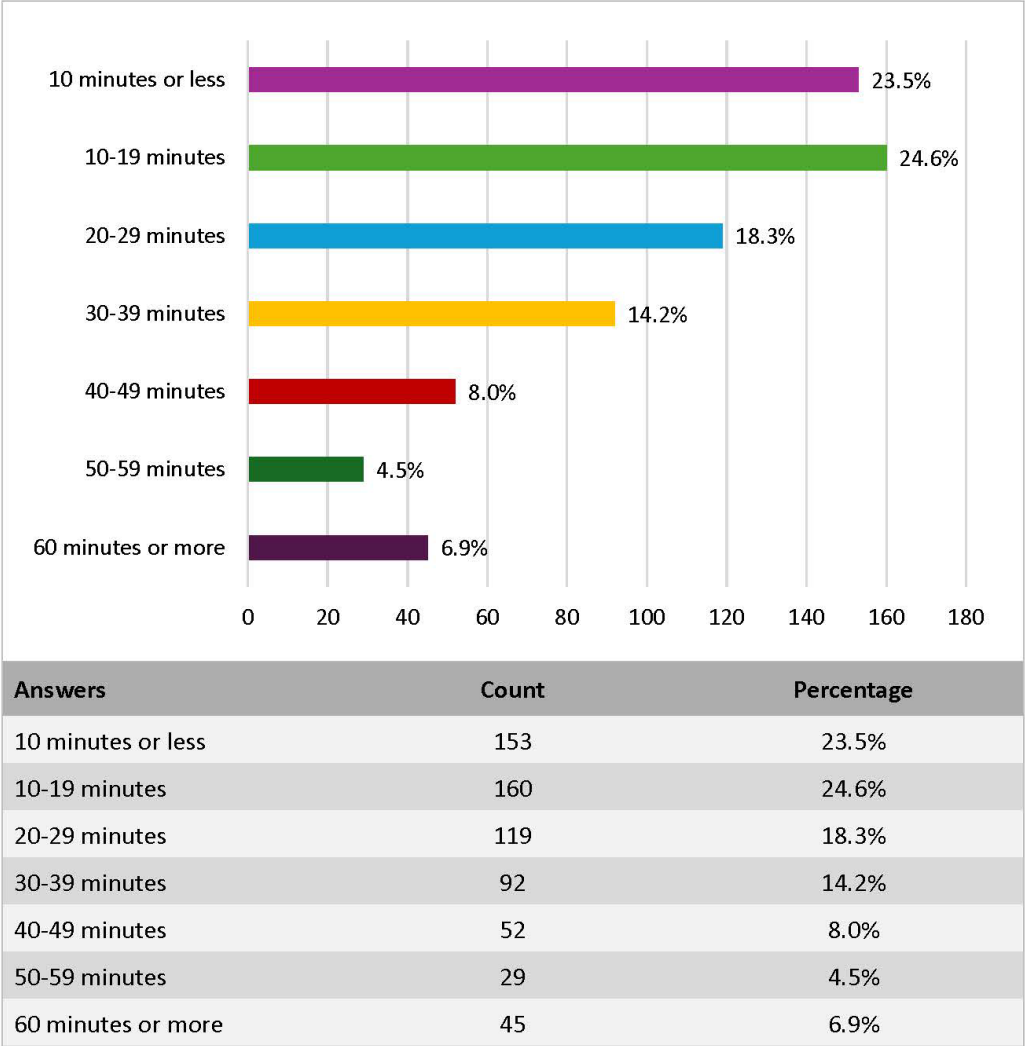


Commute Characteristics

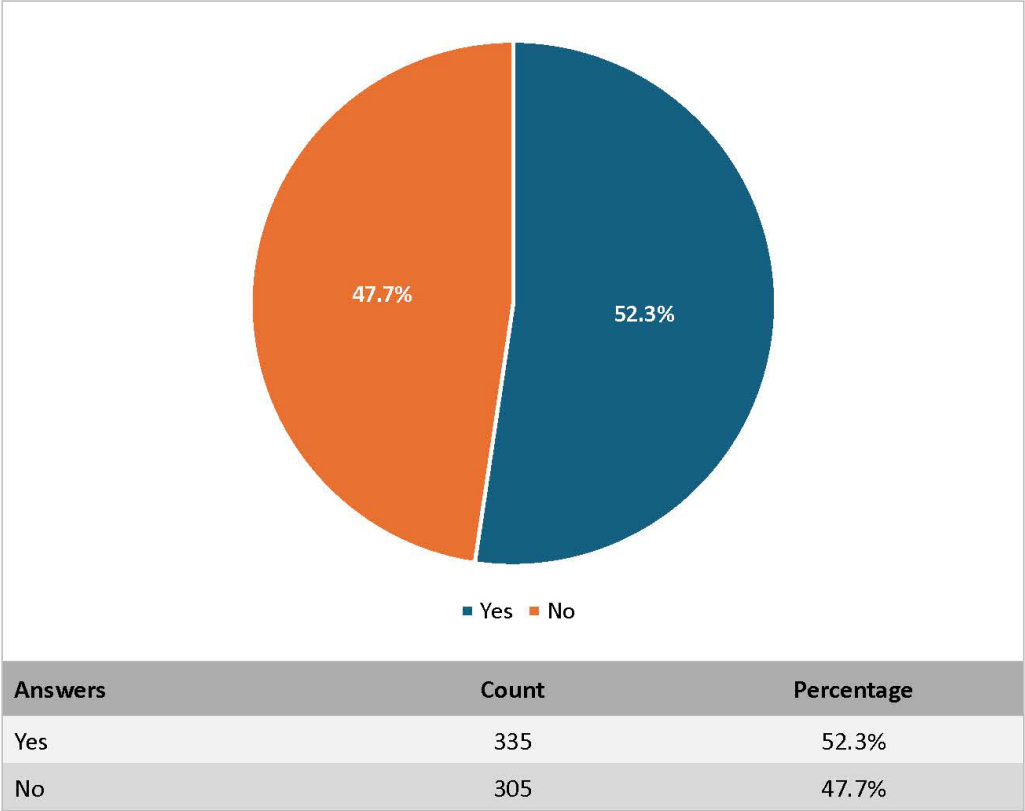
How often do you access Interstate 85?



How long is your daily commute?

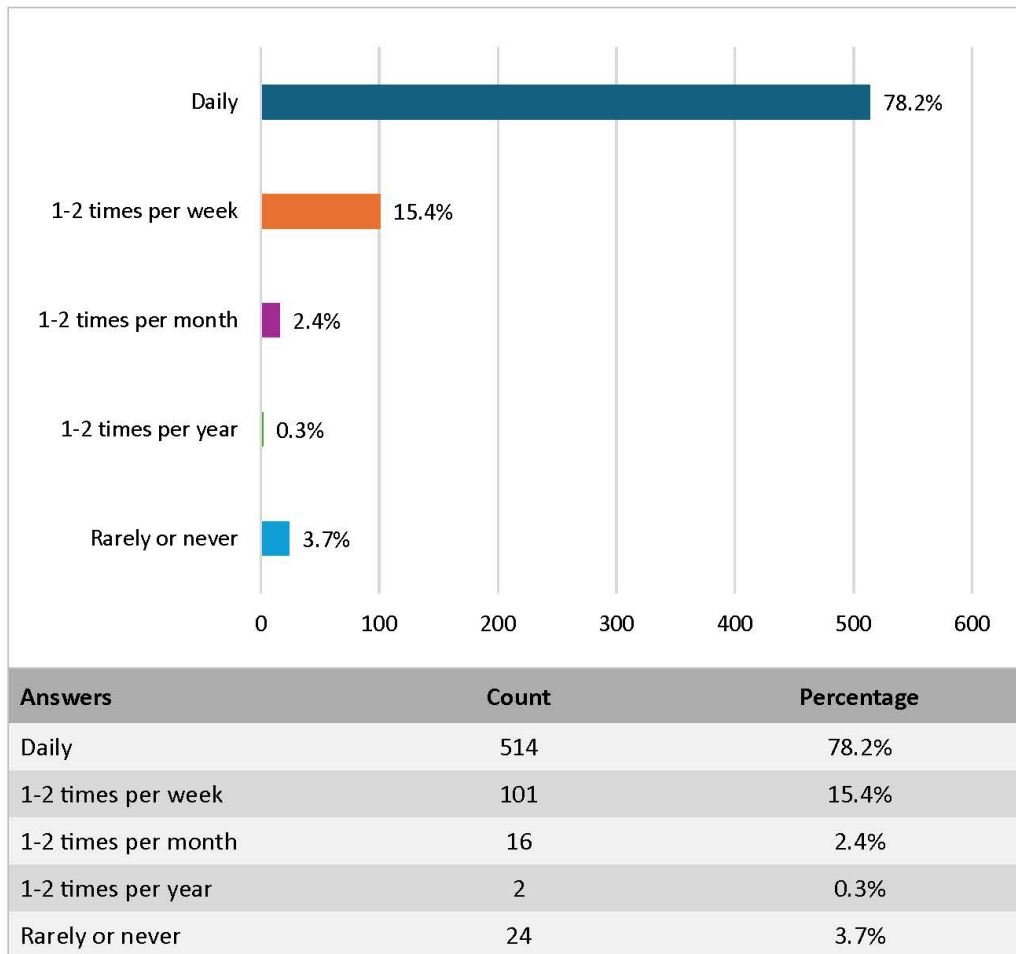


Would you prefer to reduce your commute time?

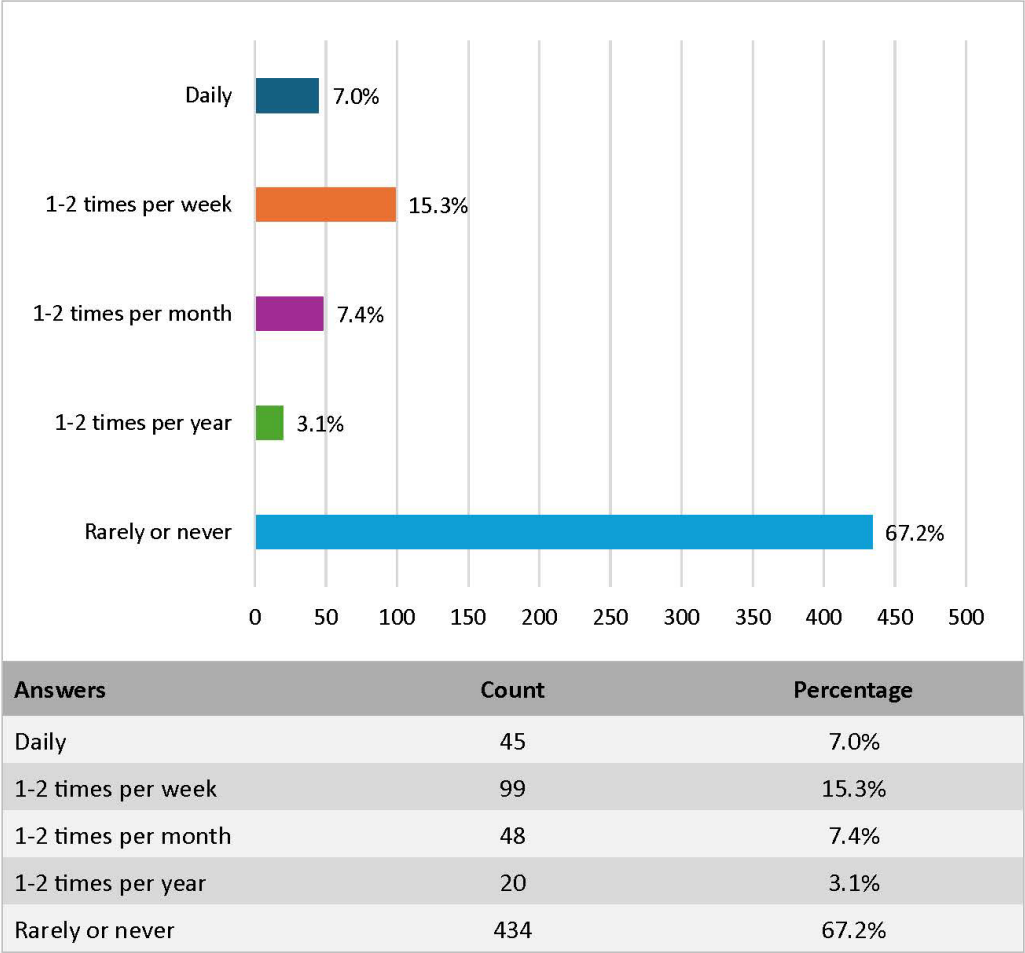


Modes of Transportation

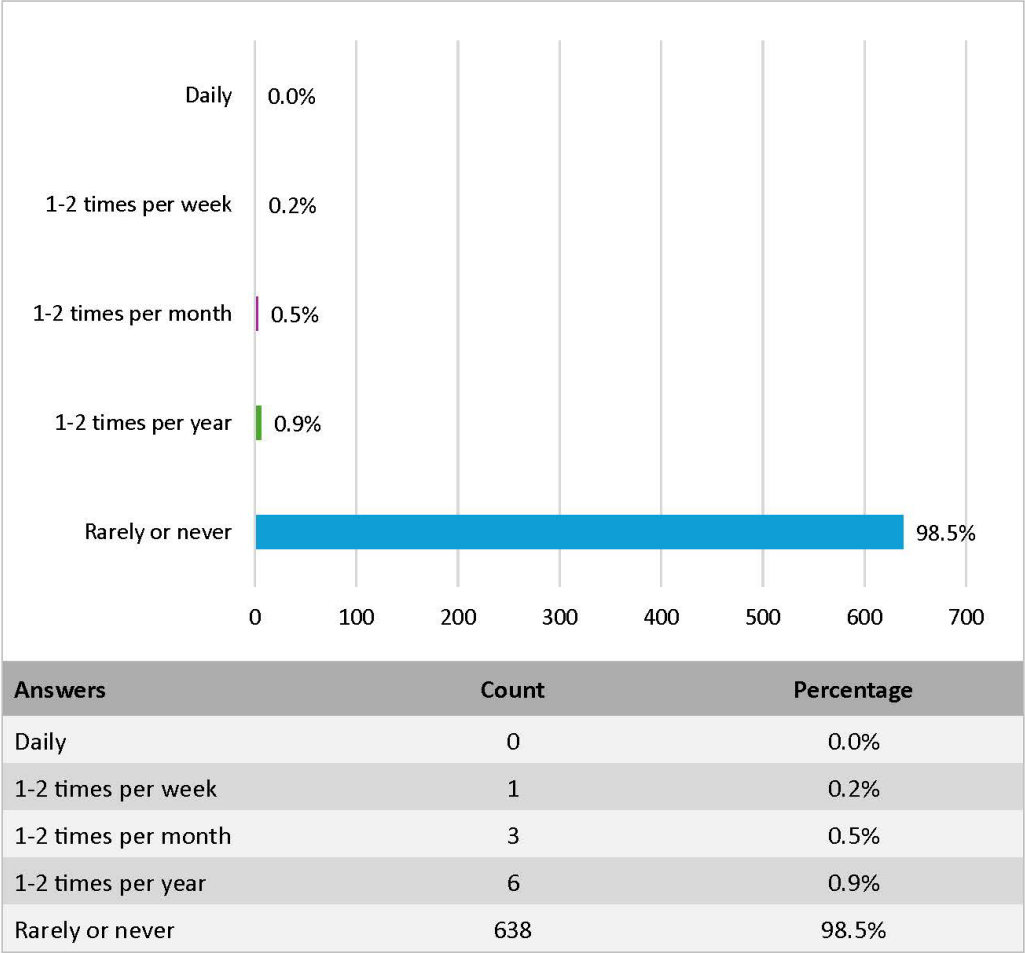
Drove Alone



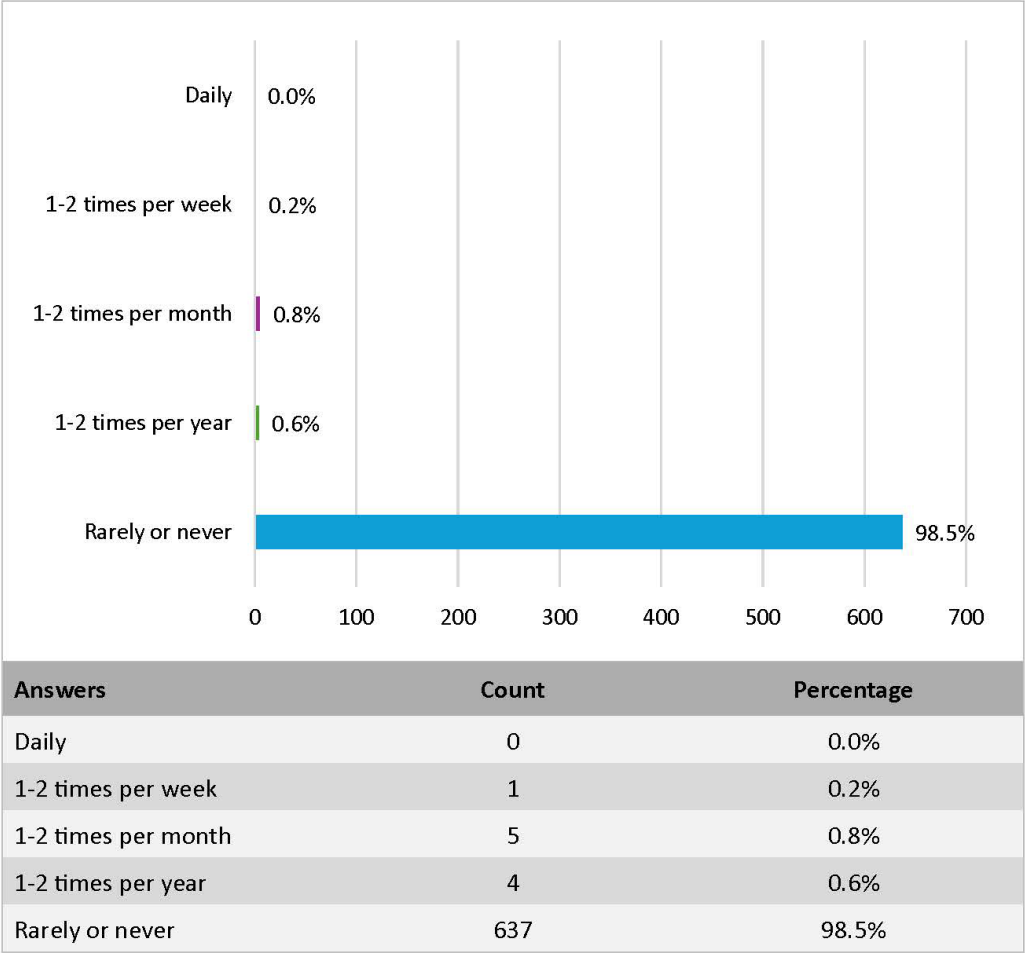
Carpooled



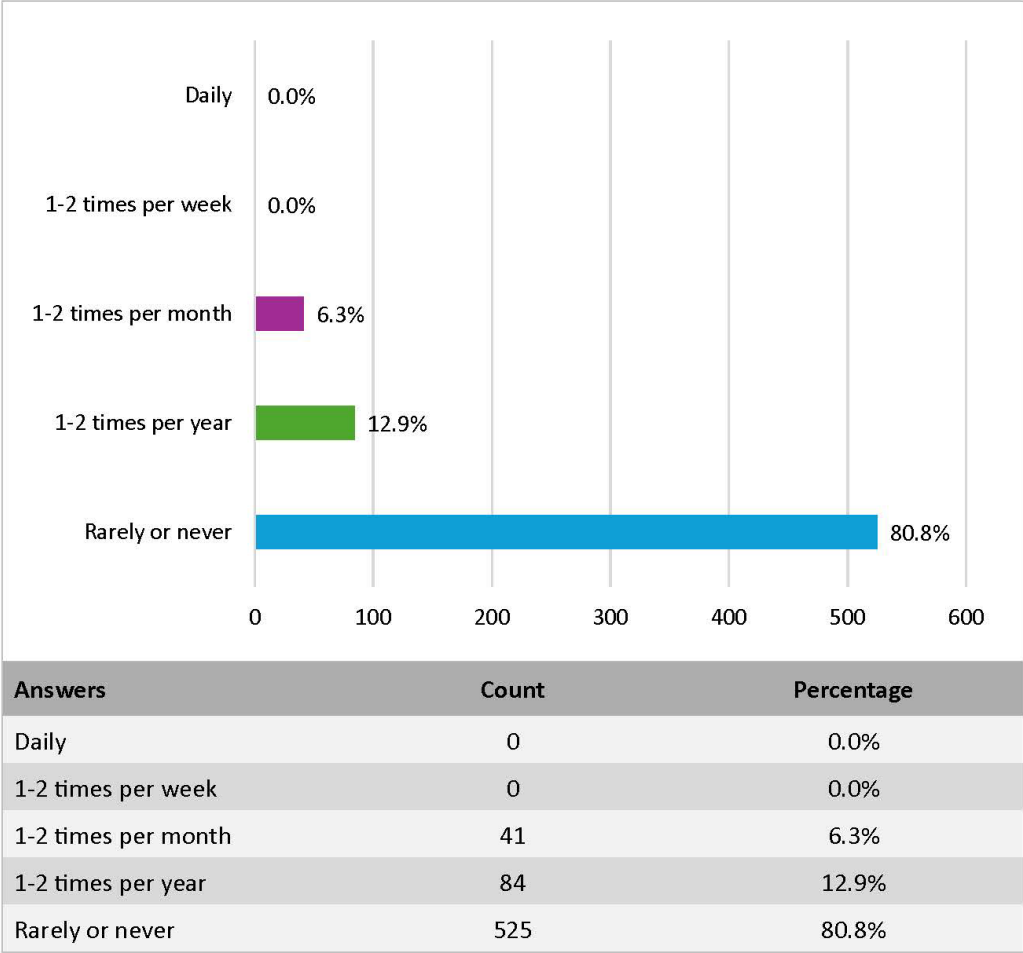
GRTA Express Bus



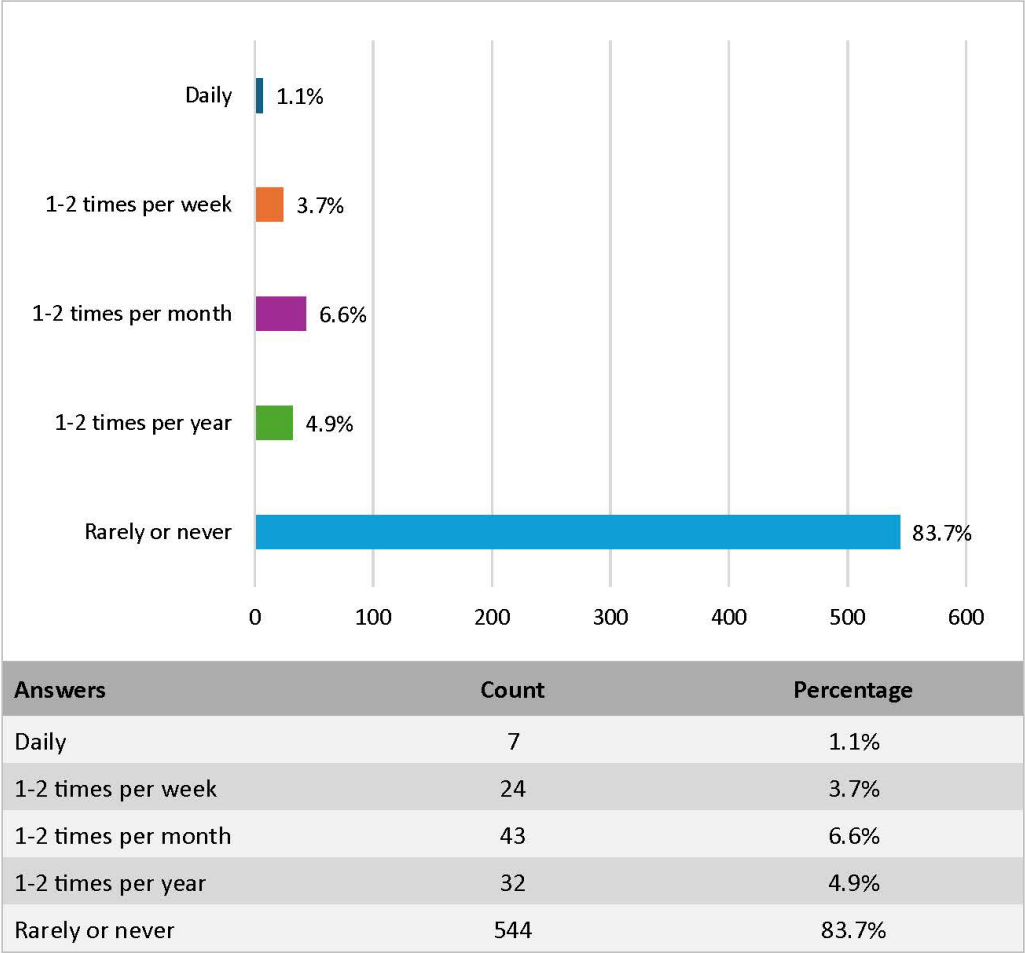
Transit / Dial-A-Ride Service



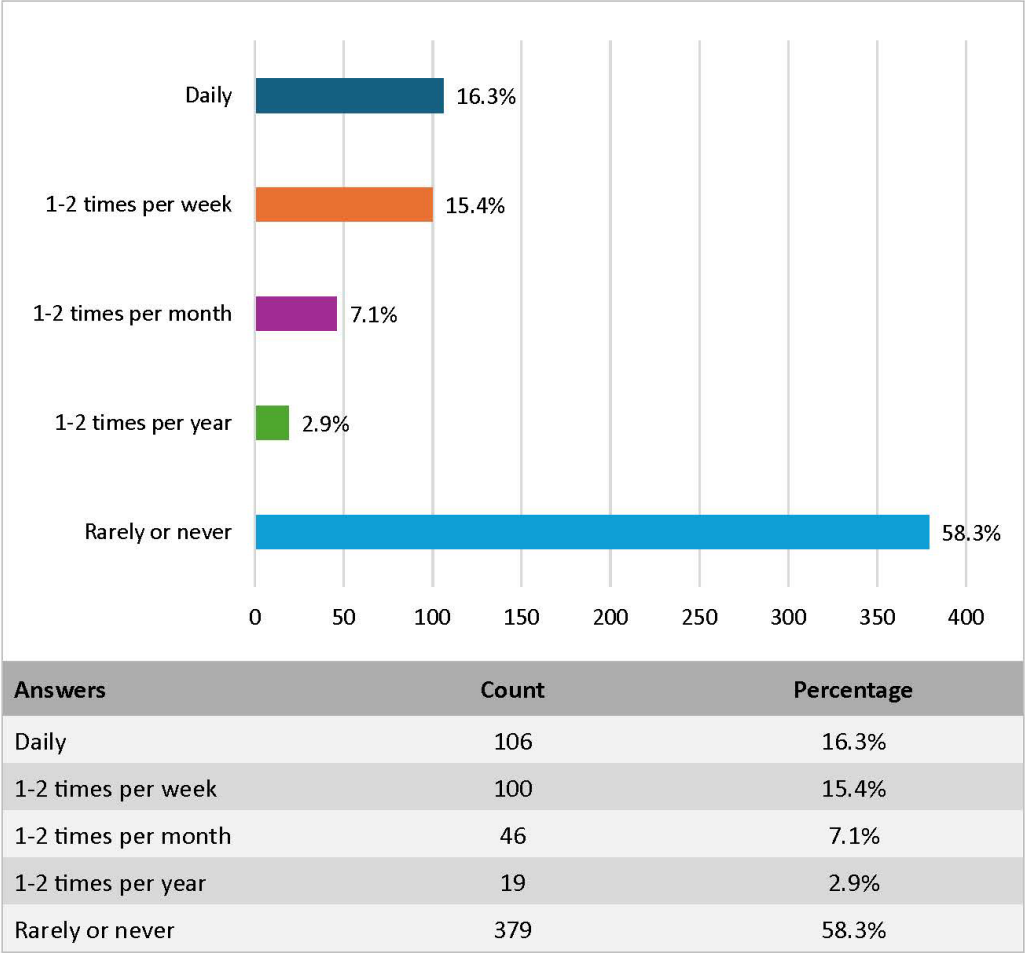
Rideshare or Taxi Service



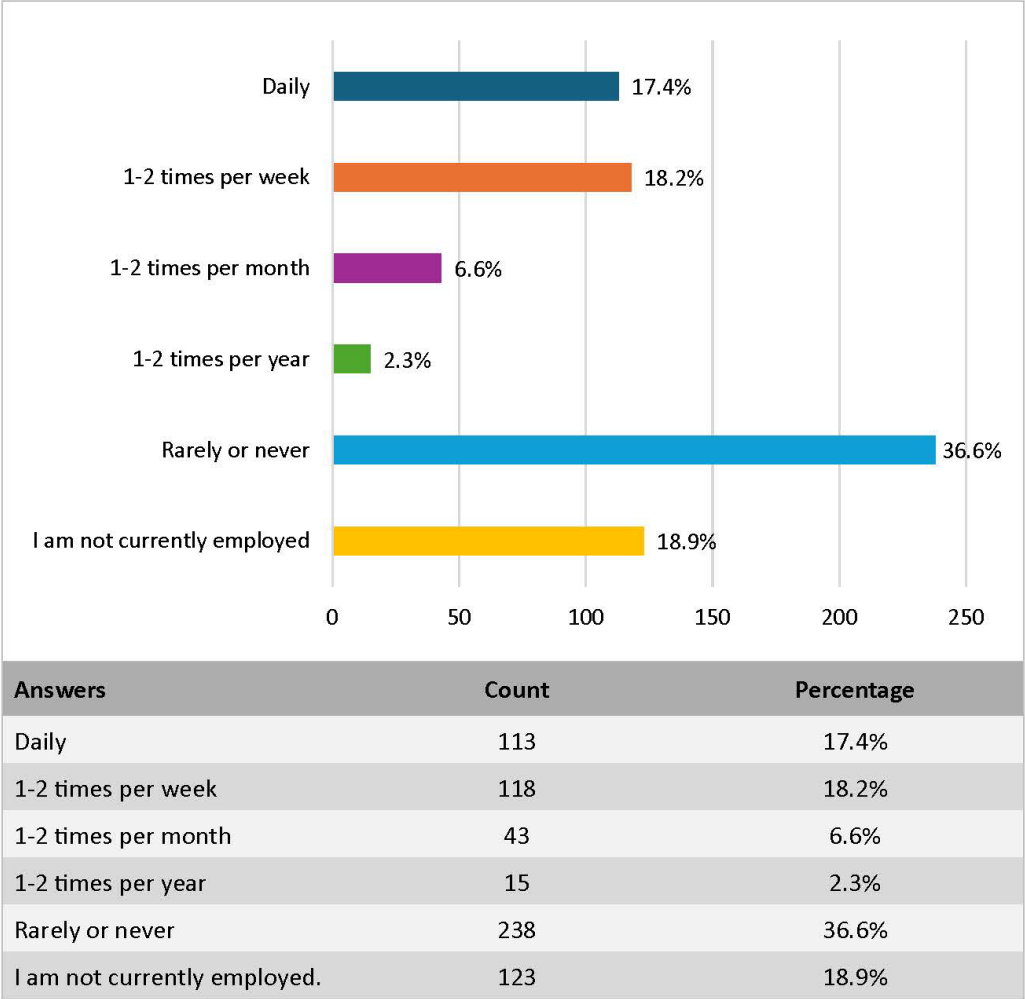
Rode a Bike / E-Bike



Walked

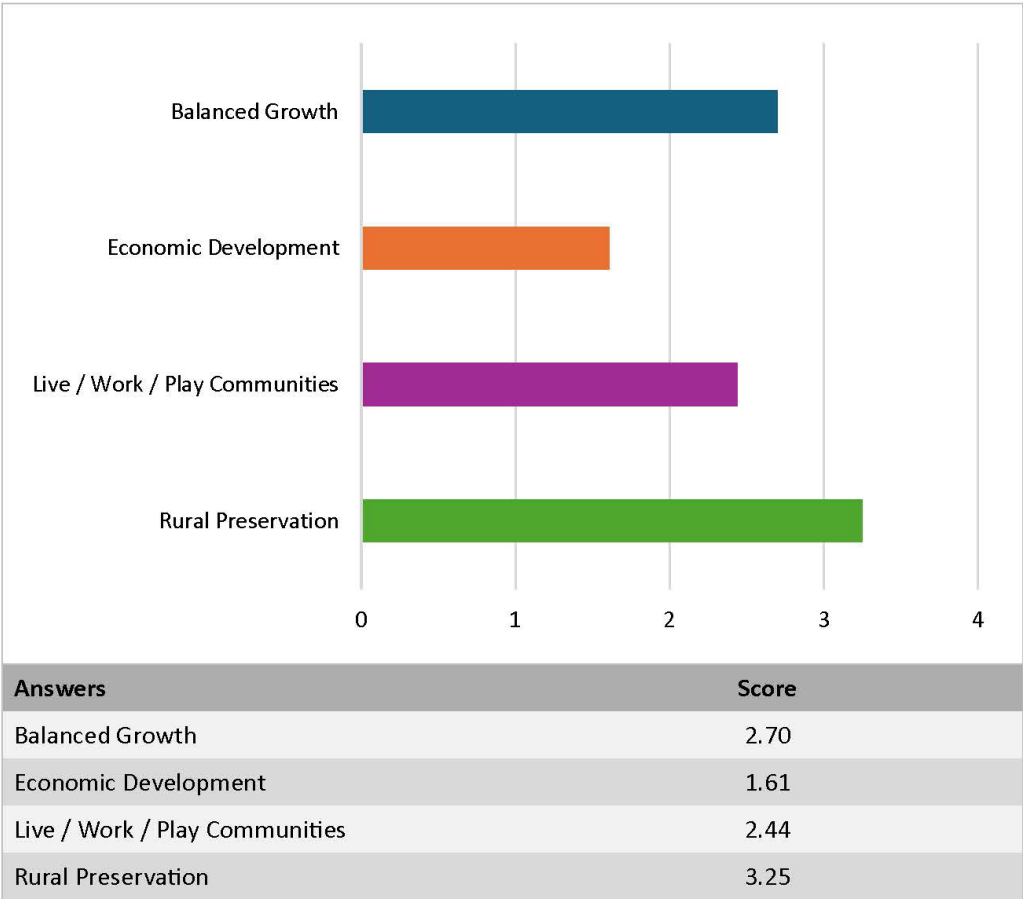


If you are currently employed, how often do you work from home?



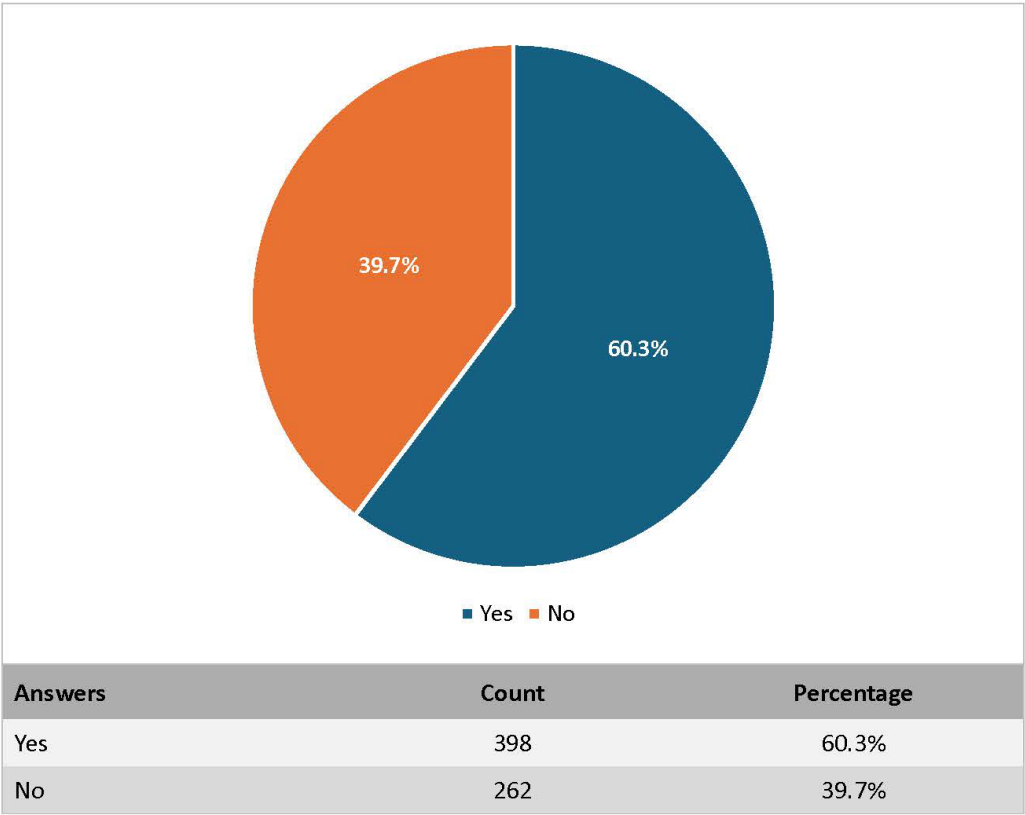
Future Land Use

What do you consider important for Coweta County's future land use?

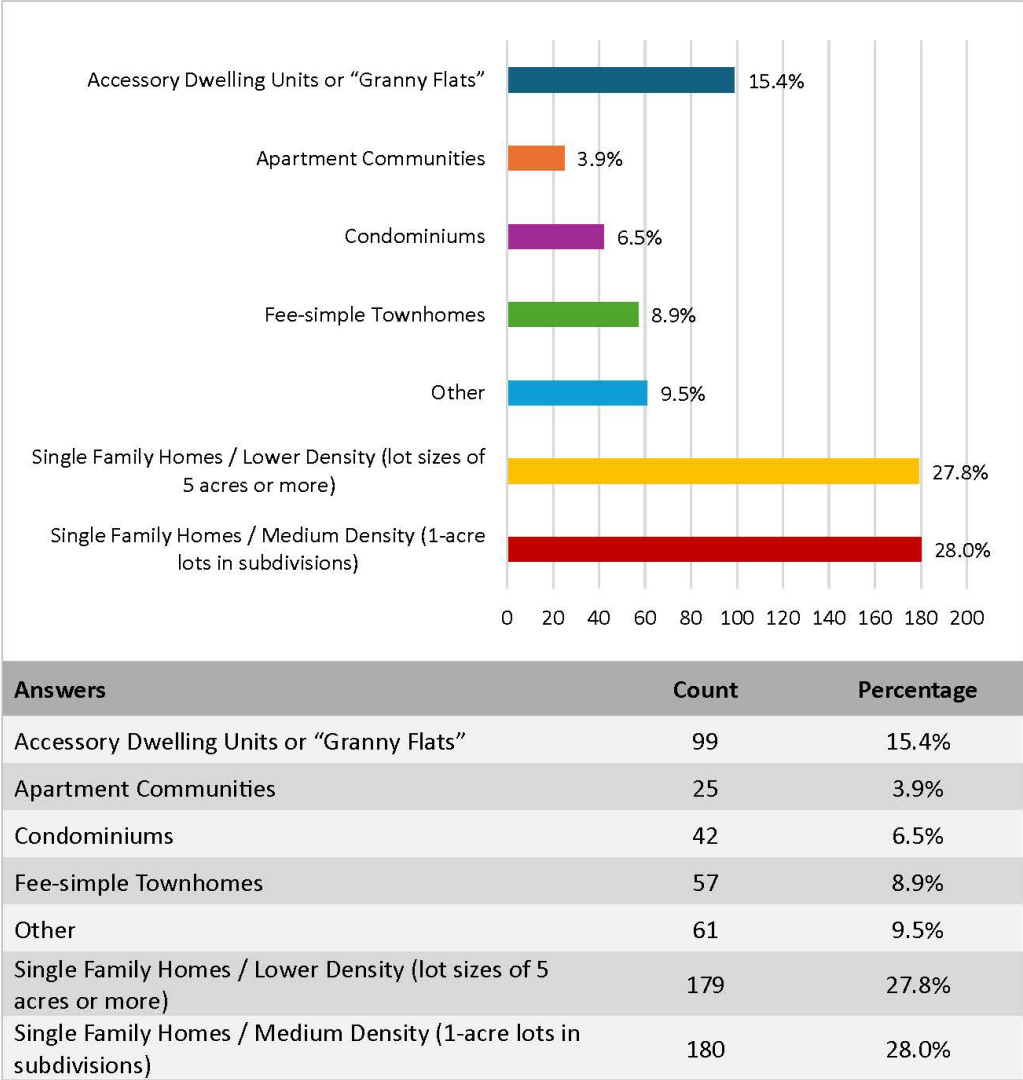


Housing Opportunities

Do you think there are adequate housing opportunities in Coweta County?

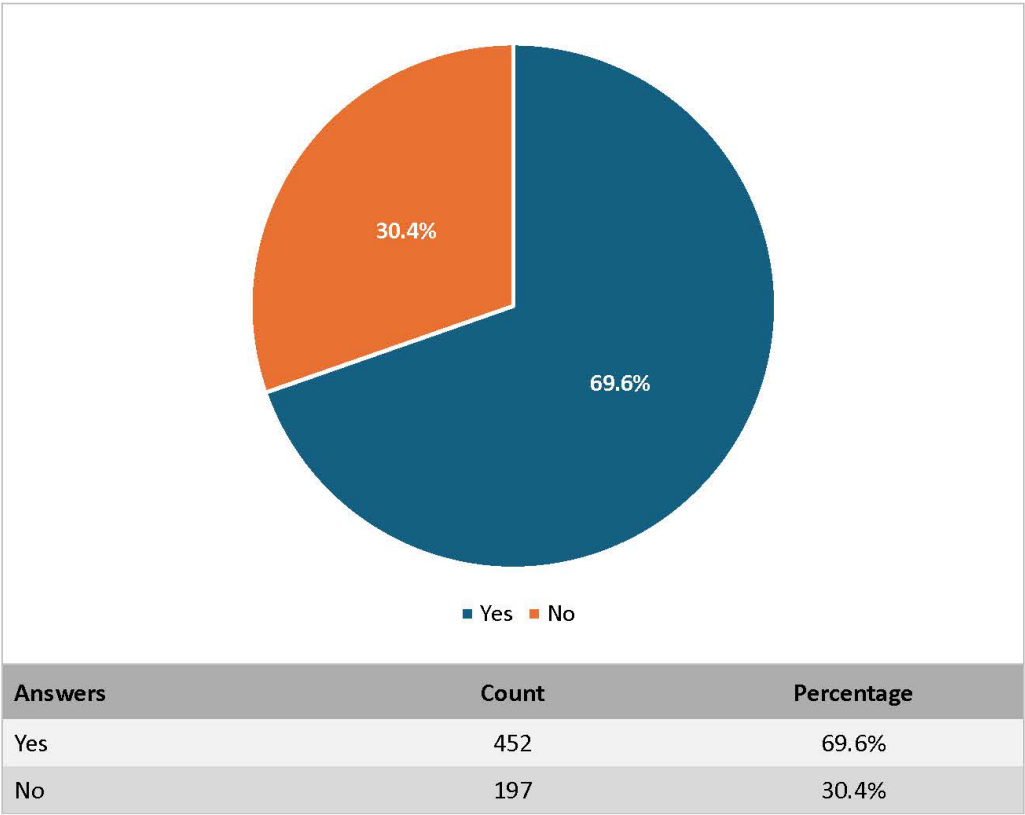


If you answered no, what types of new housing would you prefer?

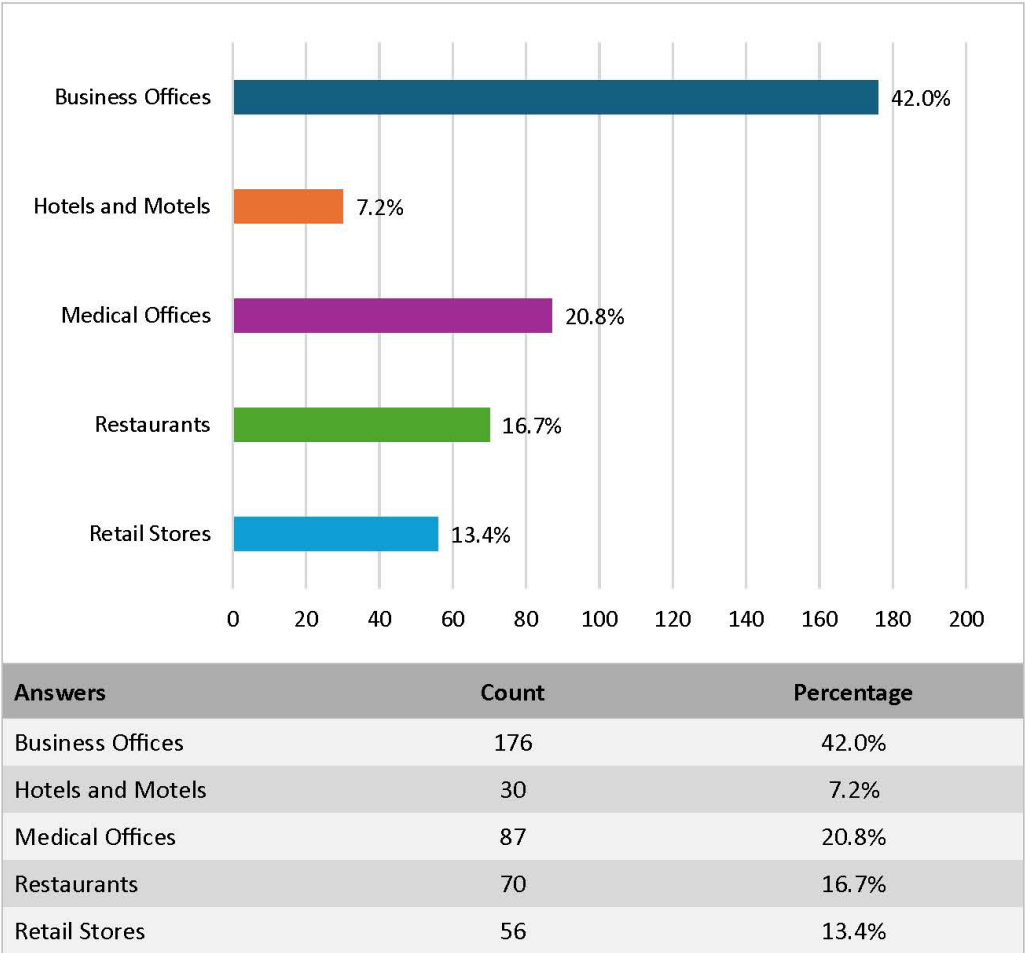


Job Opportunities

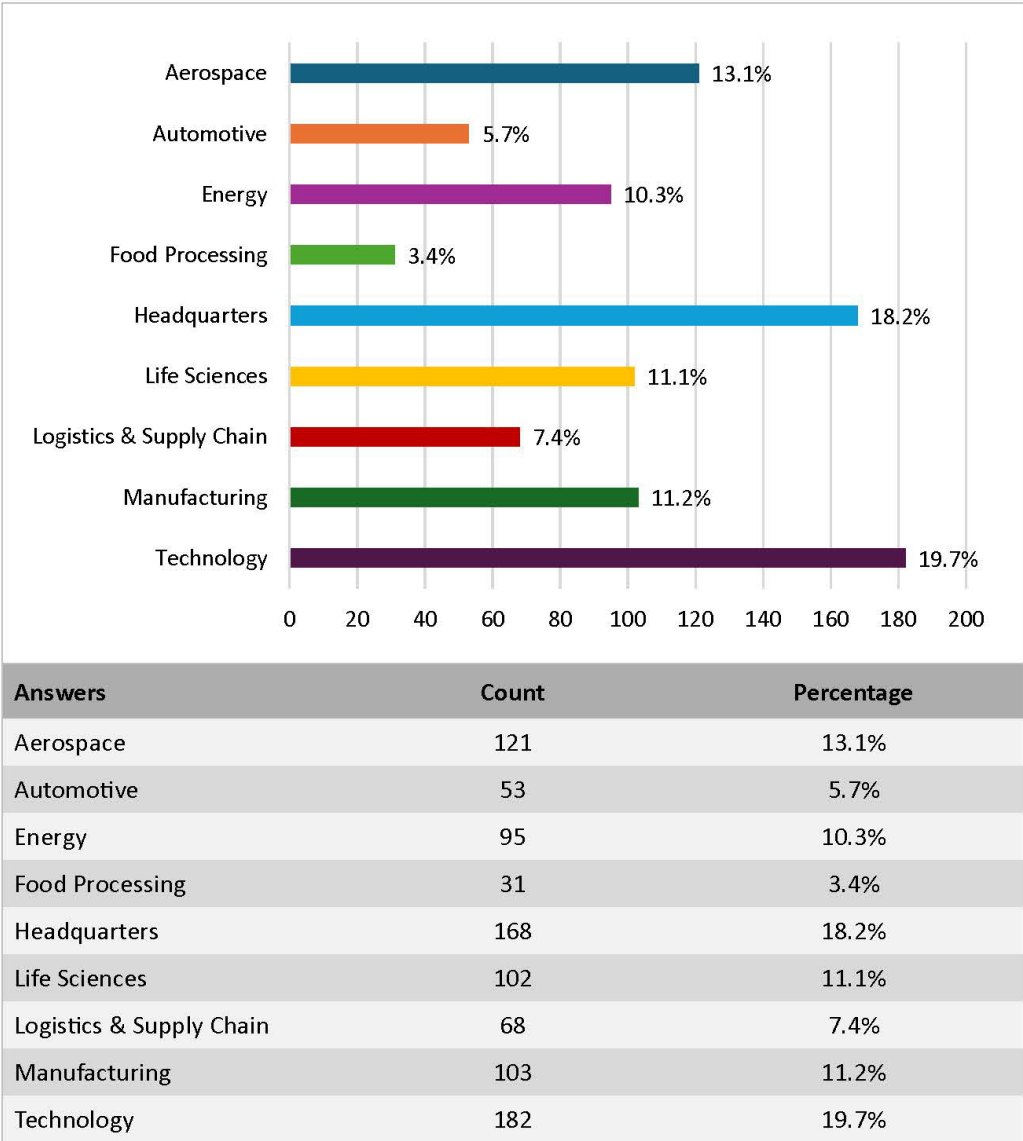
Do you think there are enough job opportunities in Coweta County?



If you answered no, what kind of job industries would you prefer growth in? (Commercial Sector Jobs)

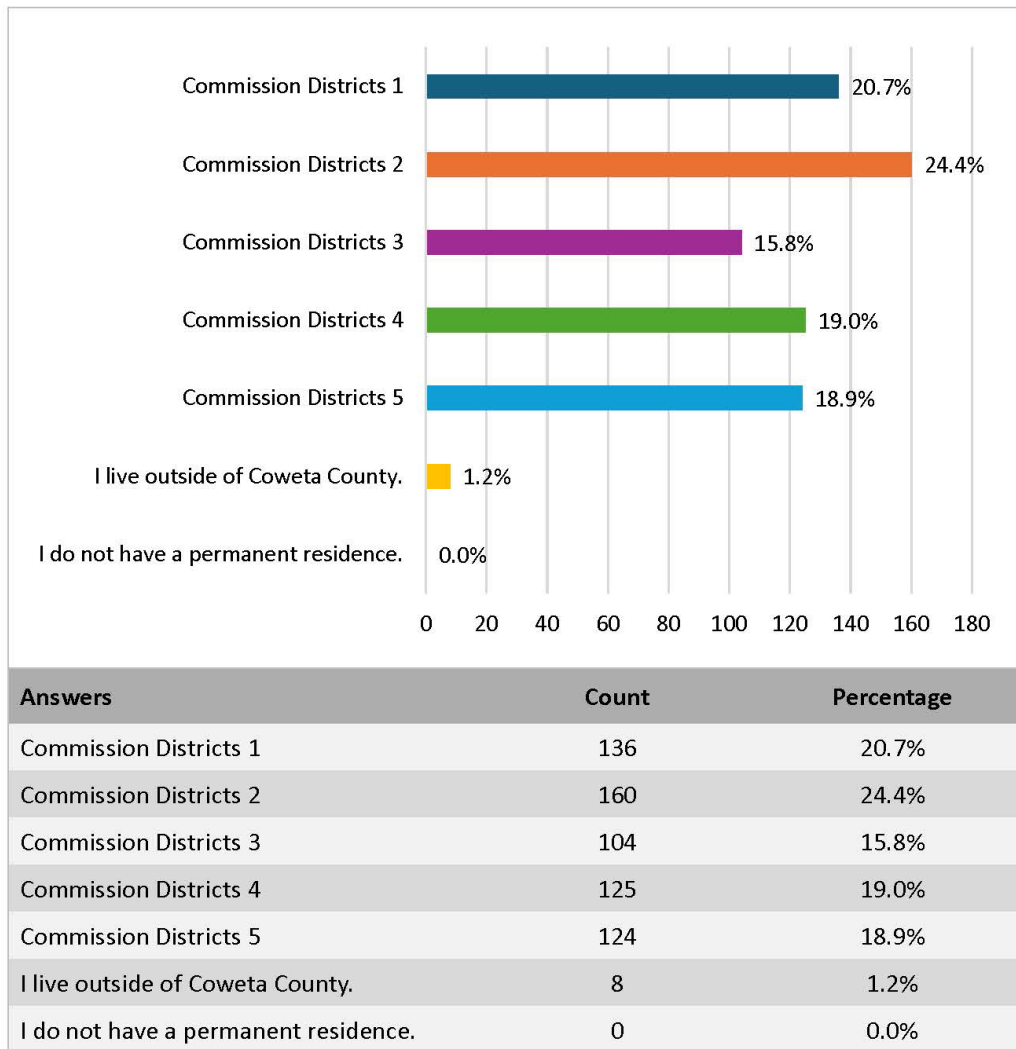


If you answered no, what kind of job industries would you prefer growth in? (Industrial Sector Jobs)

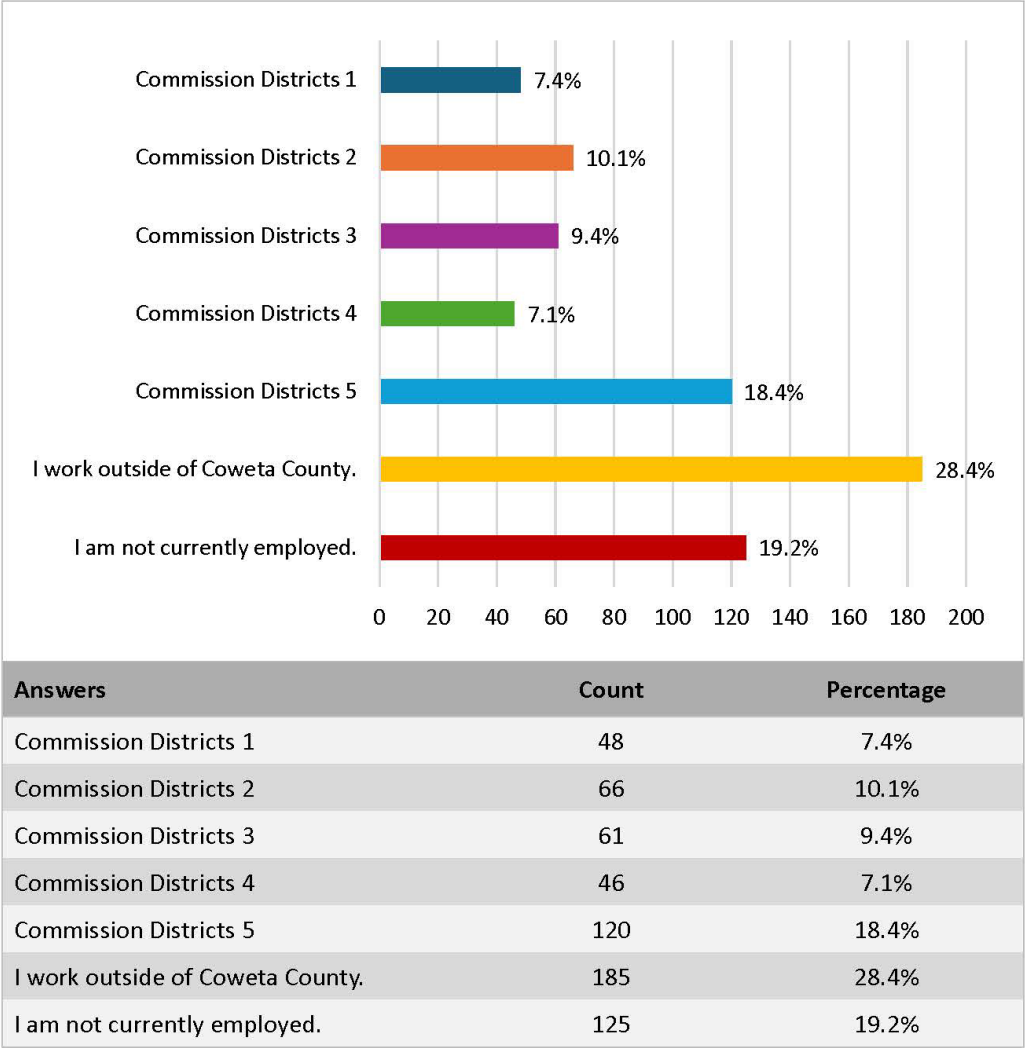


Coweta County Residence and Employment

Which part of Coweta County do you live in?



Which part of Coweta County do you work in?



Steering Committee Work

The committee to guide this planning process was established by the Board of Commissioners on 1/23/2025. A summary of the meeting topics, as well as the work items produced (or reviewed) are contained within this section.

Meeting Dates/Topics

- **Getting Acquainted Session**

Date: February 4, 2025, 9:00 AM

Highlights:

- Staff presentation on planning process
- Overview of current Growth Strategy and Character Areas

- **1st Official Steering Committee Meeting**

Date: March 11, 2025, 9:00 AM

Highlights:

- Discussion of Vision Statement, including two alternative statements and citizen feedback
- Preliminary SWOT Analysis

- **2nd Official Steering Committee Meeting**

Date: May 13, 2025, 9:00 AM

Highlights:

- GIS Department overview of Survey Results and Mapping Exercise (closed May 9, 2025)
- Debrief from public input session hosts

- **3rd Official Steering Committee Meeting**

Date: June 10, 2025, 9:00 AM

Highlights:

- In-depth review of Survey and Mapping Responses
- Presentation of compiled report: *Highlights from Initial Public Engagement Phase*

- **4th Official Steering Committee Meeting**

Date: July 8, 2025, 9:00 AM

Highlights:

- Review of Goals & Policies in the CTP (led by Tod Handley)
- Discussion of project costs vs. funding sources

- **5th Official Steering Committee Meeting**

Date: August 12, 2025, 9:00 AM

Highlights:

- Recap of current plan's Growth Strategy Tiers and Character Areas
- Brainstorming implementation ideas
- Discussion on renaming sections for clarity
- Revisit SWOT Analysis to identify Needs & Opportunities for the 5-year cycle

- **6th Official Steering Committee Meeting**

Date: September 9, 2025, 9:00 AM

Highlights:

- Exploration of Transfer of Development Rights (TDR) as a rural preservation tool

- **7th Official Steering Committee Meeting**

Date: October 28, 2025, 9:00 AM

Highlights:

- Small-group Mapping Session

- **8th Official Steering Committee Meeting**

Date: February 10, 2026, 9:00 AM

Highlights:

- Review of draft plan update

SWOT Analysis

STRENGTHS (Leverage) Great staff in County government. Great County leadership Efforts to preserve the charm of the Community Rich history in land use planning Safe Community Great schools, including universities/technical college Vibrant Downtowns in Newnan & Senoia	WEAKNESSES (Minimize) Need better public engagement. Community opposition to facilities in their area (NIMBYism) - due to sound, light, etc. Vocal minority - especially on social media Getting the public engaged BANANA (build absolutely nothing anywhere near anything) & NIMBY Funding for transportation Cost of services increasing, while opposition to millage rate has also grown SPLOST needed Keeping up with demand for services Time needed for transportation projects Transit & other multi-modal options
INTERNAL EXTERNAL OPPORTUNITIES (Seize) Proximity to Atlanta Airport Data Centers - potentially great source of revenue, with little impact on County services LINC, expanding into unincorporated Improvements in multi-modal forms of transportation Expansion of more intense land uses to help balance the digest Job creation Neighborhood retail Redevelopment at Exit 41	EXTERNAL INTERNAL THREATS (Mitigate) National Housing Crisis I-85 brings development pressure Data Centers - very resource intensive Rapid growth Need for additional housing Rentals - AirBNB and Build-to-Rent communities Tax digest is residential heavy, may need more commercial/industrial/job creation

Newly Identified Needs & Opportunities

Upon review of the public input, SWOT analysis, and previously identified Needs and Opportunities (see list that follows, which was prepared by the 2021 Steering Committee), the 2026 Steering Committee identified these additional items:

Needs	Opportunities
• Maintain rural character ○ Balance growth with rural character ○ Utilize features such as berms and deeper setbacks to help maintain the rural vistas. ○ Promote the efforts that have already been taken to preserve rural character • Affordable housing is needed ○ Consider new, compatible development within the mill villages (similar to Newnan Cotton Mill development) ○ Habitat for Humanity may be able to assist • Balance jobs & housing • Need to support homeownership, which is preferred to rental housing as it makes for a more stable & resilient community. • Need to support pedestrian infrastructure, including the LINC trail. ○ Funding sources are needed. ○ Focus on targeted areas ○ Look for the worn paths. ○ Consider connectivity between parks ○ Tie into Peachtree City's system for trails/golf carts	• Introduce extra steps for rezonings that are not consistent with the comprehensive plan • Consider ways to incentivize Complete Communities and Interstate Gateway character areas. ○ Upper story housing in multi-story mixed use buildings could attract workforce needed in those areas. ○ LCI (Livable Centers Initiative) and/or CID (Community Improvement District) could be utilized ○ Focus on Exit 41 (Moreland), where a developer is already assembling properties ○ At Exit 44 (Piedmont/Poplar Rd), consider allowing the existing Poplar Preserve community to be included as part of a horizontal mixture of uses • Growth in the Complete Communities could help to balance the rural preservation efforts ○ Consider ROI (Return on Investment) of tax dollars at interchanges where the land adjacent to this very expensive infrastructure is limited and needs to be utilized wisely.

Previously Identified Needs & Opportunities

Needs	Opportunities
Transportation	
- Increasing traffic congestion along collector and arterial corridors - Insufficient alternatives to automobile travel - Overuse of cul-de-sacs and poor street connectivity - Lack of inter-parcel connections along major commercial corridors - Poorly timed, or untimed, traffic signals, particularly on state routes - Poor east-west connectivity west of I-85 - Shared parking is prohibited - The poor condition of rural bridges and roads. Many of the bridges and roads in Coweta County, especially in the rural areas, are in need of replacement or resurfacing	- Promote travel demand management principles - Create a transit connection to the airport - Create pedestrian networks around commercial developments, schools, and neighborhoods
Economic Development	
- Lack of jobs/housing balance - Not enough high paying jobs - Perception of healthcare. The county needs to strive to continually improve both the quality and the perception of the local healthcare system - Expanded education and job training	- Become an employment center for south-metro Atlanta - Promote and market the county to business - Promote historic-based tourism - Promote equestrian-based tourism - Promote sports tourism - Improve overall quality of life - Take a more proactive approach to business marketing, recruitment, and Retention - Increase activities promoting Coweta County for targeted employers
Housing	
- Limited housing choices - Lack of executive housing - Limited workforce housing	- Provide for an aging population through better healthcare, additional senior services, and housing alternatives - Ensure adequate housing to meet the demands of a changing community. In addition to an increase in seniors, there will be a greater share of single-person households and households without children - Provide enough workforce housing to meet demand

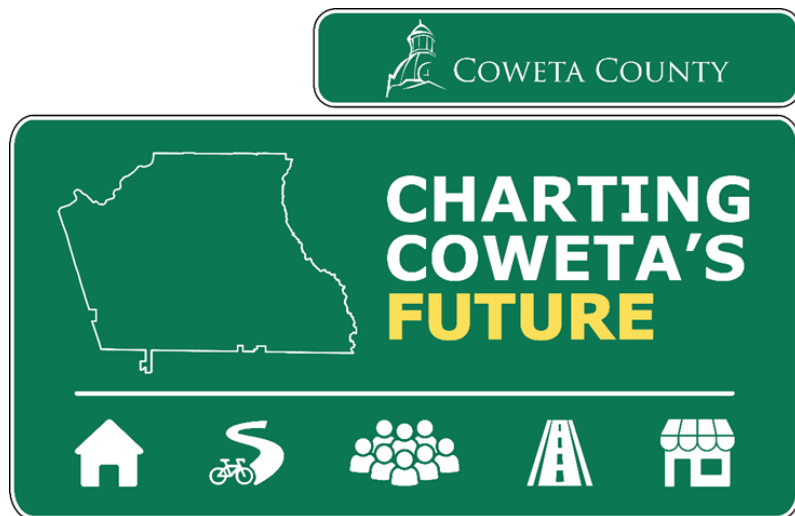
	- Foster redevelopment and infill - Encourage neo-traditional neighborhoods instead of isolated subdivisions - Encourage conservation subdivisions
Natural Resources	
- Loss of open space. As the county continues to grow, much of its open spaces and many of its scenic views are being developed - Loss of trees, tree canopy, and specimen trees from development pressures - Declining water quality as the land is developed - Non-attaining air quality	- Protect the Chattahoochee River and its tributaries - Protect water supply watersheds - Permanently preserve environmentally sensitive areas and scenic viewsheds - Preserve green space in the development process - Expand areas for passive recreation - Expand the county's new stormwater management program
Community Facilities	
- Quality public education and expansion and improvement in the county grade school education system are among the residents' greatest priorities - Current infrastructure is inadequate to accommodate future residential growth - Adequate water system treatment capacity, but the limited distribution system - About 80 percent of the County's water customers use septic tanks - Supporting Village Centers will require innovative solutions to providing wastewater treatment services. Sewer service will be necessary - Accommodating the projected growth will be expensive - Efficient service delivery is complicated by multiple service providers	- Prepare countywide plans for basic infrastructure and services - Build the infrastructure necessary to attract industrial and business growth - Cluster new facilities, like parks, schools, libraries, and fire stations, to reinforce a sense of place for Coweta's communities
Sense of Place	
- Loss of small-town and rural character - Much of the new development fails to draw upon Coweta County's unique architectural or design characteristics - The franchise-driven character of new commercial development - Weak preservation measures for important historic resources	- Create attractive, mixed-use, pedestrian-friendly neighborhoods and shopping districts when a new village or mill village development and redevelopment opportunities arise - Locate public facilities within the crossroads communities, mill villages, and new

- Lack of local ordinances and design standards to help ensure that new development complements the community's rural and historic character - Lack of ordinances to support traditional neighborhood development - Few community gathering places	villages such as parks, schools, libraries, police precincts, recreation centers, and senior centers - Ensure the compatibility of new development - Reduce the cost burden of new developments on existing residents and Businesses - Preserve historic sites before they are demolished or degraded by incompatible development. Specific opportunities include mill villages at Sargent, Arnco, and East Newnan, the village of Roscoe, the Brown's Mill Battlefield, among others - Allow greater density in planned villages with a mixture of uses. Areas that have the necessary infrastructure, including roads, sewer service, and fire protection, may be appropriate for new village-style development - Deter strip commercial development. Where possible, encourage inter parcel access by building a grid-like system of streets or driveways within new commercial projects - Improve look and image of the community from I-85 and at interstate interchanges. The interstate corridor and its interchanges are important gateways into Coweta County and need to be protected - Preserve rural character, open space, and scenic viewsheds - Emphasize infill in the cities and northeastern Coweta County
--	--

Appendix C:

Data and Maps

Cost of Community Services (1-page summary)	1
Population / Census Data	2-7
Existing Land Uses	8
Map of Natural Resources	9



Cost of Community Services (1-page summary)

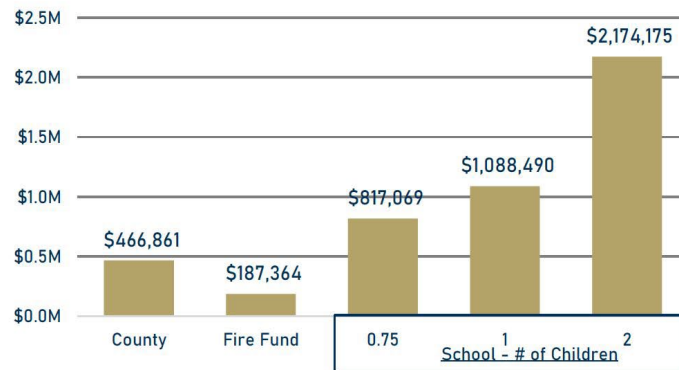
Cost of Community Services for Coweta County - FY2024



For every \$1 the Coweta residential digest generates, it costs \$1.09 to provide services. For every \$1 the commercial digest generates, it costs \$0.61 to provide services. Including schools, the ratios are \$1.23 for residential, and \$0.30 for commercial.

Break-Even Home Values

Any home valued under \$467K in FY2024 did not cover the cost of county services it consumed. The average home in this year is valued at \$331K.



Expense/Revenue Ratios

	Residential	Commercial/ Industrial	Farm/Forest
Balanced Budget - County	1.16	0.65	0.54
Actual Budget - County	1.09	0.61	0.51
Actual Budget - With School	1.23	0.30	0.24

Revenue Allocations

Total	Residential	Commercial/ Industrial	Farm/Forest	Outside
\$144,366,081	\$94,874,575	\$38,598,659	\$3,469,485	\$7,423,362
	65.7%	26.7%	2.4%	5.1%

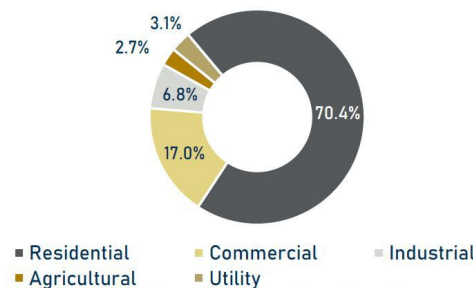
Expenditure Allocations

Total	Residential	Commercial/ Industrial	Farm/Forest
\$135,296,556	\$108,745,348	\$24,688,218	\$1,862,990
	80.4%	18.2%	1.4%

2023 Net Property Tax Digest

Land Use	Parcels	Acres	Net Taxable Value
Residential	51,133	76,276	\$6,521,962,709
Commercial	14,756	12,204	\$1,592,054,679
Industrial	887	3,863	\$635,740,935
Utility	332	9	\$287,648,315
Agricultural	9,447	129,169	\$250,507,011
Motor Vehicle			\$49,865,480
Total:	76,555	221,520	\$9,337,779,129

2023 Net Tax Digest



Average Single-Family Home Value 2023 Digest (FY 2024 Budget)

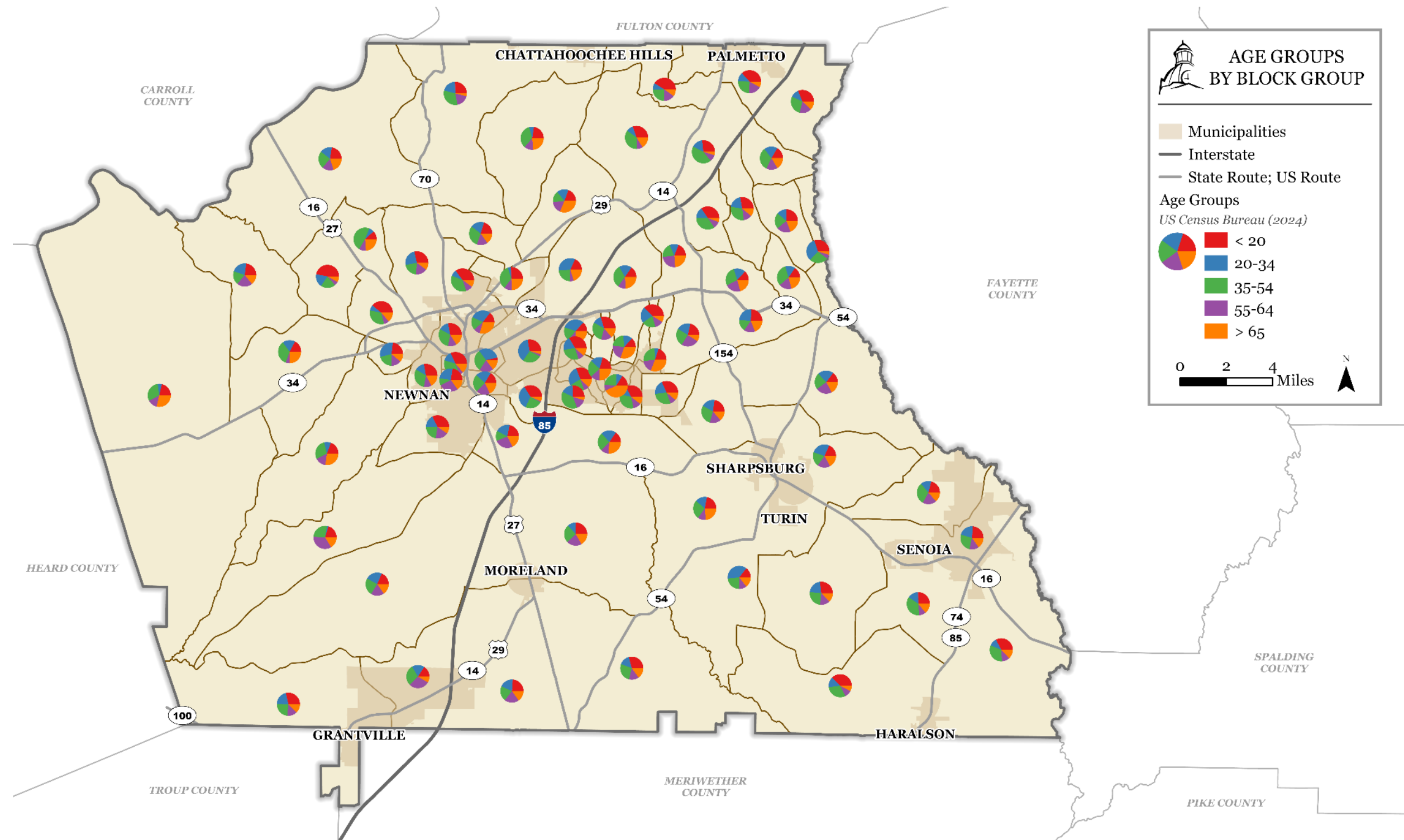


Source: Center for Economic Development Research; Cost of Community Services Model; All Data and Ratios Specific to Coweta

September 23, 2025

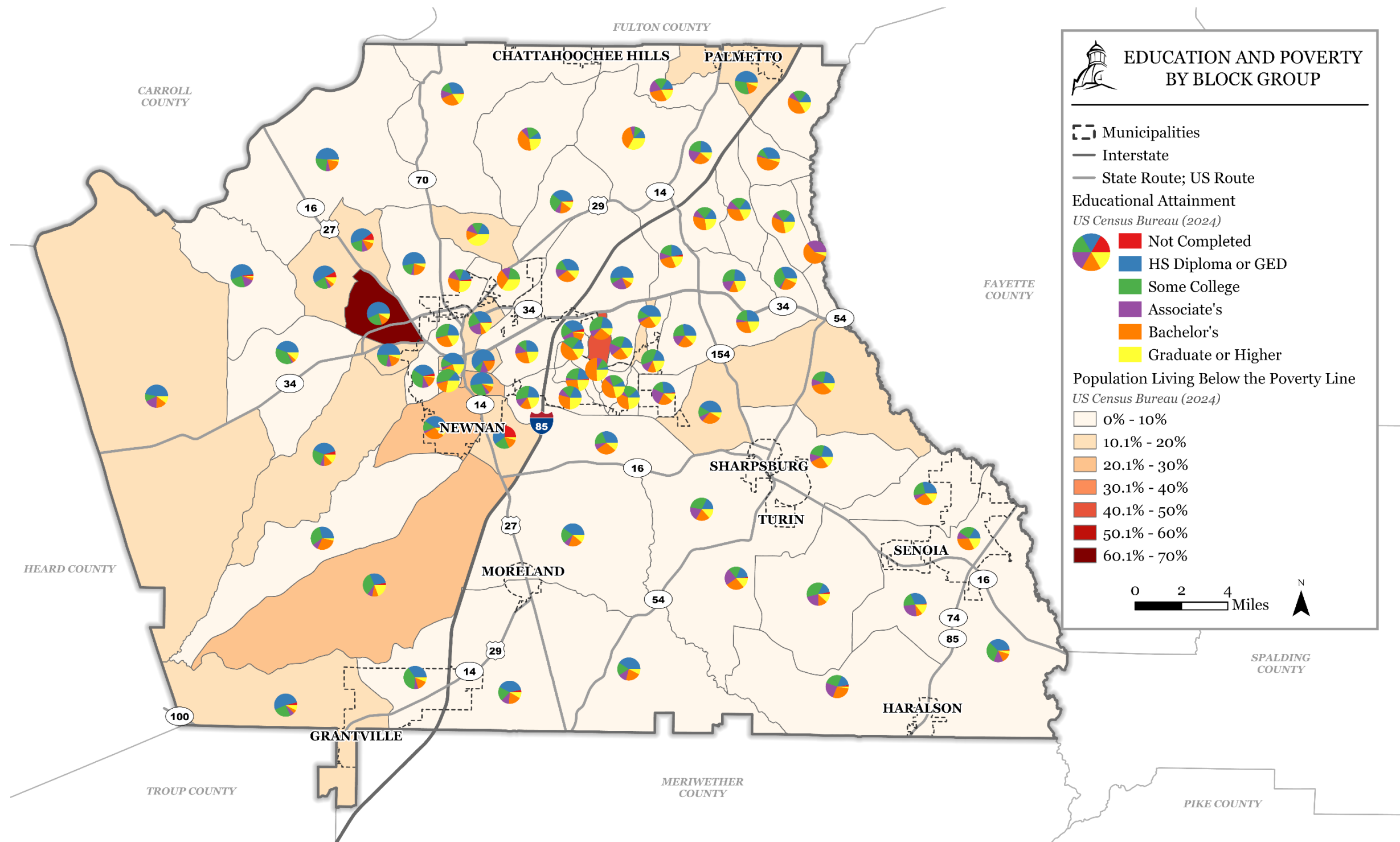
Age Groups

There tends to be a higher percentage of the population aged under 20 years old to the northwest of Newnan and between Chattahoochee Hills and Palmetto. The age group of 20-34 years old occurs most frequently within Newnan and southwest of Turin. Populations aged 35-54 have the greatest frequency northwest of Newnan and just south of Palmetto. Populations aged 55-64 have the highest concentration south of Newnan and within Grantville. Coweta County has the highest concentration of seniors (those aged over 65) in the east side of Newnan.



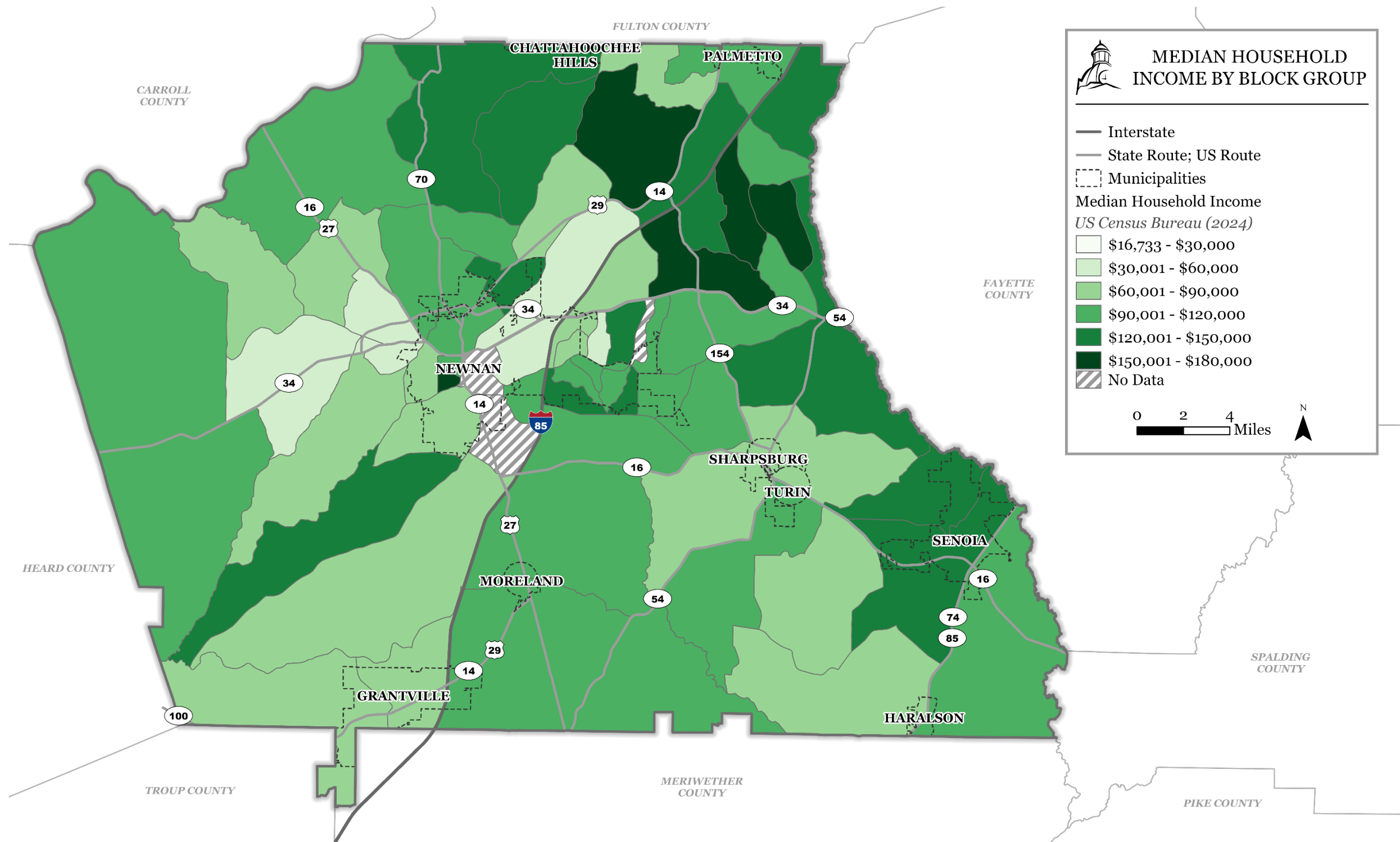
Education vs Poverty

The region of Coweta County with highest poverty rate is to the northwest of Newnan. The block groups with the highest rates of poverty have larger populations with lower educational attainment levels. Conversely, the block group north of Newnan has the highest number of people with a graduate degree and the lowest rate of poverty.



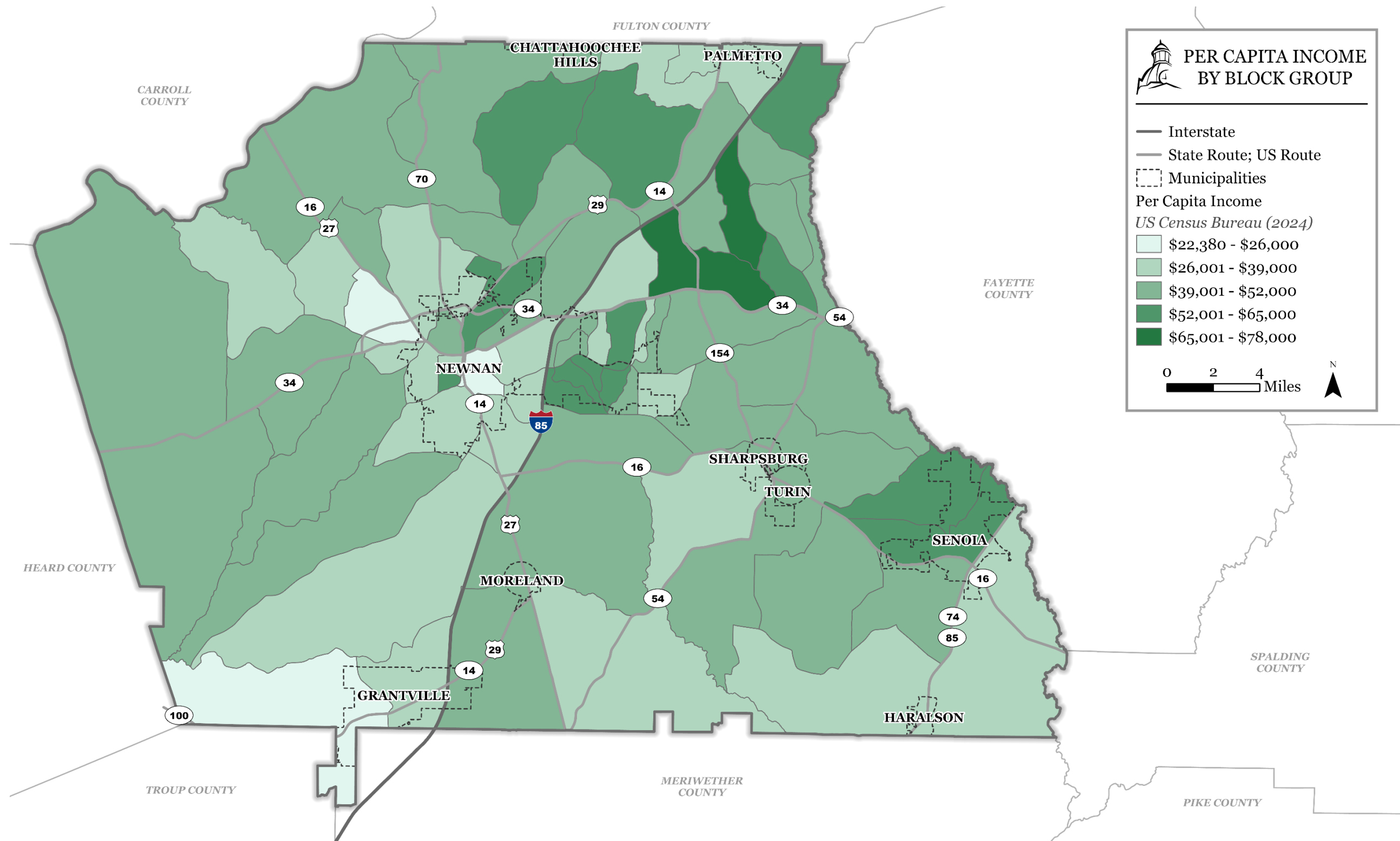
Median Household Income

The median household income ranges from \$37,813 - \$164,219. Households have a higher median income in the northern part of the County approaching Chattahoochee Hills and Palmetto. The lowest median household income is west of Newnan.



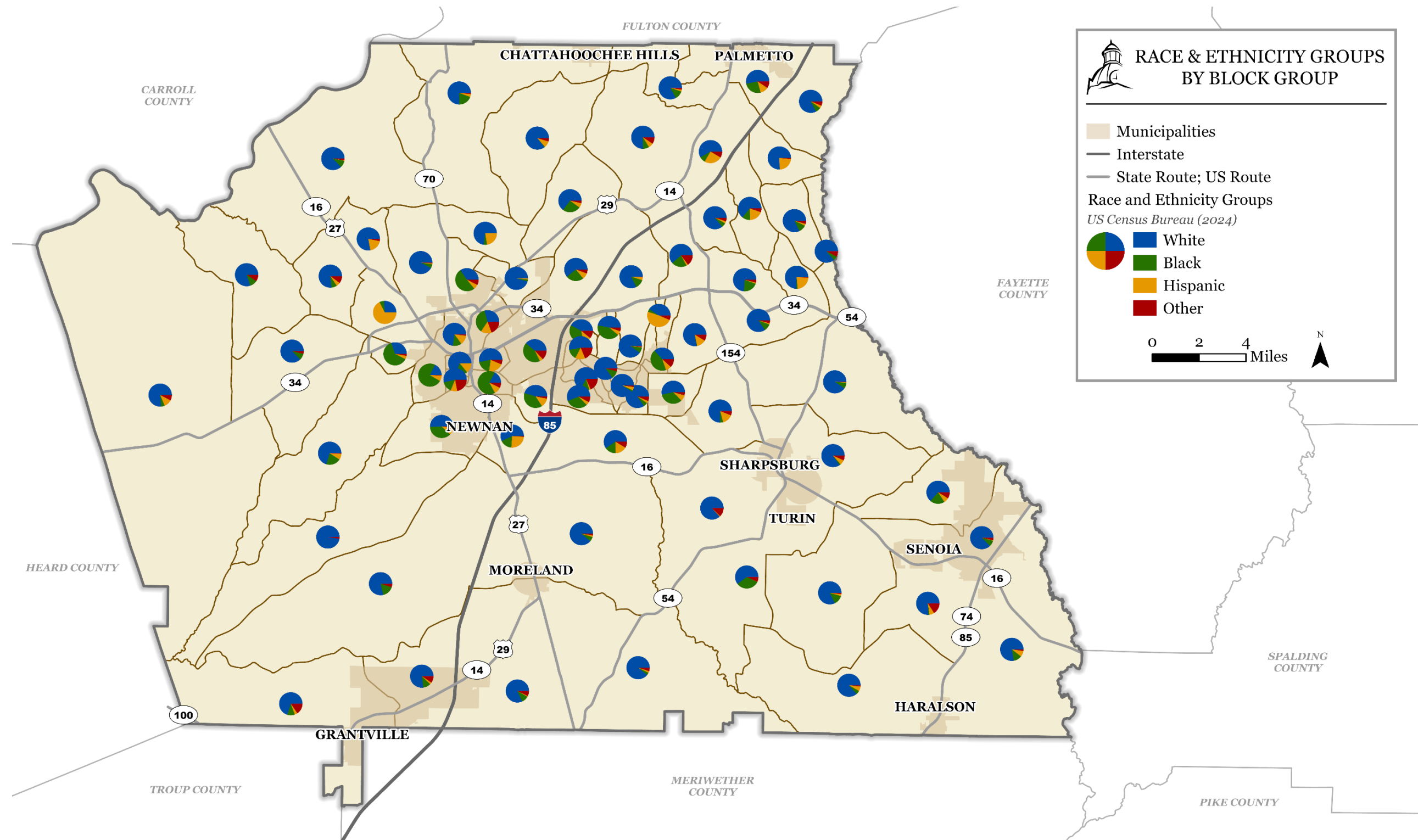
Per Capita Income

Per capita income ranges from \$22,380- \$72,121. Per capita income is higher in the north to northeast part of the County. The region with the lowest per capita income is west of Newnan and west of Grantville.



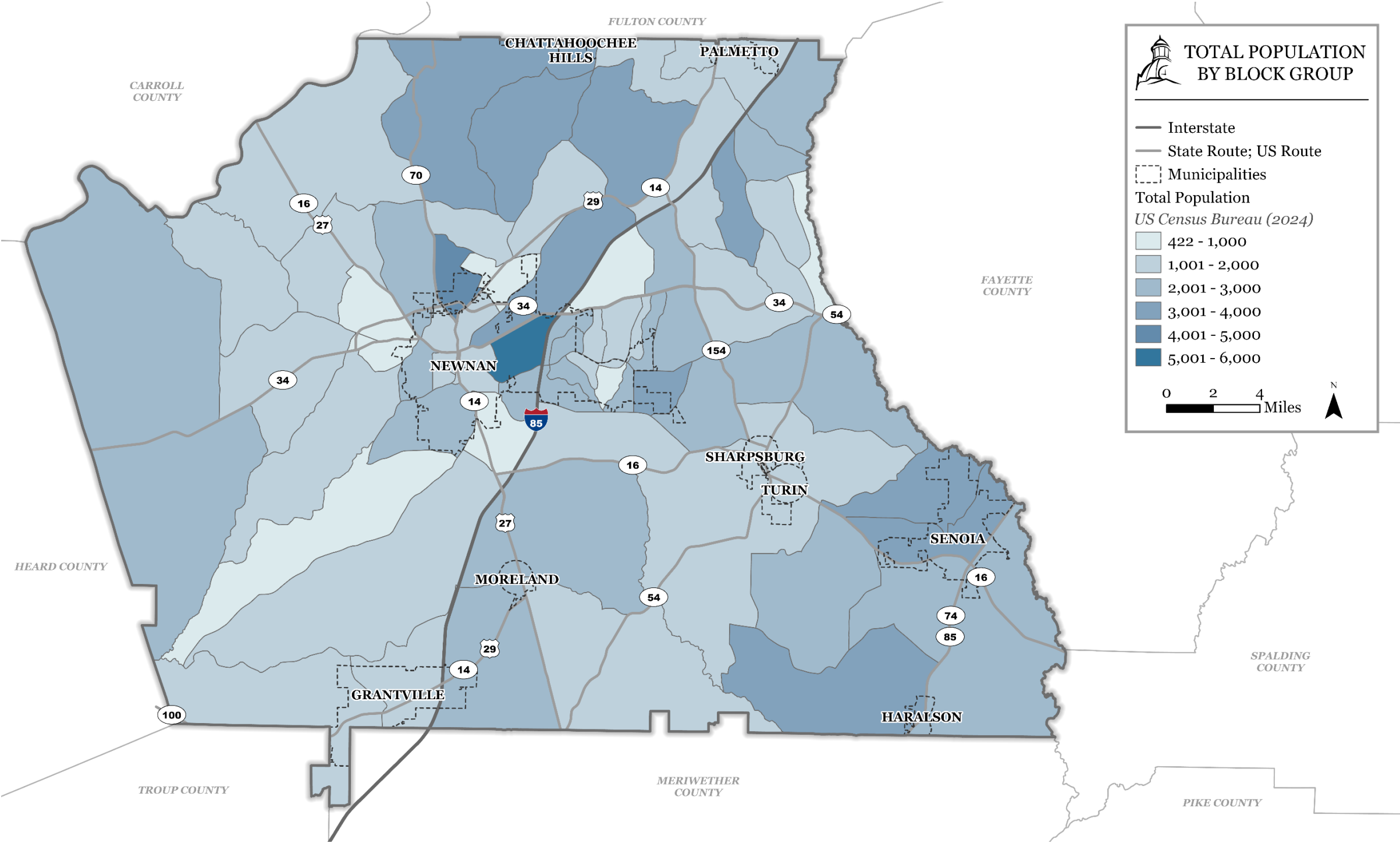
Racial and Ethnic Diversity

Coweta County is 67% White, 18% Black, 8% Hispanic (of any race), and 7% of any other race combined. The White population is most predominantly within the northwest and south portions of the County. The Black population is most concentrated in the center of the County within Newnan and in Palmetto in the northeast corner. The Hispanic population is most prevalent just outside the municipal boundaries of Newnan to the northwest. Populations within the Other group more frequently reside within the eastside of Newnan and in the west and east corners of the County.

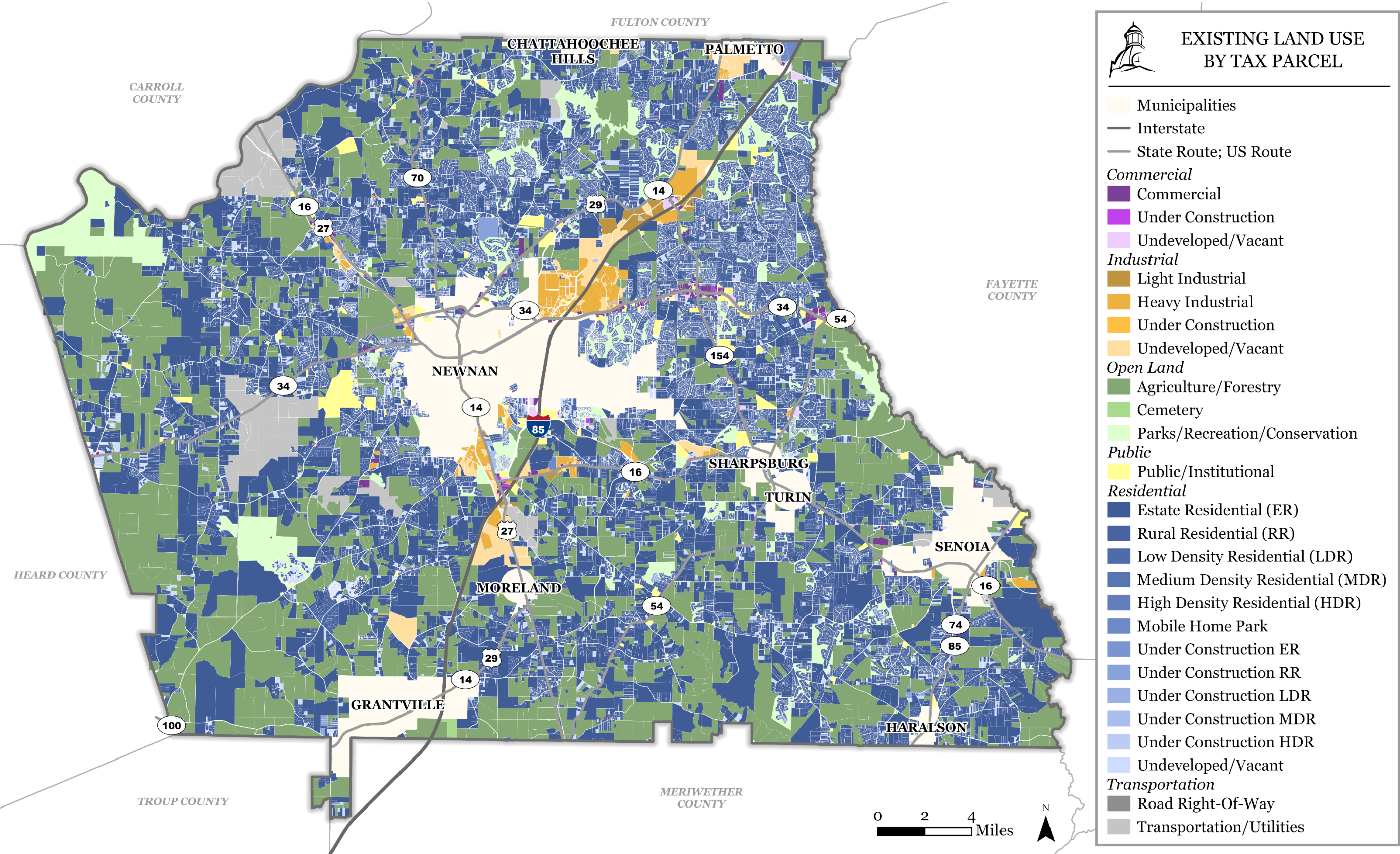


Total Population

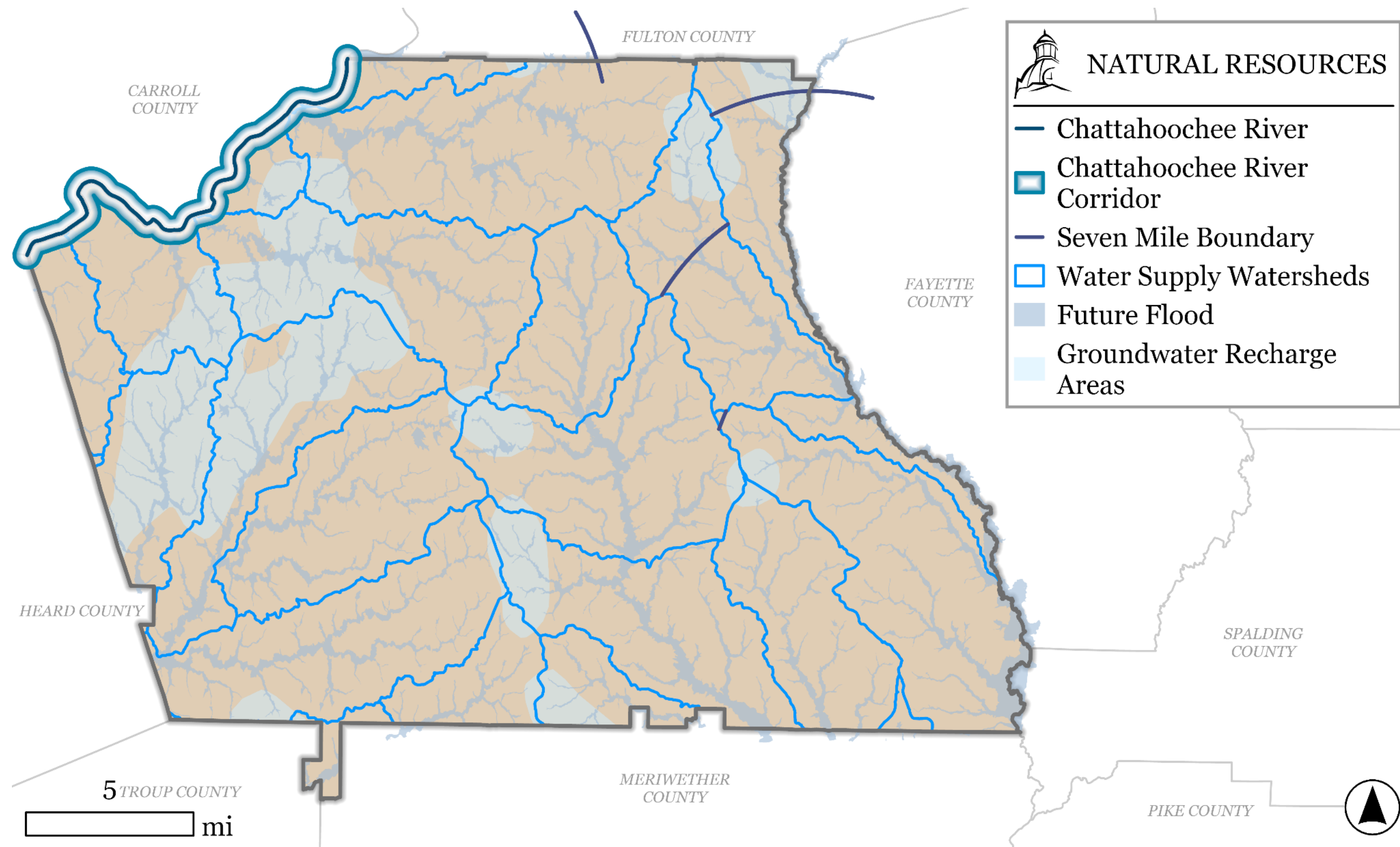
The total population of Coweta County is 152,852 people. Population density is highest within the City of Newnan. The population is also concentrated near the City of Senoia and in the north central portion of the County around Chattahoochee Hills. The population is least concentrated in the southwest corner of the County.



Existing Land Use



Map of Natural Resources



Doc Title	Version Date	Sub-version	Description of Version / Change(s) Made
Community Agenda: Charting Coweta's Future	2/5/2026	pm	Published to Steering Committee for their 2/10/26 meeting AND to each Commissioner. (Also published to Open Records #26-1596 on 2/27/26.)
App. A: Report of Accomplishments	2/5/2026		Published to Steering Committee for their 2/10/26 meeting AND to each Commissioner. (Also published to Open Records #26-1596 on 2/27/26.)
App. B: Public Engagement	2/5/2026		Published to Steering Committee for their 2/10/26 meeting AND to each Commissioner. (Also published to Open Records #26-1596 on 2/27/26.)
App. C: Data and Maps	2/5/2026		Published to Steering Committee for their 2/10/26 meeting AND to each Commissioner. (Also published to Open Records #26-1596 on 2/27/26.)
App. C: Data and Maps	2/27/2026		Corrected Table of Contents/Headings & Converted to PDF for next publishing
App. B: Public Engagement	2/27/2026		Added Publishers' Affidavit for 2nd public hearing (to announce draft)
Community Agenda: Charting Coweta's Future	2/27/2026		Updated timeline in Overview of Planning Process
Community Agenda: Charting Coweta's Future	3/4/2026		Cover Page Note (citizen engagement),
Community Agenda: Charting Coweta's Future	3/5/2026		Inserted Growth Strategy Map & Character Area Maps (reformatted for
Community Agenda: Charting Coweta's Future	3/5/2026		Removed blank page after Broadband Map)
Community Agenda: Charting Coweta's Future	3/5/2026		Added a 5-year Work Program Item for Comm Dev to Consider eliminating "legacy"
App. B: Public Engagement	3/5/2026		Manually Updated TOC
App. C: Data and Maps	3/5/2026		Manually Updated TOC
Community Agenda: Charting Coweta's Future	3/5/2026		Published to www.cowetaplans.com
App. A: Report of Accomplishments	3/5/2026		Published to www.cowetaplans.com
App. B: Public Engagement	3/5/2026		Published to www.cowetaplans.com
App. C: Data and Maps	3/5/2026		Published to www.cowetaplans.com
Community Agenda: Charting Coweta's Future	3/6/2026		Steering Committee Edits: Cleaned up naming, typos and grammatical errors, expanded upon Keep Property Taxes Low (by diversifying tax base), eliminated Policy T-1.06 (redundant), eliminated several policies that "continue" normal government operations, edited Broadband Goals & Policies to what is reasonable for local government not providing this service, added new Implementation Strategy for Trails to Suburban Edge Character Area (same as Active Suburban), removed Implementation Strategies (big box and redundant tree standards) from Commercial Employment Character Area, broadened 20 yr Implementation Strategy (related to transit) in Complete Community Character Area to all nearby dense communities, removed what should've been an internal note related to future edits on Leapfrog development in Design Guidelines for Crossroads Communities, added "employment related trips" to Transit paragraph in Transportation Element, deleted 2nd paragraph under Aviation in Transportation Element, added "potential TAD" as a funding source for Exit 41 study in 5-year work program.
Community Agenda: Charting Coweta's Future	3/9/2026		Steering Committee Edits to Character Area Map - extend Interstate Gateway to
	3/9/2026		Steering Committee Edits to Growth Strategy Map - (1) remove Growth Priority below Prowell Park, (2) PID 154-1220-001 & 154-1222-001 - change to Growth Priority, and (3) downgrade Persimmon Creek to Growth Maintenance
Community Agenda: Charting Coweta's Future	3/9/2026	pm	Published to accompany Issue Paper AND provided for update to www.cowetaplans.com
Community Agenda: Charting Coweta's Future	4/29/2026		Updated Roadway Safety data (to further breakdown crash data for those along I-85) per email from Tod Handley/Matt Markham
Community Agenda: Charting Coweta's Future	4/29/2026		Public Engagement Method chart (within Introduction), clarified Presentation to "Additional" Stakeholders.
Combined PDF with Community Agenda & All Appendices	4/29/2026		Published to www.cowetaplans.com & submitted for May 5 agenda item with request to transmit
Community Agenda: Charting Coweta's Future	7/21/2026		Edit for TRRC/DCA: Updated legend for Character Area Map
Community Agenda: Charting Coweta's Future	7/21/2026		Edit for TRRC/DCA: Updated year(s) for new Community Work Program to include remainder of 2026, Combined Fire & Sheriff under a new heading of Emergency Services (since both listed New Training Center), and broadened heading for Transportation to read Public Works (including Transportation)
Community Agenda: Charting Coweta's Future	7/21/2026		Edit for TRRC/DCA: Updated Community Work Program to include all items not marked as Completed within Report of Accomplishments

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA } SS

PUBLIC NOTICE

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

September 05, 2026

22 East Broad Street Newnan, Georgia 30263 Telephone (770) 2542635 Fax (770) 2542606

The Coweta County Board of Commissioners will hold a Public Hearing on
September 22, 2026, at 6:00 PM in the County Commissioner's Meeting Room,
County Administration Building, second floor, above the Tax Assessor's Office, 37
Perry Street, Newnan, Georgia. The purpose of the hearing is to discuss an update
to the Coweta County Comprehensive Plan.

The purpose of the hearing is to provide an overview of the Comprehensive Plan
Update, along with an amendment to Chapter 50-1. - Land use plan adopted. of the
Coweta County Code of Ordinances.

The draft documents will be made available prior to the hearing at
www.coweta.ga.us and may also be viewed at the Coweta County Community
Development Department, 22 East Broad Street, Newnan, Georgia between the
hours of 8:00 AM and 5:00 PM, Monday through Friday.

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 reasonable notice (48 hours). For information, please call
(770) 254-2608.

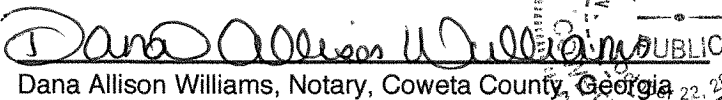
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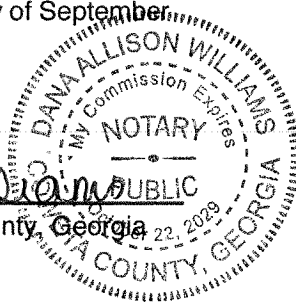
That said newspaper was regularly issued and circulated
on those dates.

SIGNED:


Co-Publishers

Subscribed to and sworn to me this 5th day of September,
2026.


Dana Allison Williams, Notary, Coweta County, Georgia



My commission expires: October 22, 2029

02100746 00144700

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



Community Development

To: Coweta County Board of Commissioners

From: Nicole Blackwell, Zoning Coordinator

Date: September 22, 2026

RE: Petition #: REZONE 26-13

Applicant: J. Neal Shepard, Jr. and Phillip M. Shepard

Property Owners: J. Neal Shepard, Jr. and Phillip M. Shepard

Location: Lynhaven Drive and Thomas Way

Commission District: 5th - Commissioner Smith

Tax Parcel(s): 062A-079, 062A-099

Property Size: 31.631± acres

Current Zoning: R-2 (Multifamily Residential)

Requested Zoning: RC (Rural Conservation)

Proposed Use: 7 Single-family Lots

Public Hearing (Date, Time, Location): September 22, 2026 at 6:00 PM - 37 Perry Street, Newnan

Issue:

Petition # REZ 26-13 Filed by J. Neal Shepard, Jr. and Phillip M. Shepard Requesting to Rezone Property Located at Lynhaven Drive and Thomas Way, Newnan

Discussion:

J. Neal Shepard, Jr. and Phillip M. Shepard have filed a rezoning application requesting to change zoning from R-2 (Multifamily Residential) to RC (Rural Conservation) for the proposed development of 7 single-family lots located at Lynhaven Drive and Thomas Way (see attached staff report).

Fiscal Impact:

N/A

Recommendation:

Should the Board choose to approve the request, the Community Development Department submits the following conditions for consideration:

1. The development shall be limited to a maximum of seven (7) single-family residential lots.
2. The applicant shall install cul-de-sacs at the terminus of both Thomas Way and Lynhaven Drive in accordance with *Article 24* of the *Coweta County Zoning and Development Ordinance* and the requirements of the Public Works Department and Fire Marshal. Accesses shall be paved in accordance with *Article 24, Section 249, Figure 8*. Cul-de-sacs shall be installed and appropriate right-of-way shall be dedicated to the County prior to recording of a final plat.

Rezoning Application
To Amend the Zoning Map of Coweta County

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

Name of Applicant: J. Neal Shepard Jr. / Phillip M. Shepard

Address: [REDACTED]

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

Applicant's Representative: [REDACTED] Phone #: [REDACTED]

Name of Property Owner(s): Phillip M. Shepard
J. Neal Shepard Jr. Phone #: [REDACTED]

Address: [REDACTED]

Address of property: Lynhaven Drive & Thomas Way

Parcel Identification #: LL 29 and 30 5th Land District

062A-079, 062A-099

Present Zoning Classification: R2 Requested Classification: ~~PR~~ RC

Present Use of Property and Any Structures There-On: Wooded

Stated Use of Property: Lots for new homes

If requested zone change is to extend an existing adjacent zoning district over this property, explain why the proposed zoning change should be made.

If this application is not for extension of an existing district, explain why this property should be placed in a different zoning district than all adjoining property (how does it differ from adjoining property and why should it be subject to different restrictions than those applying to adjoining property?).

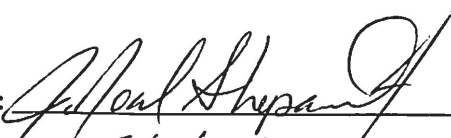
To Reduce the density from 2.5 lots per acre to 7 lots
of varying size (5.2 acres to 3.24 acres)

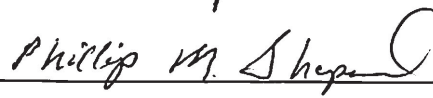
(continued on back)

The following documents shall be submitted to the Coweta County Planning Department with each rezoning application:

- (1) Completed application signed and dated by all owners of subject property.
- (2) If applicant is not owner of property, a notarized statement must be submitted from property owner(s) giving the applicant the right to file rezoning application. Notarized Statement must identify proposed district by acreage, land lot, land district, tax reference number and street location. In addition, the statement must also mention what zoning classification the applicant is requesting and stated use.
- (3) Disclosure Form signed and dated from the applicant(s) and all property owner(s).
- (4) Written legal description providing the metes and bounds for the proposed district.
- (5) Copy of Warranty Deed for subject property.
- (6) Application Fee (see attached fee schedule). 2000
- (7) Conceptual Site Plan meeting the requirements under *Article 29 of the Coweta County Zoning and Development Ordinance*. One (1) copy and an electronic file of plan in PDF or JPEG format shall be submitted to the Planning Department.
- (8) One (1) hard copy and an electronic version of a professional type rendering of structures to be placed on the site. The rendering shall depict the project in detail, sufficient for the public and the Commission to understand dimensions, location, nature and scope of the proposed development. There is no requirement that the rendering be in color or be drawn to exact scale.
- (9) Corporate applicants shall submit the names and addresses of all members having ten percent or greater interest in the corporation.

I certify that I own the property described in this application or authorized by the owner or owners to file this application on their behalf.

Date: 06/09/2026 Signed By: 
Print Name: J. Neal Shepard Jr.

Date: 06/09/2026 Signed By: 
Print Name: Phillip M. Shepard



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

To: Coweta County Board of Commissioners

From: Nicole K. Blackwell, Zoning Coordinator

Date: August 24, 2026

Subject: Rezoning Request

From: R-2 (Multifamily Residential)

To: RC (Rural Conservation)

Applicant: J. Neal Shepard, Jr. & Phillip M. Shepard

Location: Lynhaven Drive & Thomas Way, Newnan (±31.631 acres)

Petition: REZONE 26-013

Tax ID #: 062A-079 & 062A-099

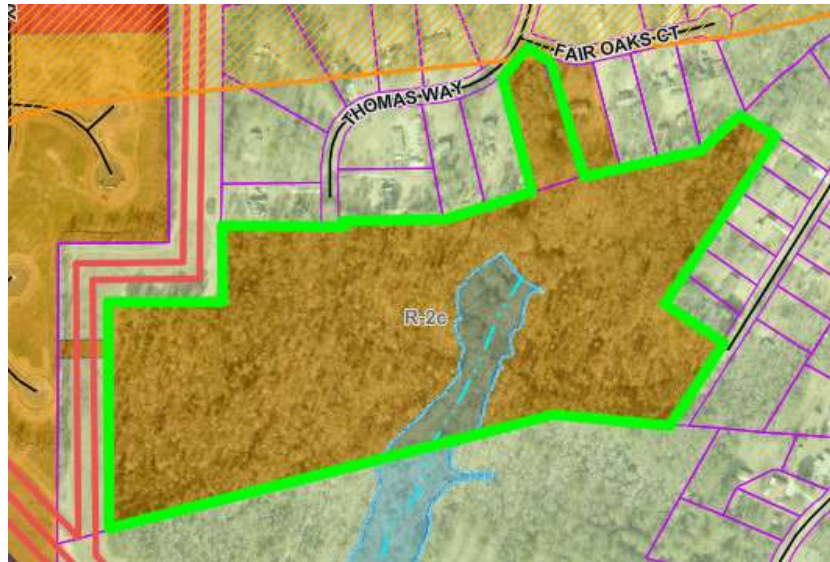
5th Commission District

The applicants, J. Neal Shepard, Jr. and Phillip M. Shepard, are requesting the rezoning of approximately 31.631 acres located off Lynhaven Drive and Thomas Way in Newnan. The request is to rezone the subject property from R-2c (Multifamily Residential with conditions) to RC (Rural Conservation) to allow for the development of seven single-family residential lots. According to the Coweta County Zoning and Development Ordinance, the RC district *is intended to provide for agricultural land use and low density single-family residential land use*.

The proposed development consists of parcels 062A-079 and 062A-099. According to County tax records, the subject property is currently undeveloped.

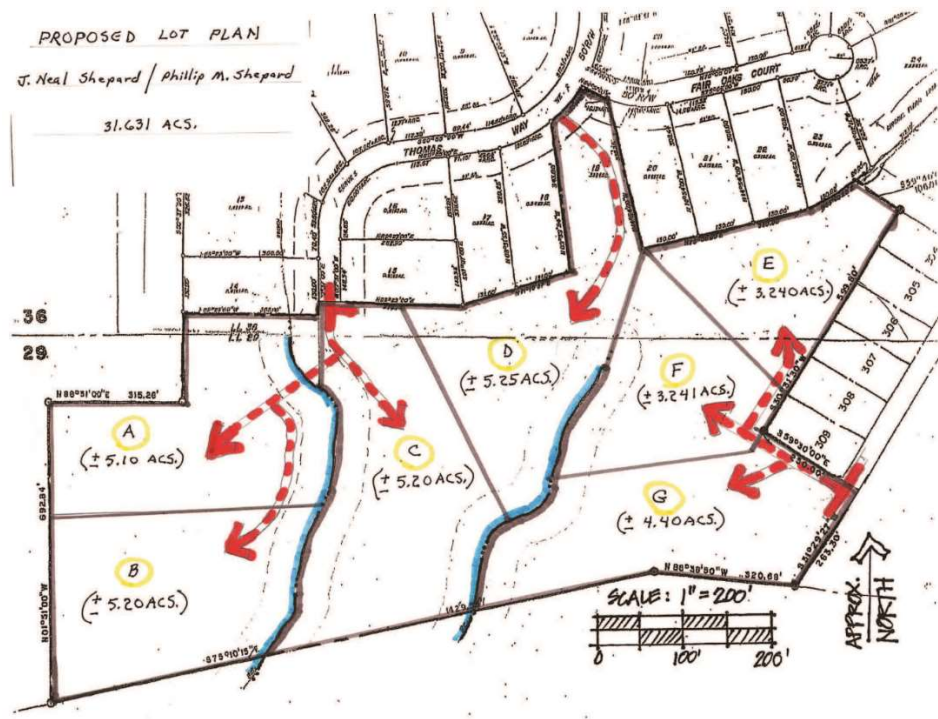
The subject property is surrounded by RC zoning with the exception of a strip of R-2 zoning to the west. Nearby residential subdivisions include Lynwood, Lynhaven, and Chapel Hill. Transmission lines run along the western border. A stream enters the property near the center of the southern property line and extends in a northeasterly direction. Floodplain areas are also present.

Current Zoning:



The subject property was rezoned to R-2 on June 20, 2006, under rezoning petition #021-05 to allow for a higher-density single-family residential subdivision, with a maximum density of 2.5 units per acre. Conditions of the 2006 rezoning prohibited access to the proposed subdivision from both Thomas Way and Lynhaven Drive. The applicant is requesting RC zoning to develop the property at a lower density and allow access from both roads. The proposed development consists of seven single-family residential lots ranging from 3.24 to 5.25 acres. Three lots are proposed off of Lynhaven Drive. Four lots are proposed off of Thomas Way.

Site Plan:



The Community Development Zoning Department submits the following highlighted Factors of Review for consideration:

- 1) The surrounding area is predominantly residential. The subject property is undeveloped and is surrounded primarily by RC (Rural Conservation) zoning, with a strip of R-2 (Multifamily Residential) zoning to the west.
- 2) The proposed use would remain single-family residential but at a lower density than permitted under the existing zoning. The proposed development is generally compatible with the surrounding residential neighborhoods. However, the proposed access from Thomas Way and Lynhaven Drive, which was prohibited under the 2006 rezoning, should also be considered in evaluating the potential effect of the request on the surrounding neighborhoods.
- 3) While the subject property is located within the Priority Development character area of the Comprehensive Plan, which supports increased residential density, access constraints limit the property's suitability for denser development. The requested RC (Rural Conservation) zoning provides for lower-density residential development and appears to be supported by the Comprehensive Plan.

Should the Board of Commissioners choose to approve this request, the Community Development Department submits the following conditions for consideration:

- 1) The development shall be limited to a maximum of seven (7) single-family residential lots.
- 2) The applicant shall install cul-de-sacs at the terminus of both Thomas Way and Lynhaven Drive in accordance with Article 24 and the requirements of the Public Works Department and Fire Marshal. Accesses shall be paved in accordance with Article 24, Section 249, Figure 8. Cul-de-sacs shall be installed and appropriate right-of-way shall be dedicated to the County prior to recording of a final plat.

The Public Hearing is scheduled for Tuesday, September 22, 2026

cc: J. Neal Shepard, Jr.
Phillip M. Shepard

Staff Comments:**Public Works:**

The permittee shall provide turn around areas at the terminus of Thomas Way and Lynhaven Dr. meeting the requirements of the Public Works Department and the Fire Marshal.

Development Review:

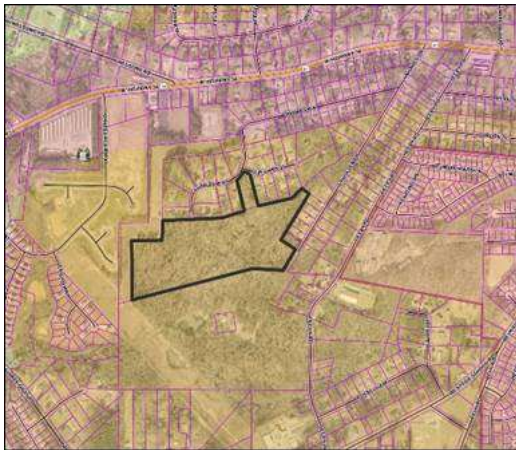
This parcel is currently zoned R-2 with conditions that require detached single-family housing to be served by sewer. The proposed rezoning would result in a significant decrease in potential density.

If the Board chooses to approve this proposed rezoning Community Development requests the inclusion of the following conditions:

- The development shall be limited to 7 lots as proposed in the application.
- The applicant shall install cul-de-sacs meeting the requirements of Article 24 at the end of Thomas Way and Lynhaven Dr. Accesses and shall be paved according to Article 24, Section 249, Figure 8. The Cul-de-sacs shall be installed and appropriate right of way shall be dedicated to the County prior to recording of a final plat.

Planner:

The Comprehensive Plan depicts the subject property within the Priority Development character area. This character area indicates the following:



- This character area includes a mix of compact neighborhoods and borders regional and local commercial centers.
- The availability of urban services and adequate infrastructure enable more dense, clustered development.
- As infill progresses, land-use products should explore density opportunities.
- Providing a variety of land use products with increased density facilitates more paths to homeownership.
- Implementation strategies include discouraging clear-cutting
- New development should include desirable pedestrian and bicycle infrastructure
- Corresponding zonings include RC.

The Comprehensive Plan also depicts the subject property within the Growth Priority Tier, as shown on the Growth Strategy Map, which indicates the following:



- New developments should incorporate pedestrian and bicycle access to provide alternative travel methods as density increases in this Tier.
- Various ranges of residential densities should exist.
- Existing communities should be protected from adverse impacts of new development with greater density.

Based on the above information, it appears that the Comprehensive Plan supports the requested RC, Rural Conservation zoning. Although otherwise suitable for denser infill development, access to the property has been a challenge.

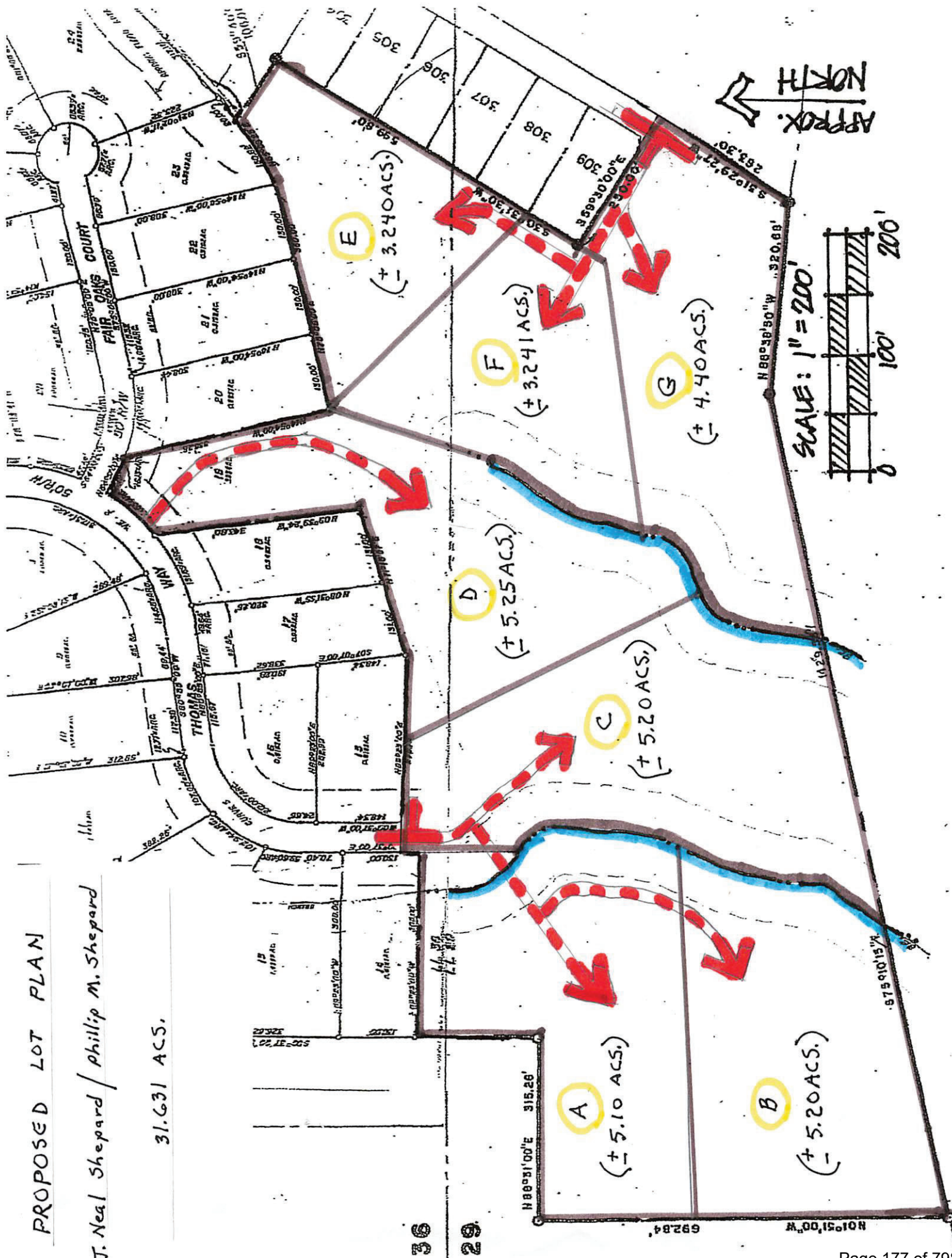
(Note 1: The Coweta County Comprehensive Plan has a 20-year horizon, projecting through 2041; and is intended to serve as a land use guide, not as a replacement for zoning & other regulatory measures.)

(Note 2: Although not yet adopted at the time of this response, the Draft Comprehensive Plan 2026-2046 contains similar recommendations.)

PROPOSED LOT PLAN

J. Neal Shepard / Phillip M. Shepard

31.631 ACS.



COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

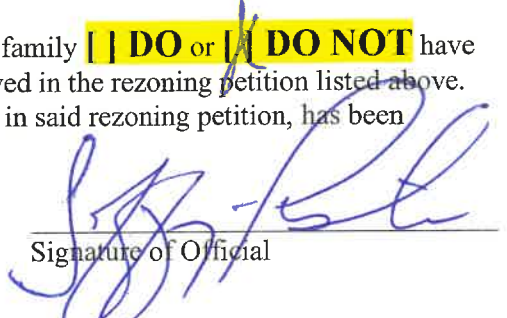
Rezoning Petition Number: REZ 26-13

Name of Owner or Applicant: J. Neal Shepard and Phillip M. Shepherd

Location of Property: Lynhaven Drive and Thomas Way, Newnan
Parcels # 062A-079 and # 062A-099 (31.631± acres)
Rezoning from R-2 (Multifamily Residential) to RC (Rural Conservation)
5th District

I, the undersigned, hereby certify that I and/or members of my family **I DO or I DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

8-25-2026
Date


Signature of Official
1st DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: REZ 26-13

Name of Owner or Applicant: J. Neal Shepard and Phillip M. Shepherd

Location of Property: Lynhaven Drive and Thomas Way, Newnan
Parcels # 062A-079 and # 062A-099 (31.631± acres)
Rezoning from R-2 (Multifamily Residential) to RC (Rural Conservation)
5th District

I, the undersigned, hereby certify that I and/or members of my family ☒ DO or ☐ DO NOT have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

8-25-2026
Date

Bill McHenry
Signature of Official

2nd DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: REZ 26-13

Name of Owner or Applicant: J. Neal Shepard and Phillip M. Shepherd

Location of Property: Lynhaven Drive and Thomas Way, Newnan
Parcels # 062A-079 and # 062A-099 (31.631± acres)
Rezoning from R-2 (Multifamily Residential) to RC (Rural Conservation)
5th District

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8-25-2026
Date

Bob Blakken
Signature of Official

District 3
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

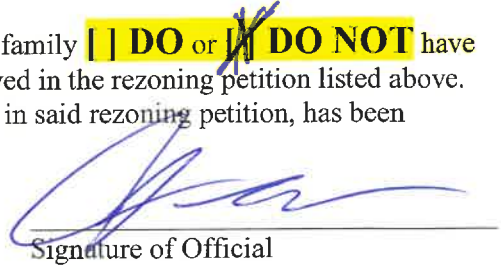
Rezoning Petition Number: REZ 26-13

Name of Owner or Applicant: J. Neal Shepard and Phillip M. Shepherd

Location of Property: Lynhaven Drive and Thomas Way, Newnan
Parcels # 062A-079 and # 062A-099 (31.631± acres)
Rezoning from R-2 (*Multifamily Residential*) to RC (*Rural Conservation*)
5th District

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

8-25-2026
Date


Signature of Official

4th DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: REZ 26-13

Name of Owner or Applicant: J. Neal Shepard and Phillip M. Shepherd

Location of Property: Lynhaven Drive and Thomas Way, Newnan
Parcels # 062A-079 and # 062A-099 (31.631± acres)
Rezoning from R-2 (Multifamily Residential) to RC (Rural Conservation)
5th District

I, the undersigned, hereby certify that I and/or members of my family ☐ DO or ☒ DO NOT have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

8-25-2026
Date

Alphonso Smith
Signature of Official

5th DISTRICT
Title: Commissioner

Explanation
(Please print or type)

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

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

SIGNED:

Co-Publishers

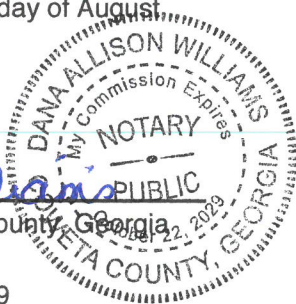
Subscribed to and sworn to me this 29th day of August
2026.

Dana Allison Williams, Notary, Coweta County, Georgia

My commission expires: October 22, 2029

Notice of Public Hearing

Applicant: J.Neal Shepard, Jr. & Phillip M. Shepard Notice is hereby given that the Board of Commissioners of Coweta County, Georgia, will conduct a Public Hearing on the 22nd day of September at 6:00 p.m. at the County Commissioner's Meeting Room, on the second floor above the Tax Assessors Office in the County Administration Building, 37 Perry Street, on the amendment of the Zoning Ordinance of Coweta County, Georgia to wit: Be it ordained by the Board of Commissioners of Coweta County, that the Zoning Ordinance and Zoning Map of said county be amended to change the following described property located at Lynhaven Drive and Thomas Way, Newnan (Tax ID #: 062A-079, 062A-099): Rezoning Request From: R-2 (Multifamily Residential) To: RC (Rural Conservation) Proposed Use: 7 Single-family lots Legal Description of Subject Property ALL that tract or parcel of land lying or being in Land Lots 29 and 36 of the 5th Land District, Coweta County, Georgia, as shown on Proposed Lot Plan for J. Neal Shepard/Phillip M. Shepard. Said tract or parcel of land contains 31.631 acres (being 1,377,846 square feet), including all easements. This ordinance shall take effect and be in force from and after its adoption, the public welfare demanding it. All ordinances and parts of ordinances in conflict herewith are repealed. This notice is given pursuant to Georgia Law. Board of Commissioners Coweta County, Georgia All individuals planning to attend and speak during the Public Hearing, may sign up at the table located in the lobby. The doors open to the public at 5:30 p.m., prior to the start of the meeting at 6:00 p.m. Copies of the proposed rezoning request may be obtained at the Coweta County Community Development Department between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, or found on the Coweta County website. As set forth in the Americans with Disabilities Act of 1990, the Coweta County Government does not discriminate on the basis of disability and will assist citizens with special needs given proper notice of 48 hours. For information, please call (770)254-2608.
No:85991-8-29



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



Community Development

To: Coweta County Board of Commissioners
From: Lisa Eschman, Zoning Manager
Date: September 22, 2026
RE: Petition #: CONDUSE 26-03
Applicant: Dee Robinson (Sand to Significance, LLC)
Property Owners: Philip and Ann Beegle
Location: Copeland Road
Commission District: 3rd - Blackburn
Tax Parcel(s): 044-5227-001; 044-5254-001; 044-5255-003; 044-5255-009; 044-5226-002; 058-5228-002; 058-5228-011
Property Size: 493.26± acres
Current Zoning: RC (Rural Conservation)
Requested Zoning: RC w/CUP (Rural Conservation w/Conditional Use Permit)
Proposed Use: Golf Development
Public Hearing (Date, Time, Location): September 22, 2026, 6:00 PM — 37 Perry Street, Newnan

Issue:

Public Hearing Regarding Petition # CONDUSE 26-03 Filed by Dee Robinson (Sand to Significance, LLC) Requesting a Conditional Use Permit for Property Located off Copeland Road, Newnan

Discussion:

The applicant, Sand to Significance, LLC, is requesting a Conditional Use Permit under *Article 7. Section 75. Item 5*, to develop a private, membership-based golf course and recreational club offering golf play, instruction, performance training, and fitness programming for the property located off Copeland Road.

Fiscal Impact:

N/A

Recommendation:

Should the Board of Commissioners choose to approve the request, the Community Development Department submits the following conditions for consideration:

1. The subject property shall be utilized as a private membership-based golf club development with a total membership of 350. Any future membership greater than 25%, or a maximum of 438 members shall require re-submittal of a Conditional Use application in accordance with *Article 28. Criteria for Variances and Conditional Uses of the Coweta County Zoning and Development Ordinance*.
2. The applicant shall design and construct all necessary improvements that will cause the sight distance at Oliver Potts Road looking southerly (left) along Adcock Road to meet the American Association of State Highway and Transportation Officials (AASHTO) Policy. This same improvement requirement should also be designed and constructed to cause the sight distance from Copeland Road looking northerly (left) along Adcock Road to meet the AASHTO Policy. Both Intersection and Stopping Sight Distances shall meet AASHTO requirements for both intersections.
3. The applicant shall design and construct all necessary improvements associated with their proposed entrance driveway locations to meet AASHTO requirements.
4. All improvements made within the County right-of-way shall be reviewed and approved by Coweta County Public Works.
5. Any damage to Copeland Road, Adcock Road, and Oliver Potts Road that occurs during construction shall be repaired by the developer to the satisfaction of the Coweta County Public Works department.
6. All driving ranges, practice putting greens, maintenance and loading areas, and associated lighting shall be located at least 200 feet from any adjacent residential property not included in the Conditional Use Permit (CUP) application.
7. Access drives serving the driving range, practice putting greens, or maintenance and loading areas shall incorporate a curvilinear alignment, landscaping, or other design measures sufficient to prevent a direct view into these facilities from adjoining residential property and public rights-of-way. Landscaping shall comply with the Rural Design Open Space standards of *Section 73.2 of the Coweta County Zoning and Development Ordinance*.
8. 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.
9. 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.

10. The applicant shall obtain a land disturbance permit within an 18-month period beginning the next business day following approval by the Board. If the applicant fails to do so, the Board may revoke the Conditional Use Permit.

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: Dee Robinson (Sand to Significance, LLC)

Address of Applicant: 1211 S. Prairie Avenue, Ste. 1104, Chicago, IL 60605

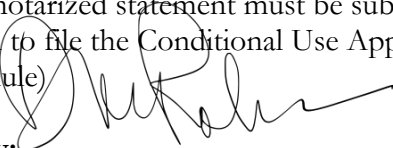
Phone No.: E-mail address:

Address or Location of Property: See attached documentation – Parcel Numbers: 044 5227 001,
044 5255 003, 044 5226 002, 044 5254 001, 058 5228 002, 058 5228 011, 044 5255 009

Tax I.D. #: See attached documentation

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

- (1) Ordinance listing for proposed use: Article 7 Section 75 Item 3
Brief description of requested use: The Project Sand development is a private, low-density golf and wellness club providing golf, wellness, lodging, and recreational amenities while preserving the rural character of the surrounding area. Full program details are included in the attached submission packet.
- (2) If applicable, provide information such as:
Square feet of building: Multiple, See Appendices Sanctuary sq. ft., if applicable:
Total of distance from property lines in feet: See Site Plan (Appendix C)
Acreage: Total 493.26
Total parking spaces: 207
Septic system/well locations: See Site Plan (Appendix C)
Staff or student size: Maximum 75 staff onsite per day
Maximum members: 350 memberships (~600 potential users), on-site occupancy rarely exceeds 150 guests/day
Number of animals:
Exterior Building Materials: See Appendix D (Renderings / Materials Board)
- (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: Signed by: 

Print Name: Dee M. Robinson

To: Coweta County Board of Commissioners

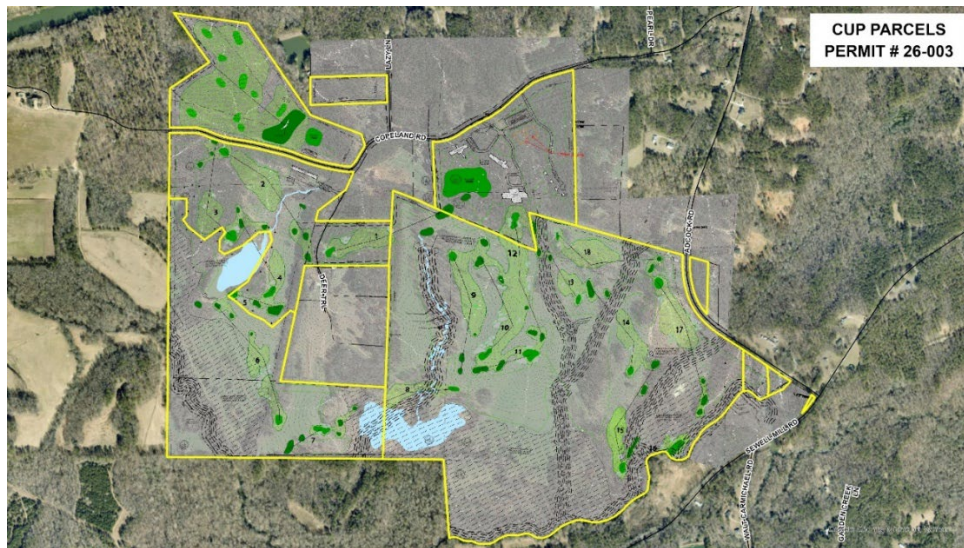
From: Lisa J Eschman, Zoning Manager

Re: Conditional Use Permit – *Article 7. Sec. 75. Item 5*
Applicant: Dee Robinson (Sand to Significance, LLC)
Location: Copeland Road, Newnan
Petition: CONDUSE 26-003
Tax IDs: 044-5226-002; 044-5227-001; 044-5254-001; 044-5255-003; 044-5255-009;
058-5228-002; 058-5228-011
“3rd” Commission District

Date: August 24, 2026

The subject property, located along Copeland Road, will be comprised of eleven (11) tracts totaling approximately 493.26± acres and is zoned **RC (Rural Conservation)**. The applicant, Sand to Significance, LLC, is requesting a Conditional Use Permit under *Article 7. Section 75. Item 5*, to develop Project Sand, a private, membership-based golf course and recreational club offering golf play, instruction, performance training, and fitness programming.

Conditional Use Permit Area (Outlined in yellow)

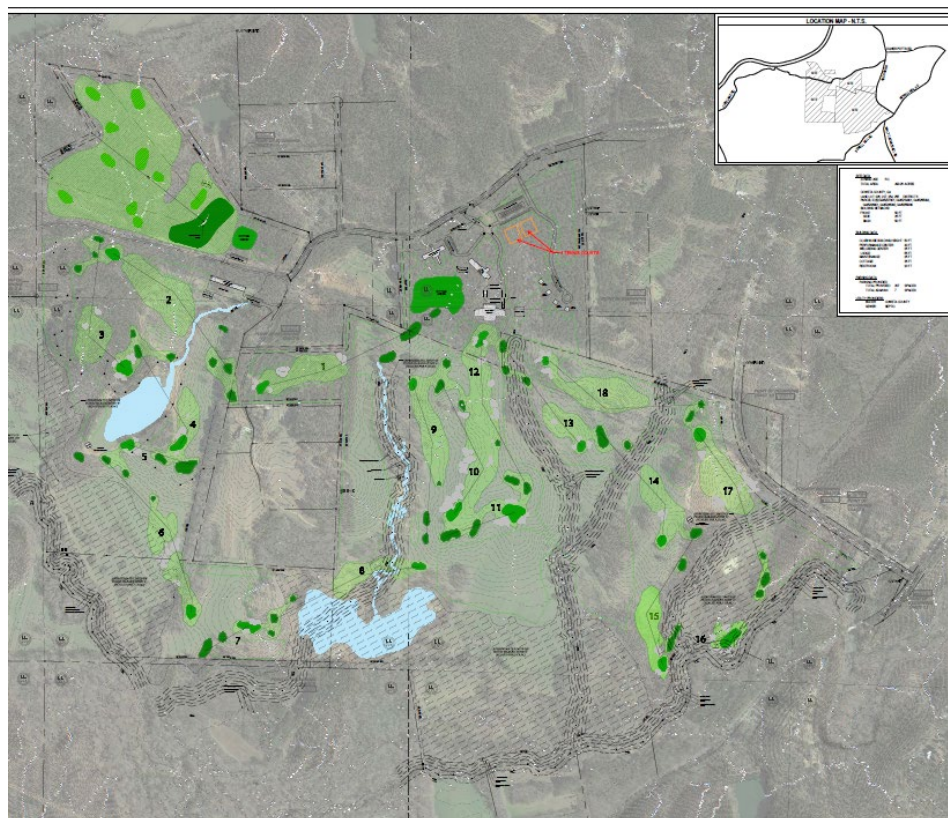


Article 7, Section 75, Item 5 permits, subject to approval by the Board of Commissioners, athletic fields, stadiums, and other recreational activities for public use, including golf driving ranges and similar uses, provided they are located a minimum of 200 feet from all property lines. The proposed private golf course and other recreational activities are being reviewed under this provision.

As part of the proposed private, membership-based golf club development, the applicant proposes a clubhouse with dining and gathering areas, a wellness and performance center, and overnight accommodation consisting of a 24-key lodge and four (4) villas. Therefore, the applicant has submitted a Special Use Permit application (SPUSE 26-002) for these amenities. The Special Use Permit request will be considered concurrently with the Conditional Use Permit during the Public Hearing scheduled for September 22, 2026.

The conceptual site plan depicts an 18-hole golf course distributed throughout the property. The northwest portion of the site includes a 2,700-square-foot practice facility with fifteen (15) parking spaces and a putting green, as well as a 12,000-square-foot maintenance building with a loading area and thirty-two (32) parking spaces. The clubhouse, wellness and performance center, lodge and villas, and associated parking are centrally located within the development. Vehicular access to the site is provided from Copeland Road.

Site Plan:



It should be noted that the conceptual site plan does not identify or demonstrate that the proposed recreational areas comply with the minimum 200-foot setback from all property lines required by *Article 7, Section 75, Item 5*.

The applicant submitted a detailed narrative providing an overview of the proposed Project Sand development, including its design, operations, and environmental considerations. The proposed day-to-day operations are outlined below. For additional information regarding the waste disposal plan, parking, security measures, exterior lighting, and buffer and landscaping requirements, please refer to the applicant's narrative.

Frequency of Operations, Duration and Intensity

- ❖ Membership & Guest Volume:
 - Maximum of 350 Memberships (600 potential users)
 - On-site occupancy rarely exceeds 150 guests per day
- ❖ Lodging Operations:
 - Lodge accommodates up to 24 rooms
 - Guest movements concentrated during predictable check-in and check-out periods
- ❖ Recreational/Club Operations:
 - Golf play, instruction, performance training, wellness, and fitness programming
 - Activities distributed throughout the day; peak times generally mornings and late afternoons.
- ❖ Staffing:
 - Maximum of 75 staff onsite per day, with staggered shifts to ensure efficient operations:
 - Morning shifts begin as early as 4:00am
 - Evening shifts work up to 12:00am
 - Overnight Coverage: 6 staff persons
- ❖ Hours of Operation
 - Golf Course/Practice Areas: Sunrise to sunset
 - Clubhouse/Dining: 6:00 AM to 10:00 PM; with occasionally extended hours depending on event
 - Wellness/Performance Center: 6:00 AM to 9:00 PM
 - Lodge Operations: 24 hours (guest arrivals mainly afternoon/evening; departures in morning)
 - Staff Operations: 4:00 AM to 12:00 AM; Overnight staff for guest support and property monitoring

One of the primary maintenance activities associated with golf course operations is daily turf mowing, which is typically conducted prior to the first scheduled tee time. According to the applicant's narrative, staff operations may begin as early as 4:00 a.m. If turf mowing is conducted during these early morning hours, such activity could conflict with the County's noise ordinance.

On November 4, 2025, the Board of Commissioners adopted Section 42-8 of Chapter 42 of the Coweta County Code of Ordinances, regulating noise in residential areas. Specifically, *Item 7(b), Landscaping*, provides that power tools used for landscaping or yard maintenance that generate noise plainly audible within a sealed dwelling located 100 feet or more from the property where the noise originates upon the premises of a proximate outdoor recreational area located 300 feet or more from the where the noise originates may only be operated between the hours of 7:00 a.m. and 9:00 p.m.

Based on the applicant's proposed operating schedule, staff notes that turf mowing activities commencing prior to 7:00 a.m. may not comply with the provisions of *Chapter 42. Section 42-8* and would require the applicant to demonstrate compliance with the County's noise regulations.

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 will consist of eleven (11) assembled tracts totaling approximately 493.26± acres, located in a rural area of the county. The surrounding area is characterized by large-acreage residential and agricultural properties, all of which are zoned **RC (Rural Conservation)**.*

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

Response: The proposed golf course development may affect the use and enjoyment of adjacent and nearby properties. Consideration should be given to the potential impacts of noise, traffic, drainage, lighting, privacy, golf ball exposure, visual character, and ongoing course maintenance, particularly for properties immediately adjacent to the development.

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

Response: The proposed development as a golf course does not constitute a special circumstance peculiar to the subject property. The use of the property for a golf course represents a proposed development choice rather than a unique physical characteristic of the property.

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 recommends that the applicant design and construct all necessary improvements to ensure that intersection and stopping sight distances at the Oliver Potts Road/Adcock Road and Copeland Road/Adcock Road intersections, as well as the proposed entrance driveways, meet applicable American Association of State Highway and Transportation (AASHTO) requirements. All improvements within the County right-of-way shall be reviewed and approved by Coweta County Public Works prior to construction. Any damage to Copeland Road, Adcock Road, or Oliver Potts Road resulting from construction activities shall be repaired by the developer to the satisfaction of Coweta County Public Works.

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 golf course represents a change in the use and development of the property and may introduce additional traffic, noise, lighting, stormwater runoff, maintenance activities, and other operational impacts to the surrounding area. These potential impacts should

be evaluated in relation to the existing conditions and character of the surrounding properties and the extent to which the proposed development can be designed and conditioned to minimize adverse impacts.

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

Response: The applicant states that the request is to develop a private membership-based golf club offering golf, instruction, performance training, fitness programming, and related amenities.

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: In review of the study conducted, traffic impact for this golf course development and amenities it is estimated that it will generate approximately 548 daily 2-way trips (274 entering and 274 exiting). The local roads most affected by these trips are Copeland Road, Roscoe Road (SR70), Oliver Potts Road, Adcock Road, and Sewell Mill Road. While little impacts were found to be of concern in review of this impact study, the intersection sight distance of Oliver Potts Road with Adcock Road and the intersection sight distance of Copeland Road with Adcock Road do not currently meet the minimum American Association of State Highway and Transportation Officials (AASHTO) Policy requirements. Public Works has recommended conditions for these intersections to meet the current American Association of State Highway and Transportation (AASHTO) requirements. All transportation improvements will be at the cost of the developer.

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 golf club development.

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: The proposed development consists of an 18-hole golf course, practice and maintenance facilities, a clubhouse with dining and gathering areas, wellness and performance center, and overnight accommodation on approximately 493.26± acres. The Board should consider the overall scale and intensity of the proposed golf development in relation to the surrounding properties and the intent of the RC (Rural Conservation) zoning district.

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

1. The Comprehensive Plan designates the subject property within the Rural Places Character Area and the Rural Places Tier on the Growth Strategy Map. While recreational uses are identified as a predominant use within the Comprehensive Plan, the proposed golf course development—including a 350-member golf club, lodging and ancillary services, and approximately 75 employees—does not establish a low-impact land use. Therefore, the proposed development does not appear to be consistent with the rural character of the surrounding area.
2. The proposed golf course would represent a change in the use and development of the property and may result in increased traffic, noise, lighting, stormwater runoff, maintenance activities, and other operational impacts to the surrounding area. Consideration should be given to the compatibility of these potential impacts with the existing conditions and character of adjacent and nearby properties, as well as the extent to which the proposed development can be designed and appropriately conditioned to minimize potential adverse impacts.
3. The Board should consider the overall scale and intensity of the proposed golf development in relation to the surrounding properties and the intent of the RC (Rural Conservation) zoning district.

Should the Board of Commissioners choose to approve the request, the Community Development Department submits the following conditions for consideration:

- 1) The subject property shall be utilized as a private membership-based golf club development with a total membership of 350. Any future membership greater than 25%, or a maximum of 438 members shall require re-submittal of a Conditional Use application in accordance with Article 28. Criteria for Variances and Conditional Uses.
- 2) The applicant shall design and construct all necessary improvements that will cause the sight distance at Oliver Potts Road looking southerly (left) along Adcock Road to meet the AASHTO Policy. This same improvement requirement should also be designed and constructed to cause the sight distance from Copeland Road looking northerly (left) along Adcock Road to meet the AASHTO Policy. Both Intersection and Stopping Sight Distances shall meet AASHTO requirements for both intersections.
- 3) The applicant shall design and construct all necessary improvements associated with their proposed entrance driveway locations to meet AASHTO requirements.
- 4) All improvements made within the county right-of-way shall be reviewed and approved by Coweta County Public Works.
- 5) Any damage to Copeland, Adcock, and Oliver Potts that occur during construction shall be repaired by the developer to the satisfaction of the Coweta County Public Works.

- 6) All driving ranges, practice putting greens, maintenance and loading areas, and associated lighting shall be located at least 200 feet from any adjacent residential property not included in the CUP application.
- 7) Access drives serving the driving range, practice putting greens, or maintenance and loading areas shall incorporate a curvilinear alignment, landscaping, or other design measures sufficient to prevent a direct view into these facilities from adjoining residential property and public rights-of-way. Landscaping shall comply with the Rural Design Open Space standards of Section 73.2.
- 8) 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.
- 9) 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.
- 10) The applicant shall obtain a land disturbance permit within an 18-month period beginning the next business day following approval by the Board. If the applicant fails to do so the Board may revoke the Conditional Use Permit.

The following meeting 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 Commissioners – **Tuesday, September 22, 2026**

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

c: Dee Robinson
Justin Gron

STAFF COMMENTS

Public Works

In review of the traffic impact study conducted for this golf course development and amenities it is estimated that it will generate approximately 548 daily 2-way trips (274 entering and 274 exiting). The local roads most affected by these trips are Copeland Road, Roscoe Road (SR70), Oliver Potts Road, Adcock Road, and Sewell Mill Road. Distribution of the estimated trips have been considered, and a majority are assumed to use Oliver Potts Road to and from, Adcock Road to and from, Copeland Road to and from, and the 2 proposed entrances to and from the proposed development. Based on the calculated trip volumes to and from these proposed entrances turn lanes would not be necessary. Due to Copeland Road, which extends westerly being a private road, eastbound traffic is not a consideration and would not generally conflict with westbound entrance left turn lanes into the development. The intersection capacities and queue lengths were studied and found no appreciable decrease in level of service between the existing, no-build, and build conditions. While little impacts were found to be of concern in review of this impact study, the intersection sight distance of Oliver Potts Road with Adcock Road and the intersection sight distance of Copeland Road with Adcock Road do not currently meet the minimum American Association of State Highway and Transportation Officials (AASHTO) Policy requirements. There is an existing crest vertical curve (hill) between these intersections which limits the views pulling out from Copeland Road onto Adcock Road coming from the development entrances and turning left from Oliver Potts Road onto Adcock Road going to the development entrances. The study specified that 72% of the inbound trips will come from Oliver Potts Road and 100% of the trips will come from the development and exit Copeland Road onto Adcock Road. Although throughout the county there are many locations where this AASHTO Policy is not met, it has been the practice of staff to recommend that applicants make improvements to mitigate these types of impacts. Because 100% of the trips generated by this development will use this Copeland / Adcock Road intersection staff recommends that the applicant provide the necessary construction plans meeting permitting requirements and contract for the necessary improvement construction including right-of-way acquisition, utility relocations, and associated costs to lower this crest vertical curve between Copeland Road and Oliver Potts Road to provide adequate sight distance meeting the AASHTO requirements. The two proposed driveway entrances shall also be designed and constructed meeting AASHTO requirements.

Should the Board decide to vote in favor of the applicant's request, the Public Works Department offers the following recommended conditions for their consideration:

1. The applicant shall design and construct all necessary improvements that will cause the sight distance at Oliver Potts Road looking southerly (left) along Adcock Road to meet the AASHTO Policy. This same improvement requirement should also be designed and constructed to cause the sight distance from Copeland Road looking northerly (left) along Adcock Road to meet the AASHTO Policy. Both Intersection and Stopping Sight Distances shall meet AASHTO requirements for both intersections.
2. The applicant shall design and construct all necessary improvements associated with their proposed entrance driveway locations to meet AASHTO requirements.
3. All improvements made within the county right-of-way shall be reviewed and approved by Coweta County Public Works.
4. Any damage to Copeland, Adcock, and Oliver Potts that occurs during construction shall be repaired by the developer to the satisfaction of the Coweta County Public Works.

Development Review

The conceptual site plan depicts golf holes within areas designated as flood hazard areas. Any cut or fill activity within these areas must comply with the requirements of Article 22 and may require review and approval by the Federal Emergency Management Agency (FEMA).

Section 75 provides standards for both golf clubs and golf driving ranges. Item 5 specifically requires golf driving ranges to be located at least 200 feet from any property line. The conceptual site plan does not provide the required 200-foot setback between the proposed driving range and the adjacent residential property.

The ordinance does not establish a specific setback for practice putting greens. However, because of the anticipated intensity and frequency of their use, the Development Review Division recommends that practice putting greens also maintains a 200-foot setback from adjacent residential property not included in the CUP application.

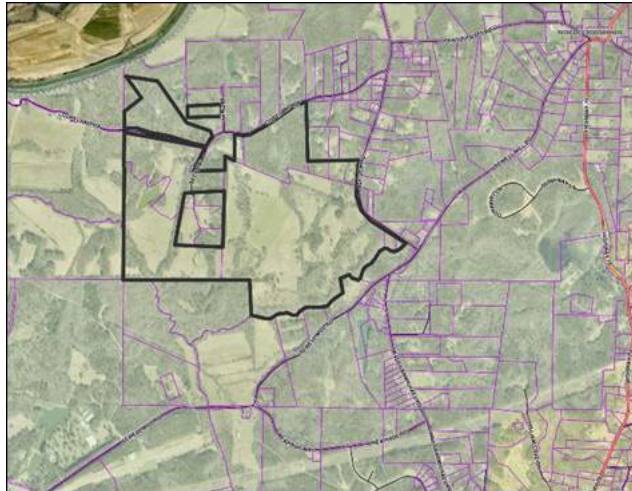
It is also understood that operation of the golf course will require a maintenance and loading area. Because of the potential noise, traffic, equipment storage, and other operational impacts associated with this area, it should be located at least 200 feet from adjacent residential property and screened from view. As depicted on the conceptual site plan, the straight entrance drive creates a direct view corridor into the proposed maintenance area. Additional landscaping or modification of the driveway alignment should be required to mitigate this view.

Should the Board choose to grant this request, the Development Review Division recommends the following conditions:

1. All driving ranges, practice putting greens, maintenance and loading areas, and associated lighting shall be located at least 200 feet from any adjacent residential property not included in the CUP application.
2. Access drives serving the driving range, practice putting greens, or maintenance and loading areas shall incorporate a curvilinear alignment, landscaping, or other design measures sufficient to prevent a direct view into these facilities from adjoining residential property and public rights-of-way. Landscaping shall comply with the Rural Design Open Space standards of Section 73.2.

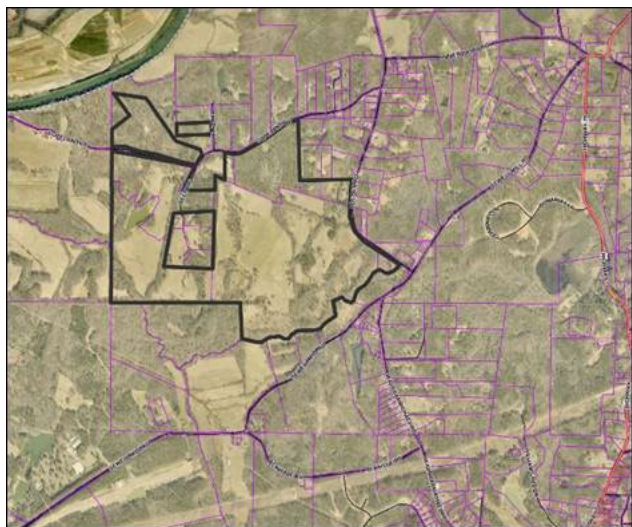
Planner

The Comprehensive Plan depicts the subject property within the Rural Places character area. This character area indicates the following:



- Corresponding zonings include RC, Rural Conservation; however, the Comprehensive Plan is silent on appropriate conditional uses within the zoning district.
- Undeveloped and natural areas, as well as Recreation, are within the list of predominant land uses in this character area.
- Implementation strategies include: Limiting clearing & grading; Encouraging the preservation of tree canopies; and encouraging low-impact uses.

The Comprehensive Plan also depicts the subject property within the Rural Places Tier, as shown on the Growth Strategy Map, which indicates the following:



- Significant effort should be taken to preserve the rural character and preserve agricultural resources.
- Explore innovative land-use products to be in keeping with the surrounding community and minimize sprawl.

Since the Comprehensive Plan is silent on appropriate special uses and conditional uses within the Rural Places character area, reliance is upon the underlying guidance within both the Rural Places Character Area description, as well as the Rural Places Tier description from the Growth Strategy. Although recreational areas are listed as a predominant use, a **golf course would not be considered a low impact land use**. Additionally, the **proposal does not appear to be in keeping with the surrounding rural area**, based on a 350-member golf club, along with lodging and other services, requiring up to 75 staff members.

Executive Summary

Purpose of This Narrative

This document provides an overview of the proposed Project Sand development, including its design, operations, and environmental considerations. It is intended to inform decision-makers and demonstrate that the project:

- Maintains controlled, predictable activity through a membership-based model
- Preserves rural character and open space
- Minimizes potential traffic, noise, and environmental impacts
- Operates under professional management and security systems

By reviewing this narrative, decision-makers can understand the low-risk nature of the development and its compatibility with surrounding community and environmental standards.

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1. Project Overview
2. Frequency of Operations, Duration, and Intensity
3. Hours of Operation
4. Waste Disposal Plan
5. Parking Plan
6. Security (Traffic & Property Management)
7. Restroom Facilities
8. Exterior Lighting Plan
9. Noise Level Plan
10. Buffer Location / Landscaping
11. Conclusion
12. Appendices
 - Appendix A: BWS Noise Survey Report (March 11, 2026)

1. Project Overview

The Project Sand development is a private, low-density golf and wellness club designed to provide golf, wellness, lodging, and recreational amenities while preserving the rural character of the surrounding area.

Project Program Includes:

- 18-hole private golf course and practice facilities
- Clubhouse with dining and gathering spaces
- Performance and golf training center
- Wellness and fitness center
- Lodge with 24 keys
- Four (4) Villas for overnight stays
- Associated parking, maintenance, and internal circulation

The development is membership-based with limited lodging, ensuring predictable daily visitation and controlled activity levels, which minimizes potential impacts on neighboring properties.

Community Compatibility Statement

Unlike large public resorts or commercial entertainment uses, Project Sand operates as a professionally managed, membership-only environment with limited access.

Key design priorities include:

- Preservation of open green space
- Low-intensity recreational use
- Controlled membership access
- Professional property management
- Protection of surrounding rural character

This structure ensures the property operates as a quiet recreational environment, rather than a high-traffic destination.

Land Preservation & Rural Character

The project maintains significant open landscape while introducing carefully managed recreational amenities. Compared with alternative residential or commercial development scenarios, Project Sand:

- Preserves large areas of permeable green space

- Maintains scenic rural views
- Generates substantially less traffic
- Reduces density and infrastructure demand

This development type is widely recognized as a low-impact land use that supports community character and long-term environmental preservation.

Economic & Community Benefit

In addition to protecting open space, the project provides:

- Employment opportunities
- Support for regional tourism and hospitality
- Increased local economic activity
- Property tax revenue generation
- Community engagement and philanthropic initiatives

These benefits are delivered while maintaining a controlled, quiet, and low-risk operational environment.

2. Frequency of Operations, Duration, and Intensity

Membership & Guest Volume:

- Maximum 350 memberships (~600 potential users)
- On-site occupancy rarely exceeds 150 guests per day

Lodging Operations:

- Lodge accommodates up to 24 rooms
- Guest movements concentrated during predictable check-in and check-out periods

Recreational / Club Operations:

- Golf play, instruction, performance training, wellness, and fitness programming
- Activities distributed throughout the day; peak times generally mornings and late afternoons

Staffing:

- Maximum 75 staff onsite per day, with staggered shifts to ensure efficient operations:
-

- Morning shifts: as early as 4:00 a.m.
- Evening shifts: up to midnight
- Overnight coverage: 6 staff

Overall Use Pattern:

- Controlled and predictable activity
 - Prioritized smooth ingress/egress, efficient parking, and minimal off-site disruption
-

3. Hours of Operation

- **Golf Course / Practice Areas:** Sunrise to sunset
- **Clubhouse / Dining:** 6:00 a.m. – 10:00 p.m., occasional extended events
- **Wellness / Performance Center:** 6:00 a.m. – 9:00 p.m.
- **Lodge Operations:** 24 hours (guest arrivals mainly afternoon/evening; departures in morning)
- **Staff Operations:** 4:00 a.m. – midnight; overnight staff for guest support and property monitoring

This schedule ensures controlled activity patterns aligned with typical recreational use while limiting off-site impact.

4. Waste Disposal Plan

- Waste services provided by licensed third-party vendor
 - Formal plan to be finalized post-SUP approval
 - Includes:
 - Solid waste collection
 - Recycling and organic waste
 - Waste storage and collection schedule
 - Waste areas designed to minimize visual impact, odors, and operational risk
-
-

5. Parking Plan

- **Adequate On-Site Capacity:** Parking accommodates members, guests, and staff, keeping vehicles on-site and off adjacent roadways
 - **Efficient Circulation:** Clearly defined entry/exit points and strategically located parking areas reduce congestion and allow smooth ingress and egress
 - **Controlled Peak Traffic:** Parking aligns with predicted peak usage periods (morning golf, afternoon/evening wellness), minimizing bottlenecks and off-site impacts
 - **Safety and Visibility:** Pedestrian pathways, signage, and lighting ensure safe movement of pedestrians and vehicles
 - **Professional Oversight:** Staff monitor and manage parking during peak periods, supporting a predictable, low-risk operational environment
-

6. Security (Traffic & Property Management)

Traffic & Circulation

- Traffic distributed throughout the day; peaks align with planned golf and wellness activities
- Predictable vehicle patterns result in substantially lower traffic generation compared with residential or commercial alternatives
- Internal circulation and parking management reduce risk of congestion or off-site spillover

Professional Management & Security

- Controlled property entry and coordinated operational systems
 - Managed parking circulation, guest access procedures, overnight monitoring, and emergency coordination
 - Ensures a safe, orderly environment and limits off-site impacts
-

7. Restroom Facilities

- Strategically Located Facilities: Clubhouse, wellness center, performance center, lodge buildings, and on-course locations
 - Capacity and Code Compliance: Fixtures and layouts meet applicable building codes and support anticipated peak use
-

- Operational Efficiency: Regular maintenance ensures hygiene, accessibility, and convenience
 - Discreet Placement: On-course facilities integrated with landscape buffers minimize visual and noise impact
-

8. Exterior Lighting Plan

- Designed to balance safety, security, and aesthetics
 - Goals:
 - Downward-directed, shielded fixtures
 - Minimized off-site light spill
 - Low-glare illumination
 - Photometric plan to be finalized during design
 - Minimizes nighttime disturbance to neighbors
-

9. Noise Level Plan

Environmental Assessment – BWS (March 4, 2026):

- Measurements at seven boundary locations and southern property line
- Primary sources: roadway traffic, aircraft flyovers
- Southern boundary: 44–49 dBA | Interior: 38–43 dBA
- Coweta County limit: 45 dBA (average)

Noise Compatibility & Risk Mitigation

- Existing ambient noise already within or near county standards
 - Development measures include:
 - Strategic mechanical equipment placement
 - Low-noise systems
 - Architectural screening
 - Landscape buffering
-

- Outdoor activities occur on a large, buffered property, keeping noise impacts minimal

Future Considerations:

- Continuous: mechanical equipment, kitchen exhaust
- Intermittent: outdoor gatherings
- Acoustic strategies post-SUP ensure compliance and minimal risk

Conclusion:

- Project will maintain or improve ambient conditions
 - Full BWS report attached in Appendix A
-

10. Buffer Location / Landscaping

- **Screening & Privacy:** Buffers along property boundaries, roadways, and sensitive areas
 - **Rural Character Preservation:** Native trees, shrubs, and open space maintain existing character
 - **Noise & Light Mitigation:** Buffers reduce noise and light spill beyond property lines
 - **Phased Implementation:** Functional buffers installed before high-intensity use areas
 - **Professional Maintenance:** Ongoing management preserves aesthetics and effectiveness
-

11. Conclusion

Project Sand represents a low-density, low-risk recreational land use that preserves open space while introducing a professionally managed private club environment.

Through controlled membership, limited lodging, and thoughtful site design, the project ensures minimal impact on surrounding properties while delivering community, economic, and environmental benefits.

Key Takeaways for Decision-Makers:

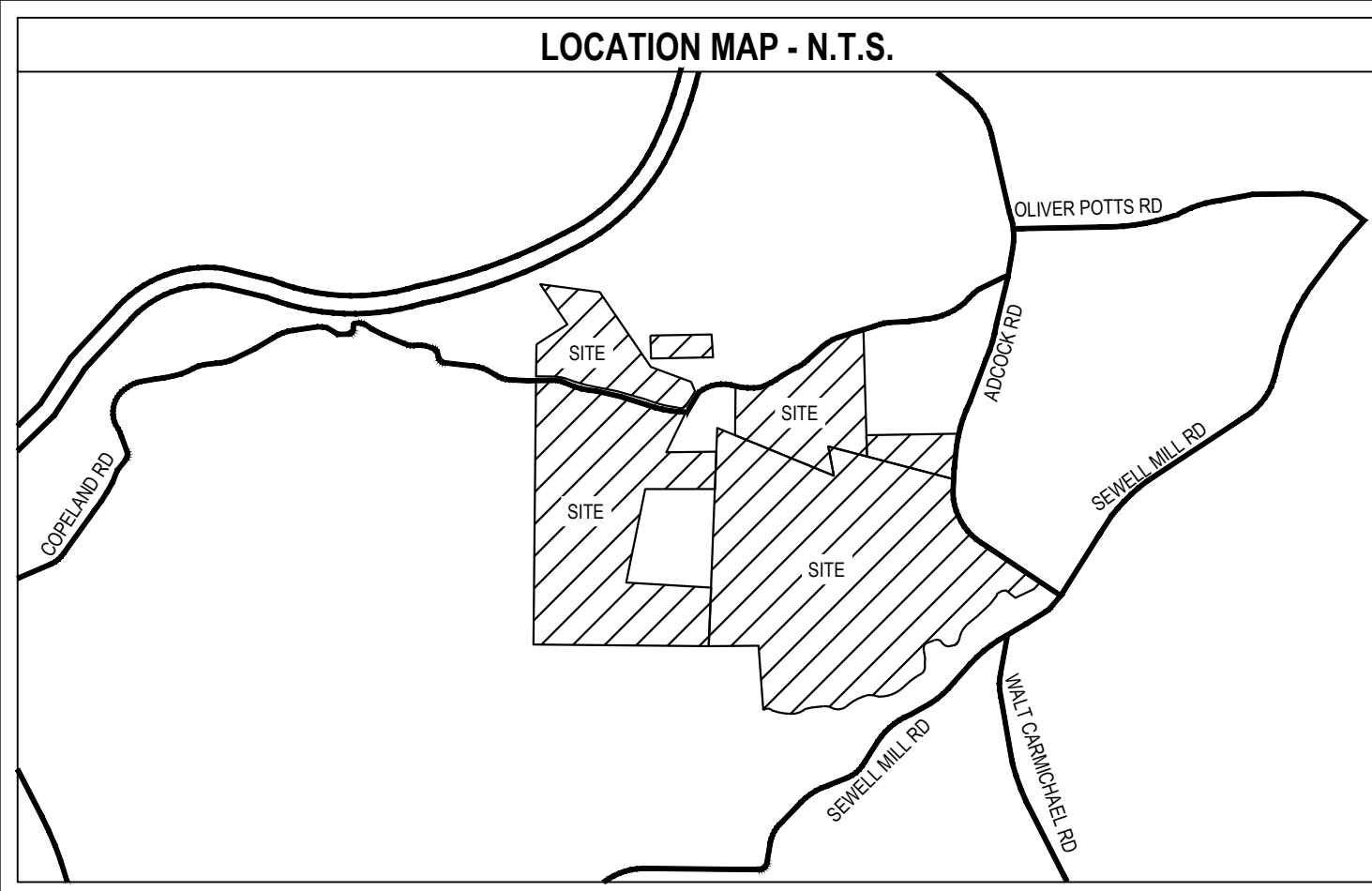
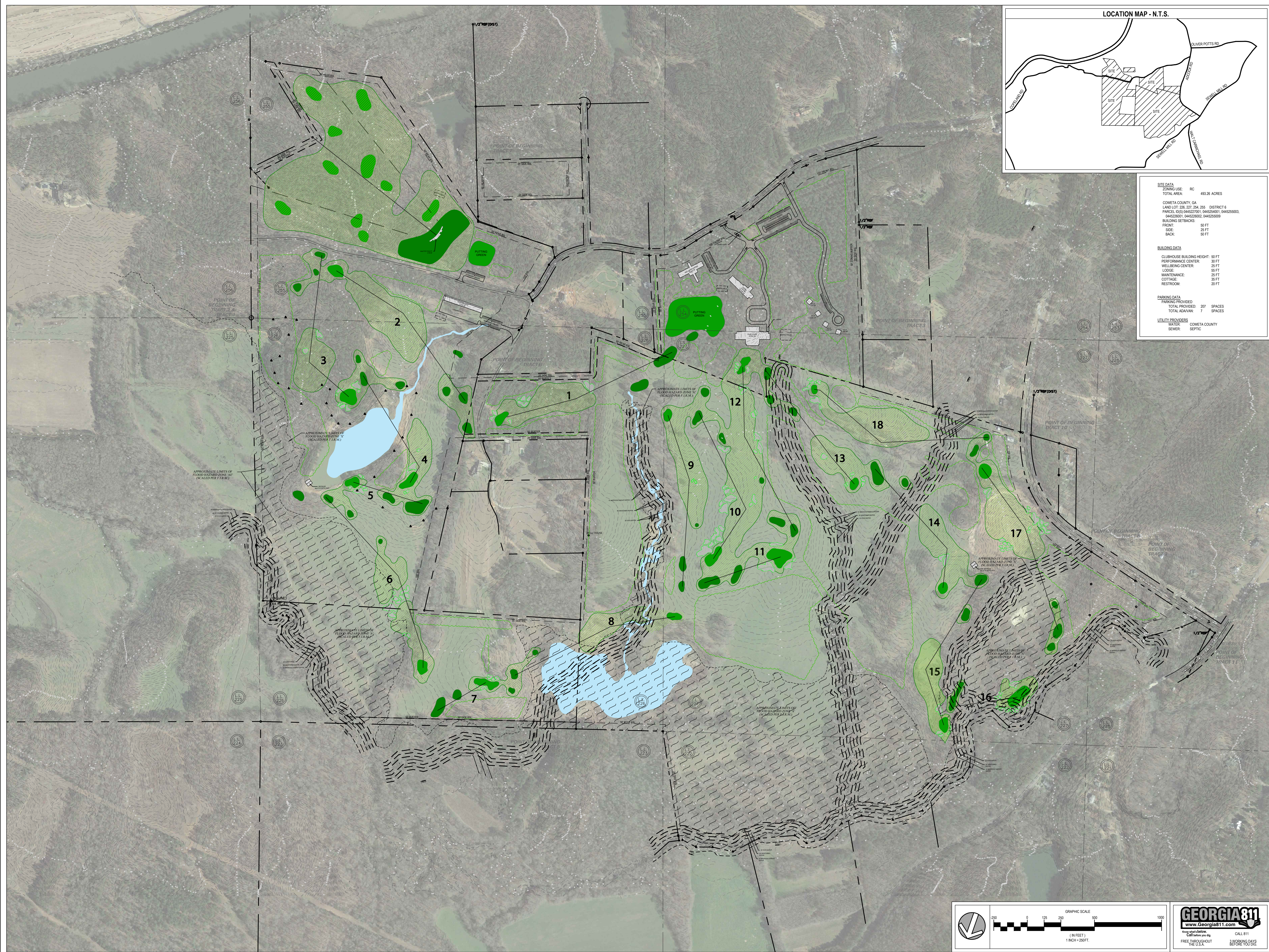
1. Preserves large portions of property as permanent open green space
 2. Membership model ensures controlled access and predictable visitation
 3. Generates substantially less traffic, noise, and density than alternative development options
-

4. Reduces potential daily traffic by thousands of vehicle trips compared to residential subdivisions while preserving open landscape

Overall: Project Sand is a predictable, professionally managed, and low-impact development that safeguards community character while providing measurable local benefits.

12. Appendices

- Appendix A: BWS Noise Survey Report, March 4, 2026



SITE DATA

ZONING USE: RC 480.26 ACRES

TOTAL AREA:

COWETA COUNTY, GA

LAND LOT: 226, 227, 254, 255 DISTRICT 6

PARCEL ID(S): 0445227001, 0445254001, 0445255003,
0445260001, 0445280002, 0445259009

TOTAL SETBACKS:

FRONT: 50 FT

SIDE: 25 FT

BACK: 50 FT

BUILDING DATA

CLUBHOUSE BUILDING HEIGHT: 50 FT

PERFORMANCE CENTER: 30 FT

WELLBEING CENTER: 25 FT

LODGE: 55 FT

MAINTENANCE: 25 FT

COTTAGE: 35 FT

RESTROOM: 20 FT

PARKING DATA

PARKING PROVIDED

TOTAL PROVIDED: 207 SPACES

TOTAL ADAVAN: 7 SPACES

UTILITY PROVIDERS

WATER: COWETA COUNTY

SEWER: SEPTIC



a Pape-Dawson company
TEL770.452.7849 FAX770.452.0086
2951 FLOWERS ROAD SOUTH, STE
119 ATLANTA, GEORGIA 30341
WWW.EBERLY.NET
▼
LAND PLANNING
▼
CIVIL ENGINEERING
▼
LANDSCAPE ARCHITECTURE

PROJECT SAND

COWETA COUNTY, GEORGIA

[illegible]

SITE PLAN

SCALE	1" = 250'
DATE	10/30/2025
DRAWN BY:	P. BERNHART, TESCOM
PROJECT ENGINEER:	T. PATEL, P.E.
QA/QC REVIEWER:	W. REED, P.E.

EBERLY PROJECT NUMBER	
-----------------------	--

25-265

SHEET NUMBER

CUP

NOT ISSUED FOR
CONSTRUCTION

GEORGIA811
www.Georgia811.com

Know what's below.
Call before you dig.

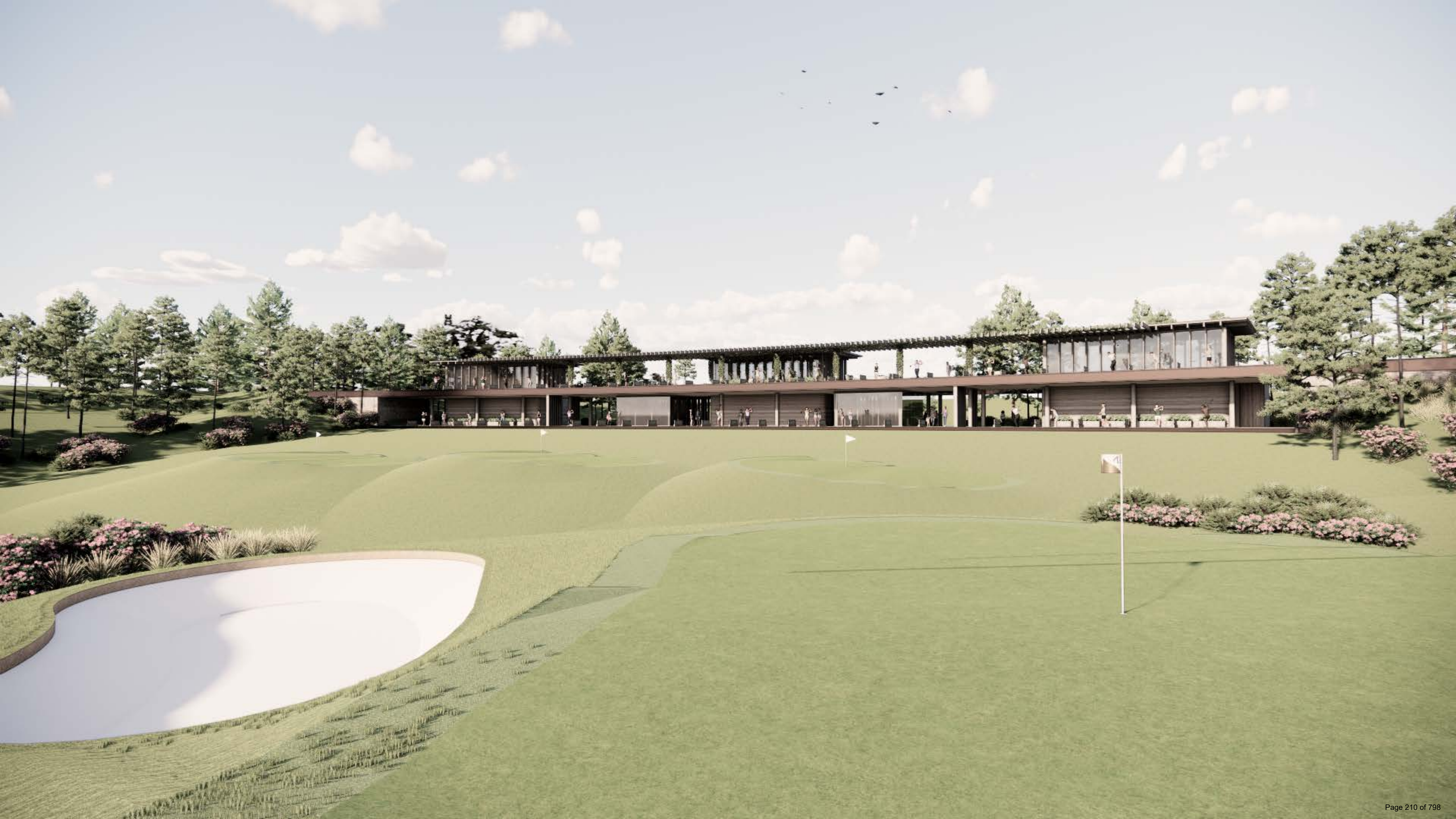
FREE THROUGHOUT
THE U.S.A.

CALL 811

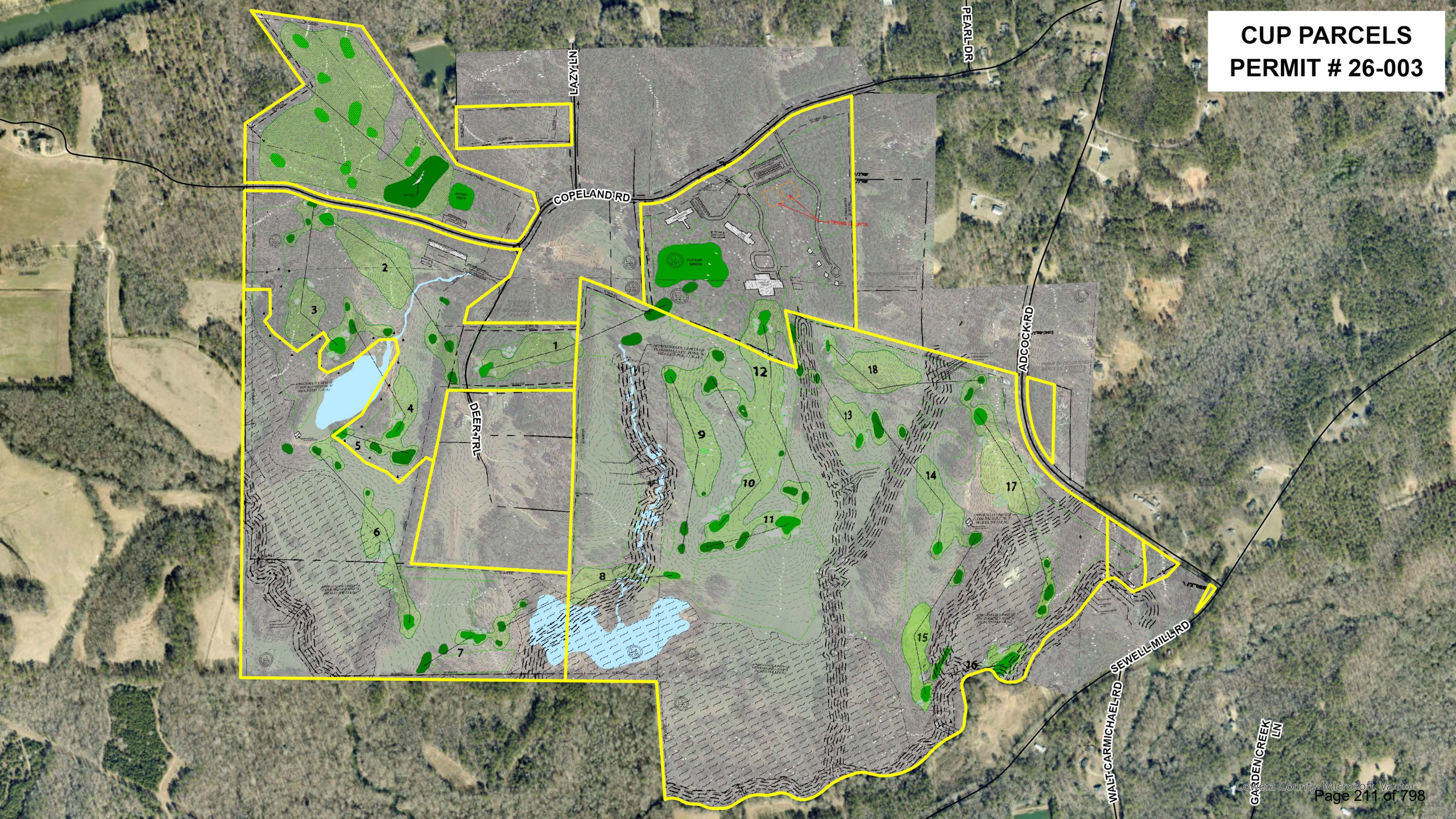
3 WORKING DAYS
BEFORE YOU DIG.







CUP PARCELS
PERMIT # 26-003



TRAFFIC IMPACT STUDY

Prepared For
COWETA COUNTY

PROJECT SAND
MINOR IMPACT STUDY
COWETA COUNTY, GA

June 2, 2026



Report Submitted: June 2, 2026

Prepared For:

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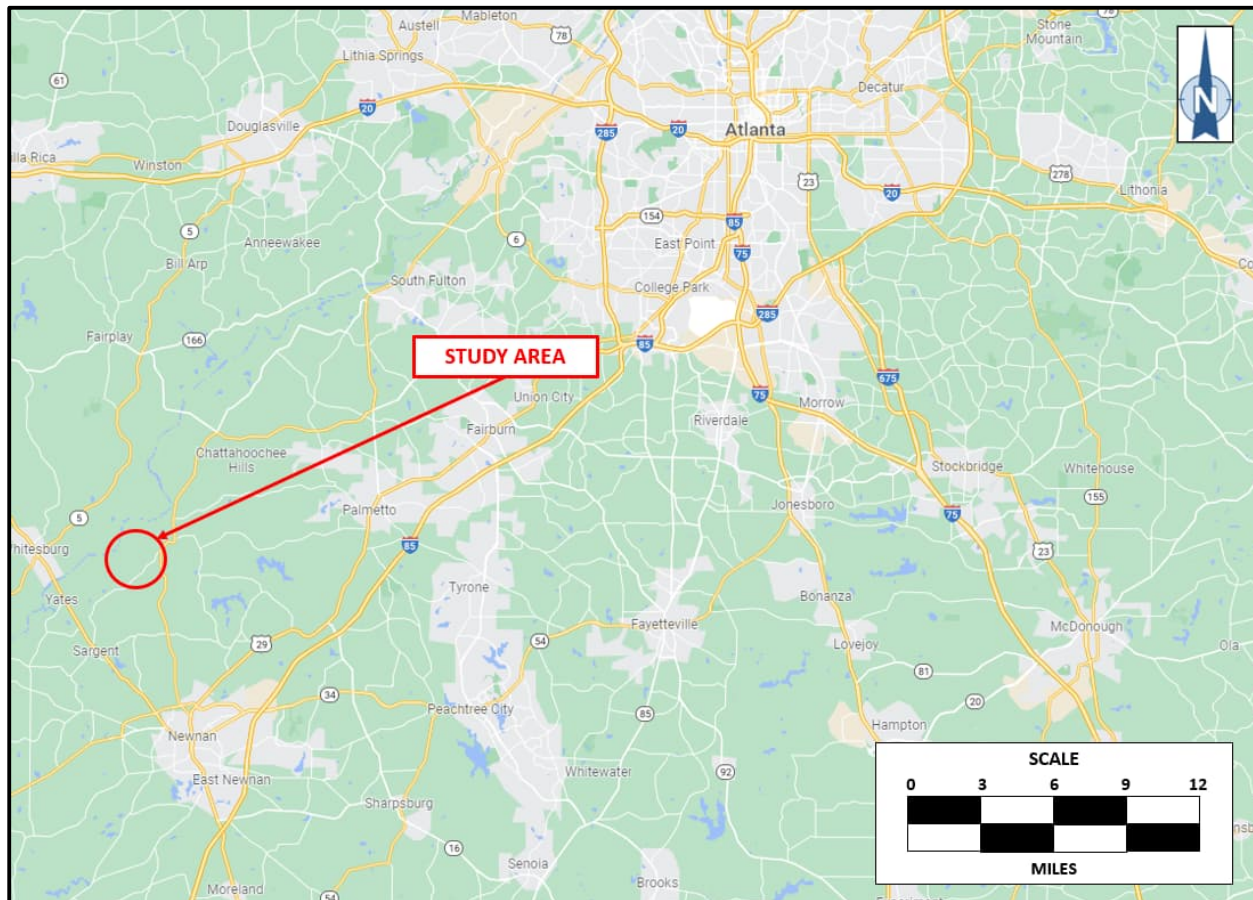
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INTRODUCTION

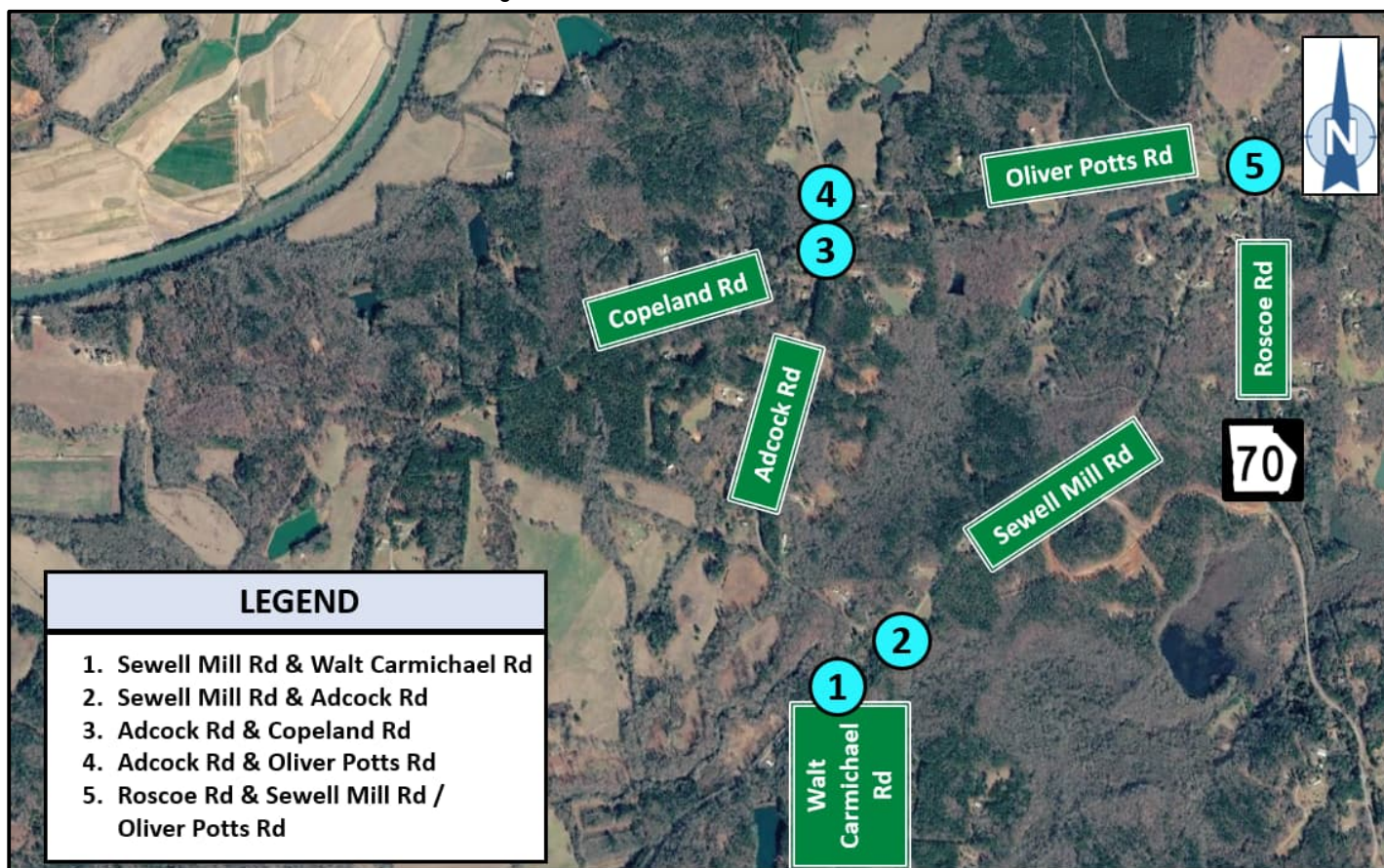
This study includes an analysis of the traffic related impacts of a golf course and related facilities that is proposed to be constructed on Copeland Road. The location for the development is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



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

Figure 2: STUDY INTERSECTIONS MAP



PROPOSED DEVELOPMENT

The proposed development consists of an 18-hole golf course, with a 23 KSF clubhouse, a two-story 22 KSF lodge, a 10 KSF wellness center, four villas totaling 4.8 KSF, a 2.7 KSF practice facility, and a 12 KSF maintenance building. The site plan proposes four points of access on Copeland Road. The development is proposed to be fully built out by 2028.

Figure 3 below illustrates the access points for the development. A larger site plan with the entire golf course is also provided in Appendix A.

Figure 3: SITE PLAN



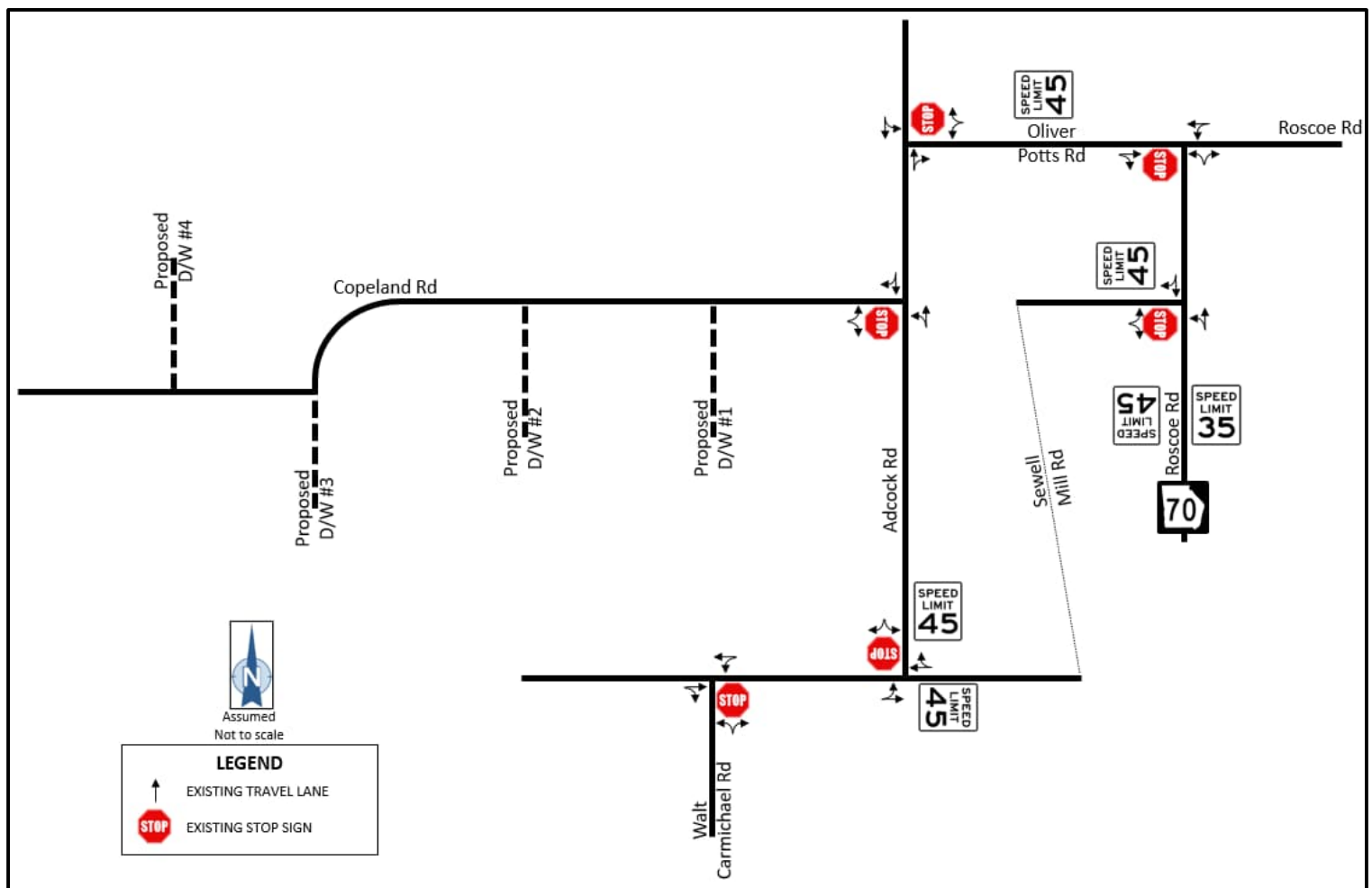
EXISTING CONDITIONS

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

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

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

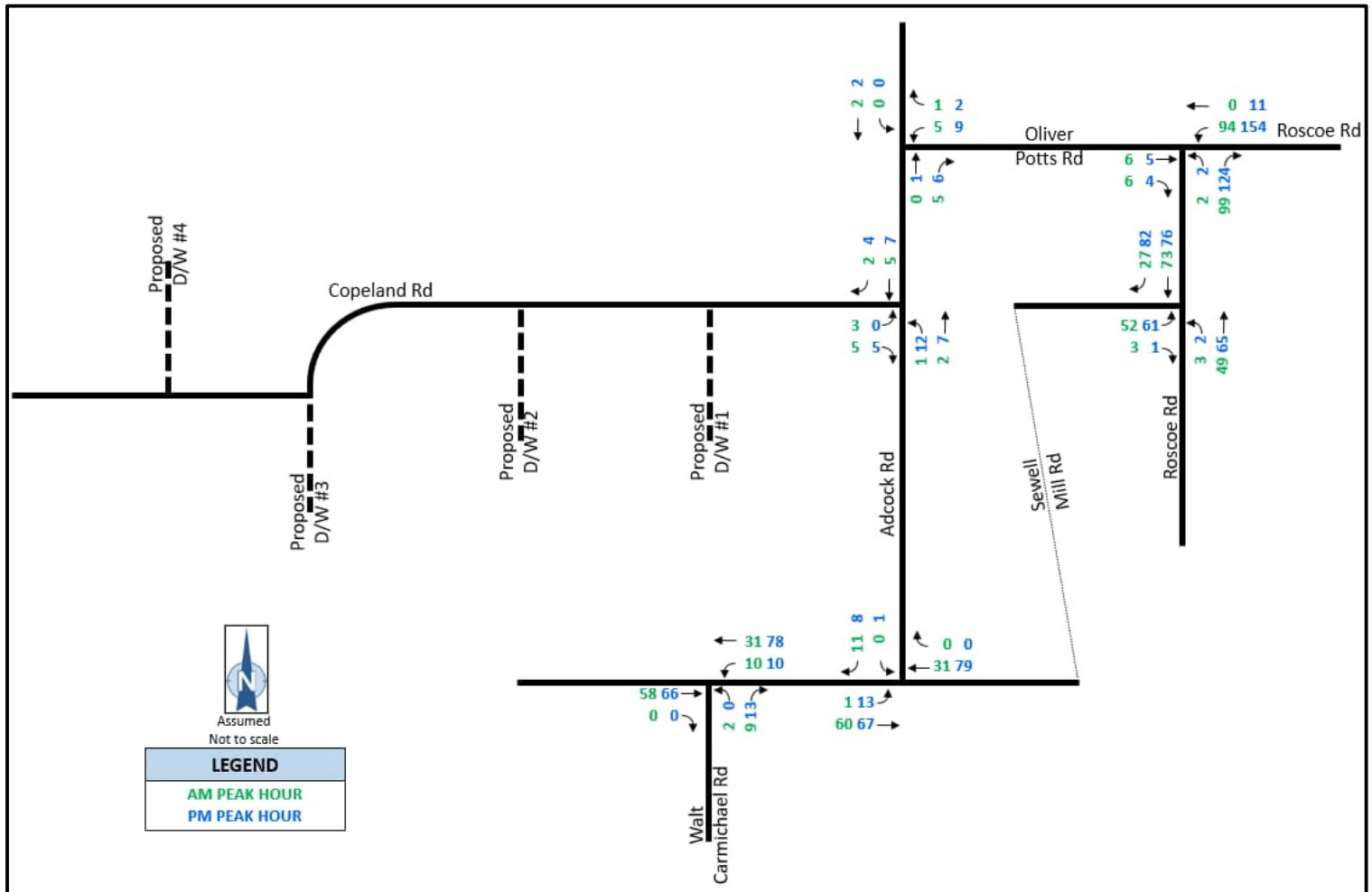
Figure 4: EXISTING CONDITIONS



EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, May 5, 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.

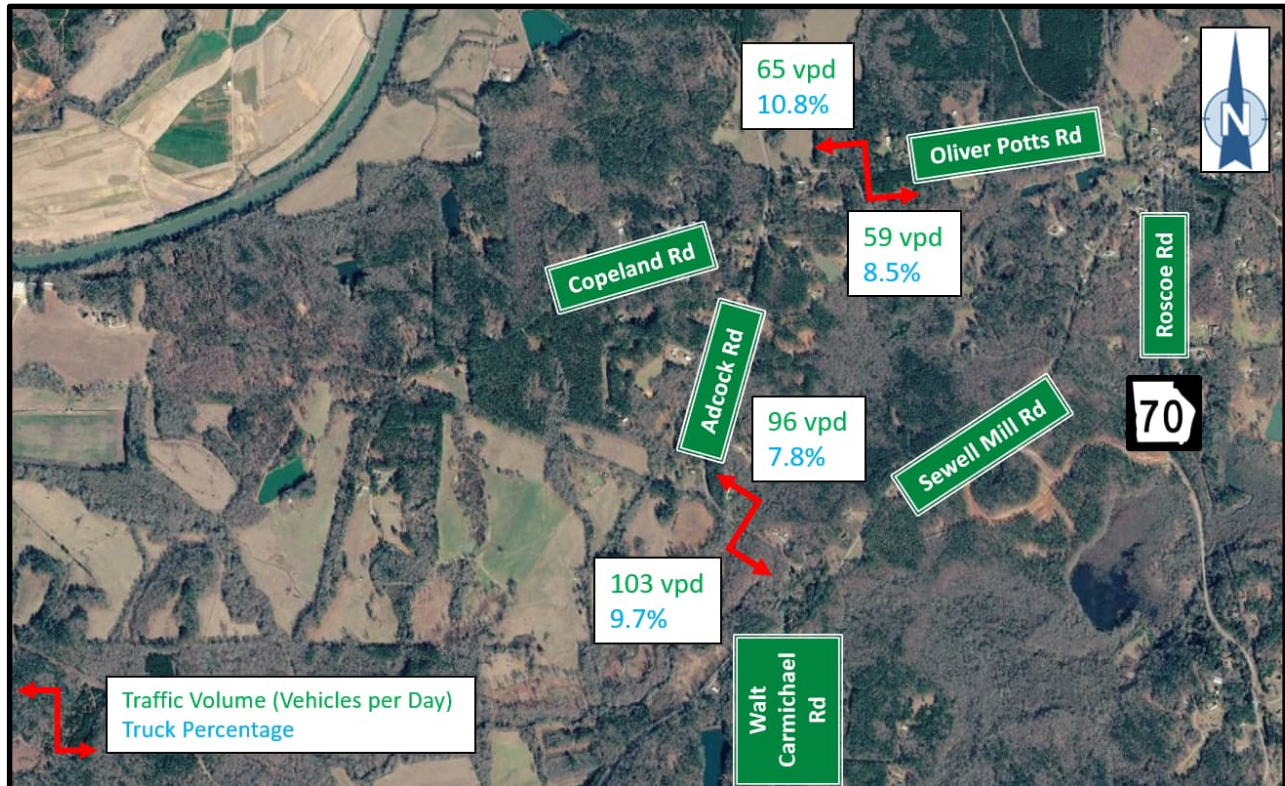
Figure 5: EXISTING TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

Two Automatic Traffic Recorders (ATRs) were placed in the study area to collect bi-directional traffic data on May 5, 2026. The recorded daily volumes and truck percentages are shown in Figure 6 below. The ATR data is provided in Appendix C.

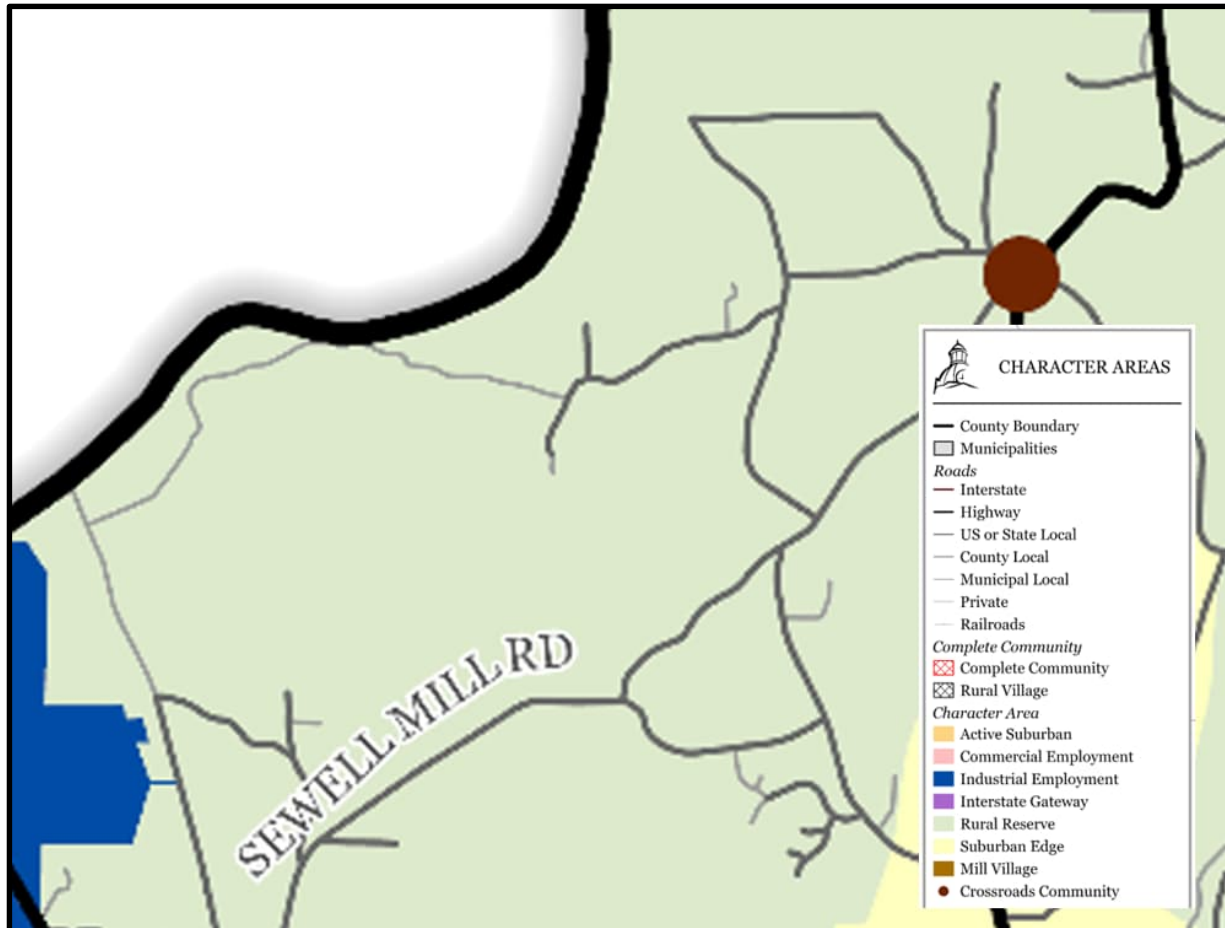
Figure 6: ATR DATA



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 2046 Comprehensive Plan Update as a part of the Character Area Map.

Figure 7: LAND-USE CATEGORY

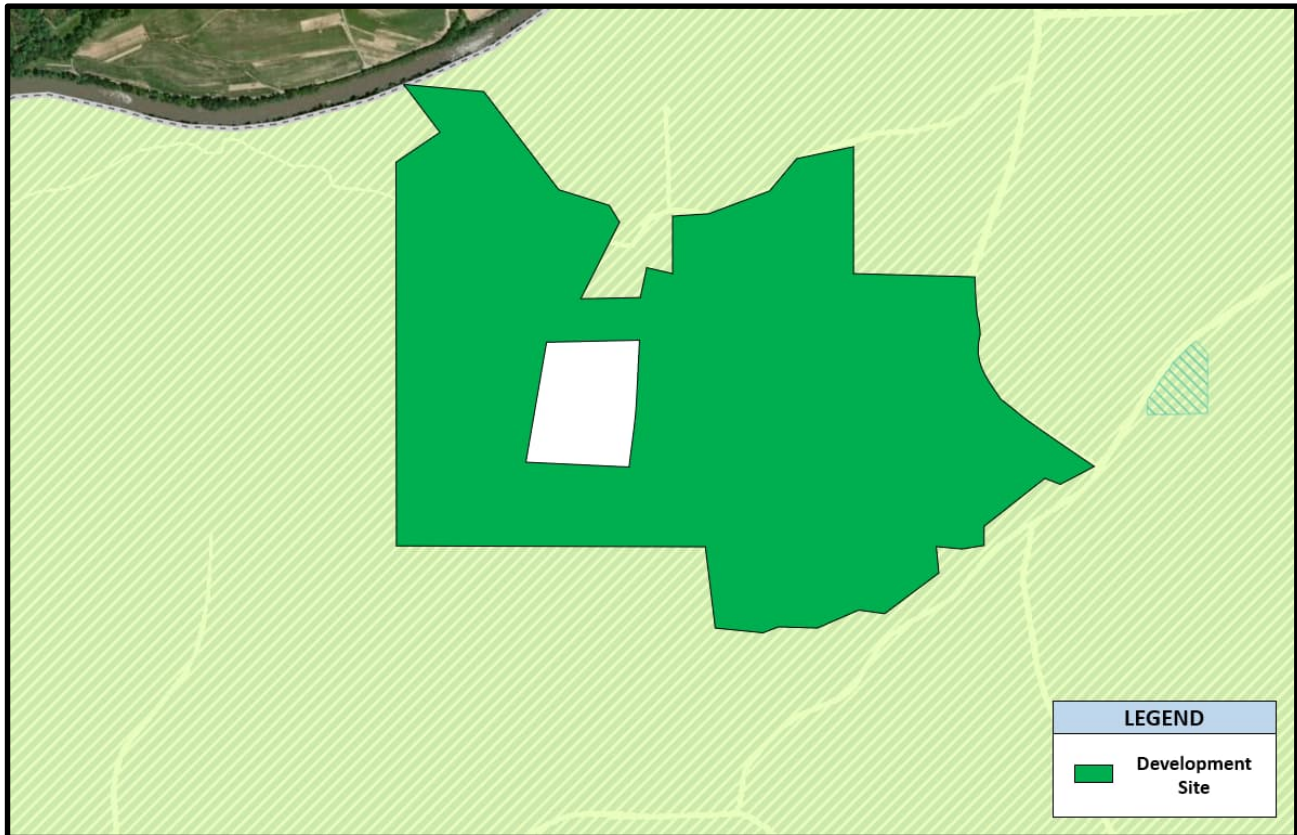


According to Figure 7, the area in which the development is located is categorized as a Rural Reserve.

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 “RC”, Low-Density Rural Conservation District, according to the Coweta County Code of Ordinances.

TRAFFIC PROJECTION METHODOLOGY

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

CENSUS DATA

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

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

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

Source: ARC population forecast Coweta County 2050

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

HISTORIC TRAFFIC DATA

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

Figure 9: GDOT COUNT STATIONS



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

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

Table 2: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 077-0284	GDOT Count Station 077-8140
2010	1327	
2011	-	
2012	1194	
2013	-	
2014	1522	
2015	1560*	558
2016	1479	540*
2017	1310*	560*
2018	1468	550*
2019	1680	597
2020	1310*	570*
2021	1533	600*
2022	1450*	600*
2023	1480*	635
2024	1450	680*
2025	-	891

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

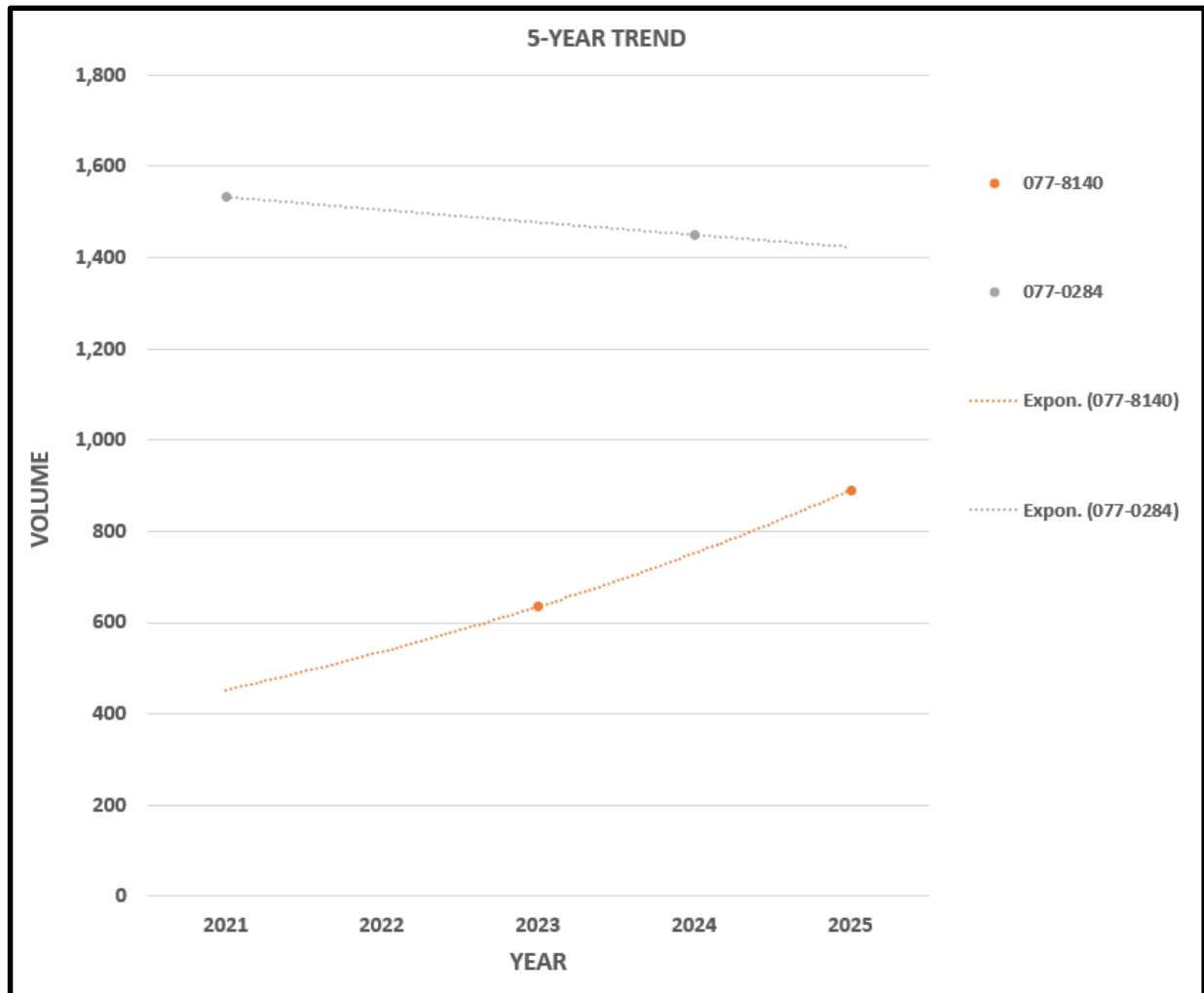


Figure 11: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS

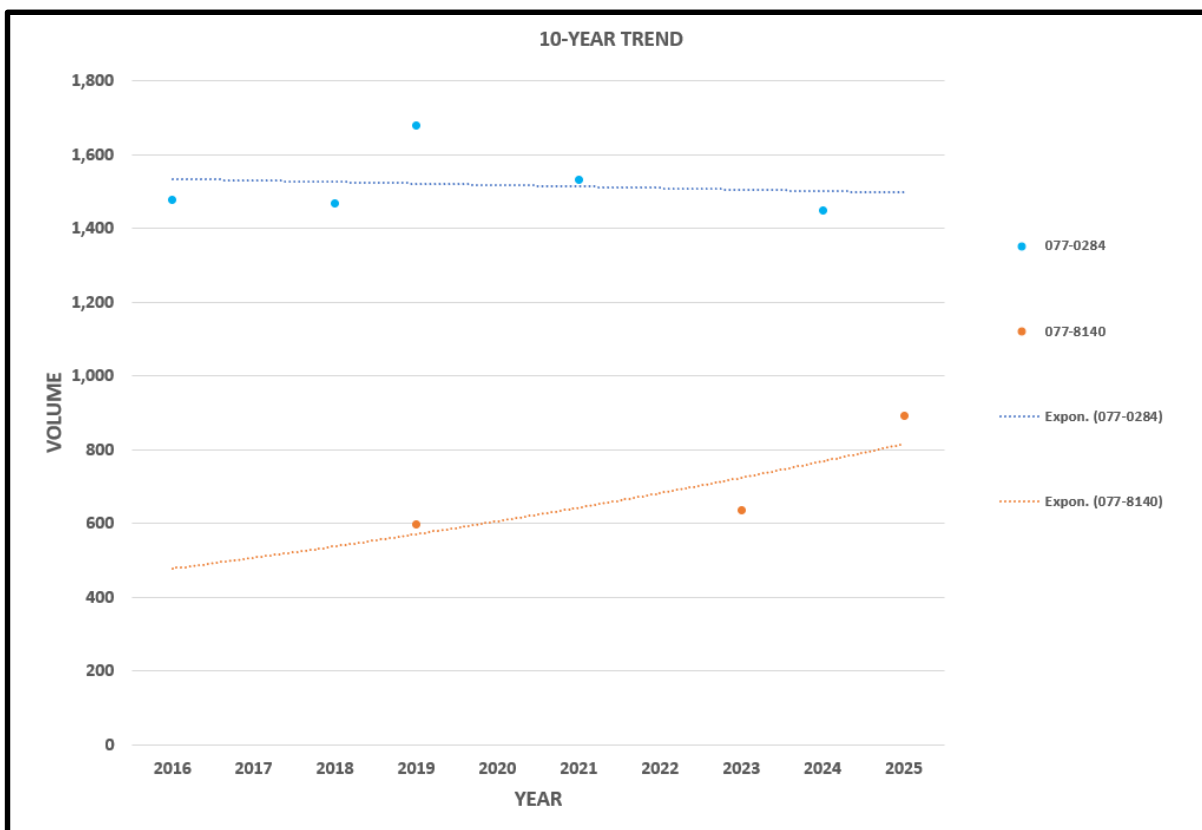
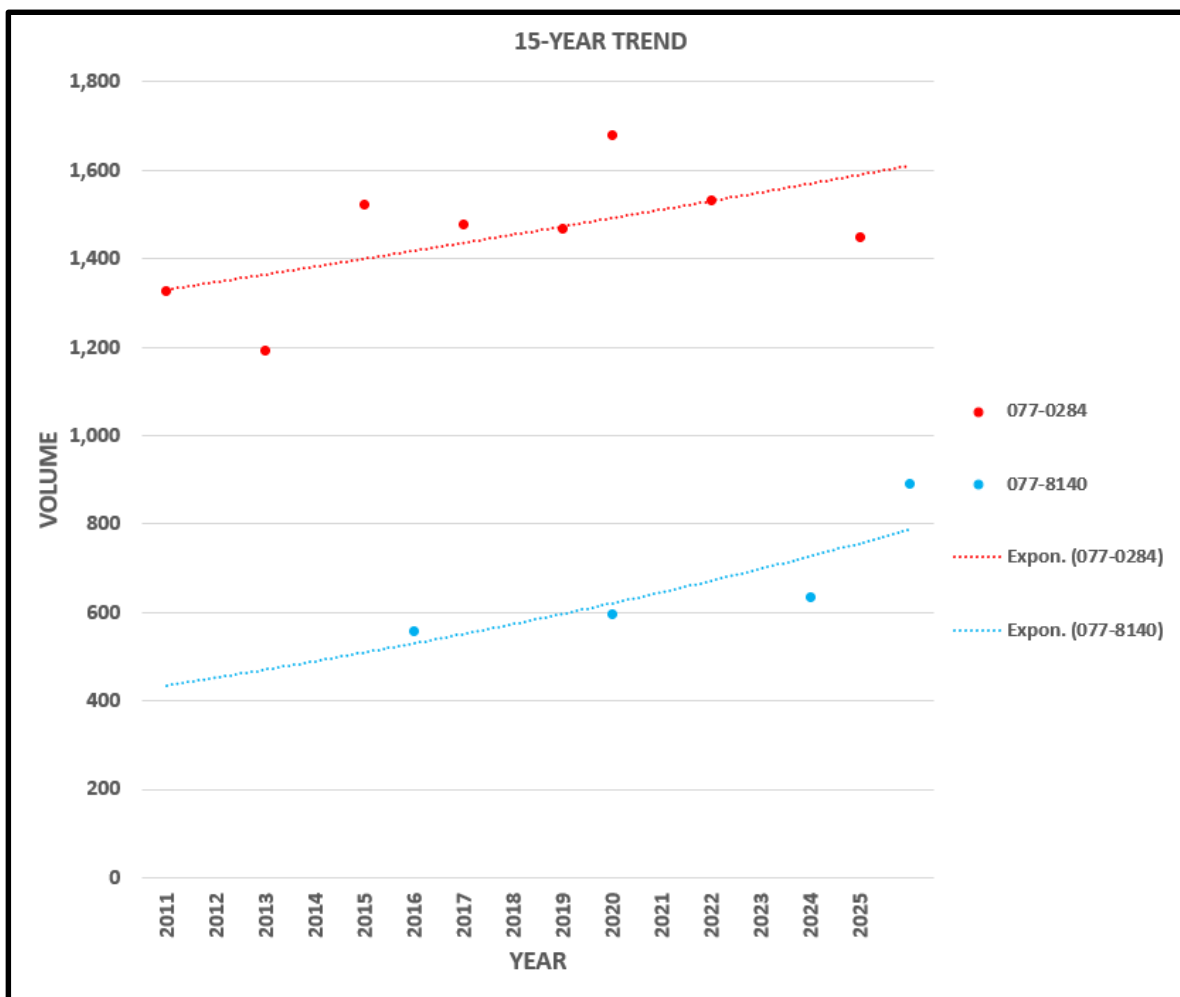


Figure 12: 15-YEAR TREND LINES FOR GDOT COUNT STATIONS



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
077-0284	-1.11%	-0.20%	1.30%
077-8140	7.01%	4.09%	3.17%
Blended Trend Rates from Count Stations	1.45%	1.15%	1.89%

Note: Rates are calculated based on annual compounding.

GROWTH RATE

The ARC projects an annual population growth rate of 1.4% per year for Coweta County through 2050. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 1.45% for the past five years, 1.15% for the past ten years, and 1.89% for the past fifteen years.

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

GROWTH FACTOR

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

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

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 (2028) – n=2

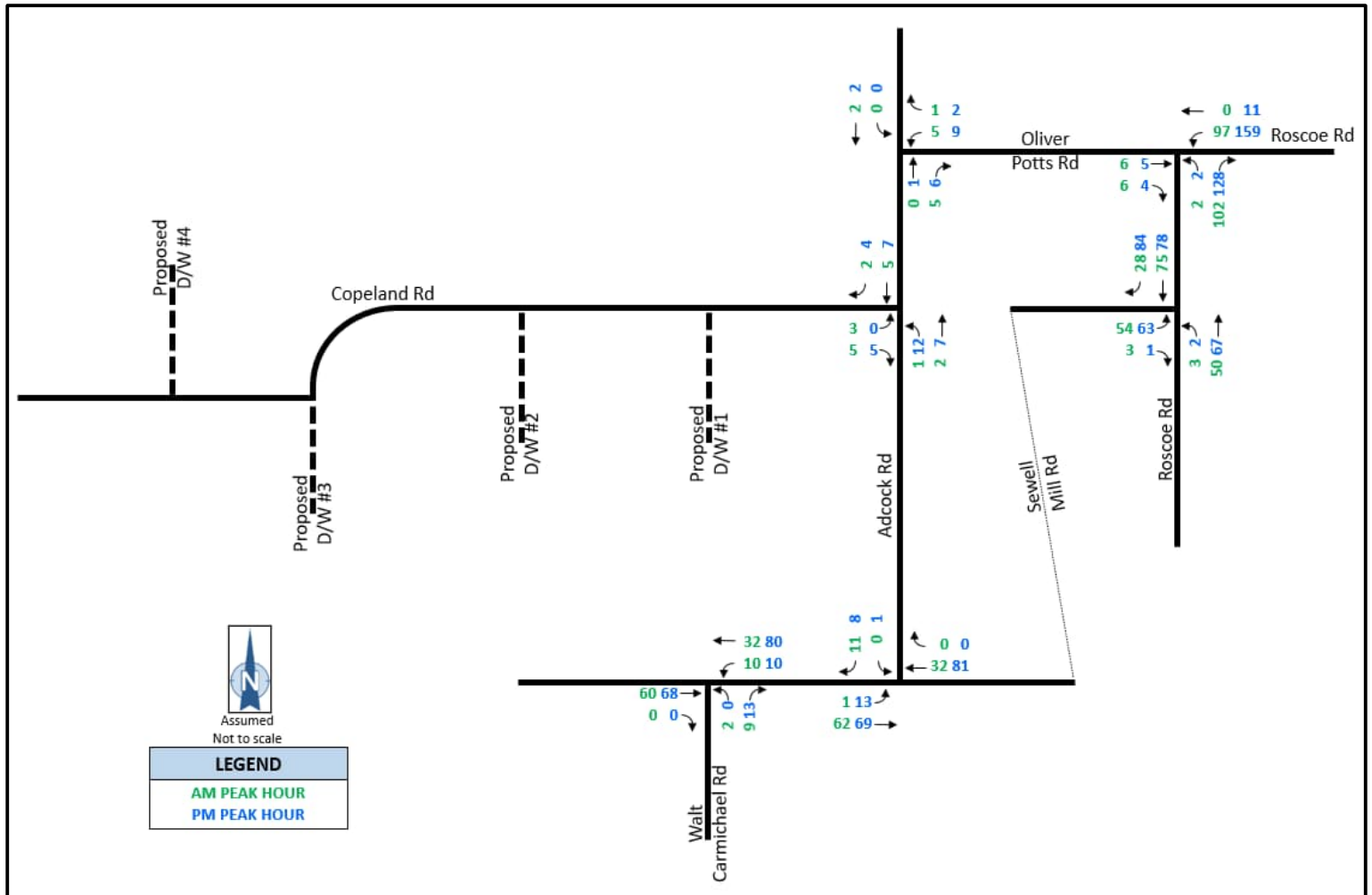
Growth factors are provided in Table 4.

Table 4: GROWTH FACTOR

PROJECTED YEAR
Build Year (2028)
1.03

Figure 13 on the following page shows the estimated background growth traffic volumes at the study intersections for the Build Year (2028).

Figure 13: PROJECTED 2028 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.

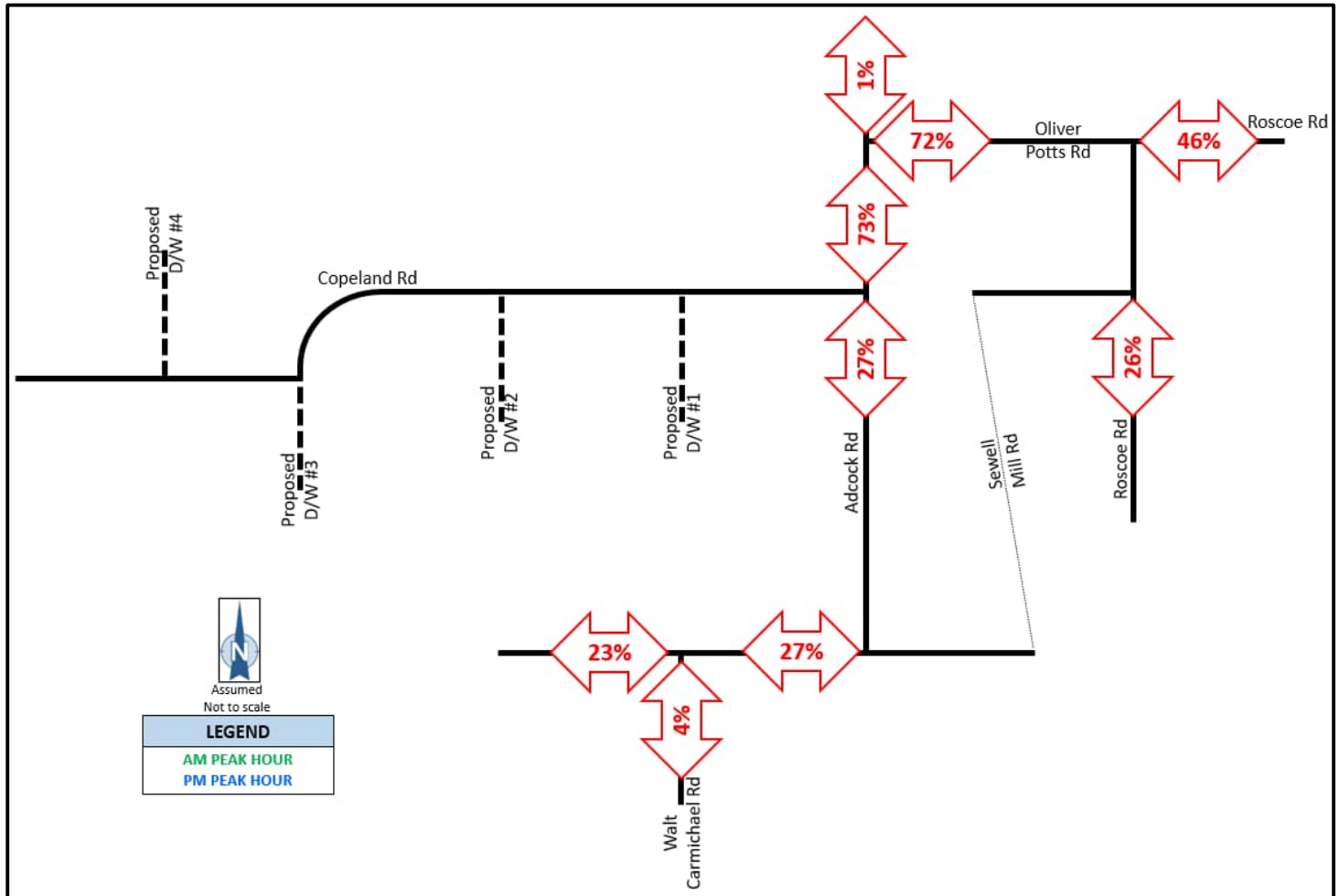
Table 5: TRIP GENERATION

ITE CODE	DESCRIPTION	SIZE	DAILY 2-WAY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
430	Golf Course	18 holes	548	24	6	30	28	25	53

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

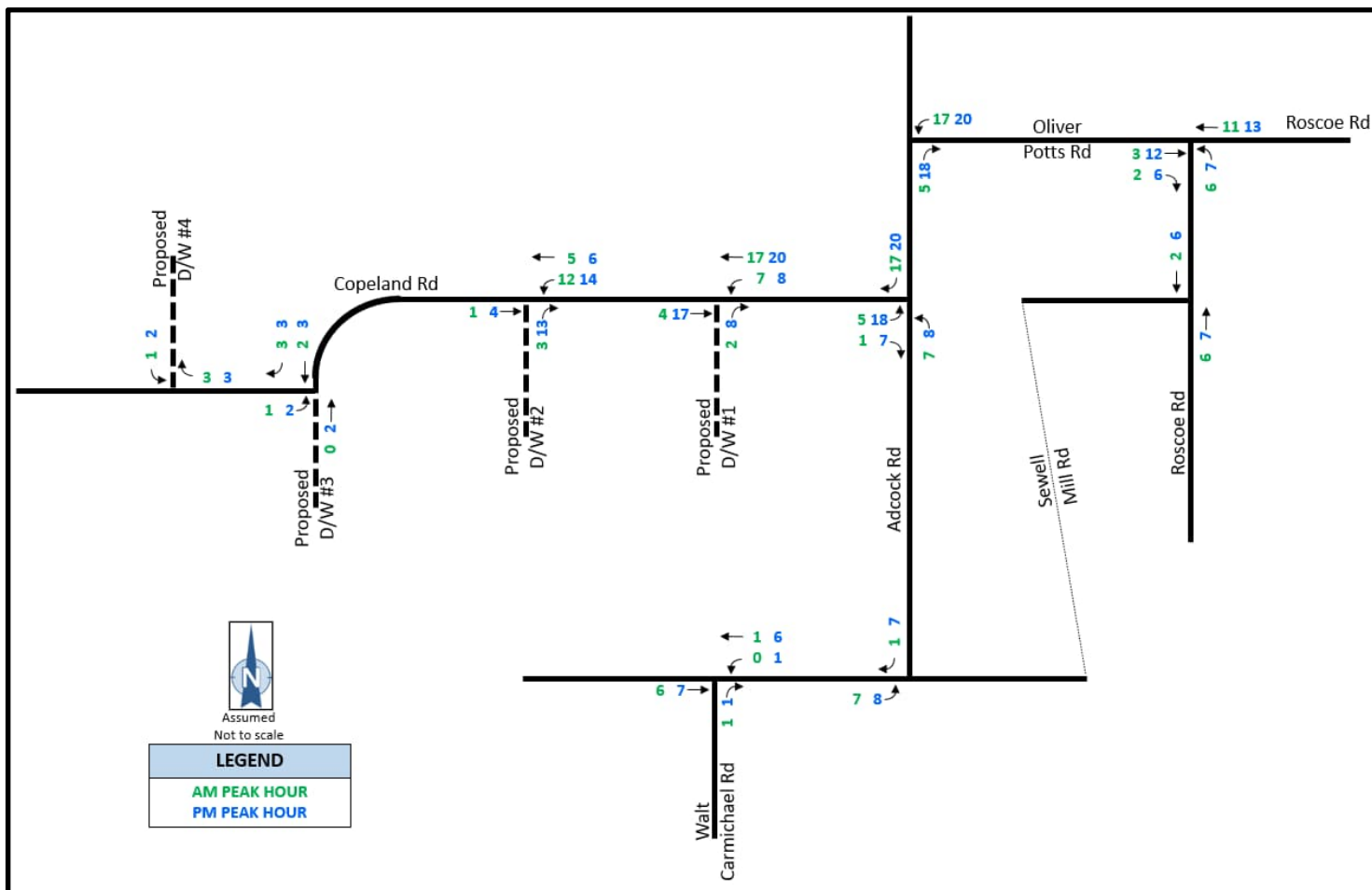
To & From	%	AM		PM	
		IN	OUT	IN	OUT
North on Adcock Rd	1%	0	0	0	0
East on Roscoe Rd	46%	11	3	13	12
South on Roscoe Rd	26%	6	2	7	6
West on Sewell Mill Rd	23%	6	1	7	6
South on Walt Carmichael Rd	4%	1	0	1	1
Total Trips	100%	24	6	28	25

Based on the provided site plan, it was assumed that 30% of all trips would use Driveway #1, 50% would use Driveway #2, 10% would use Driveway #3, and 10% would use Driveway #4.

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.

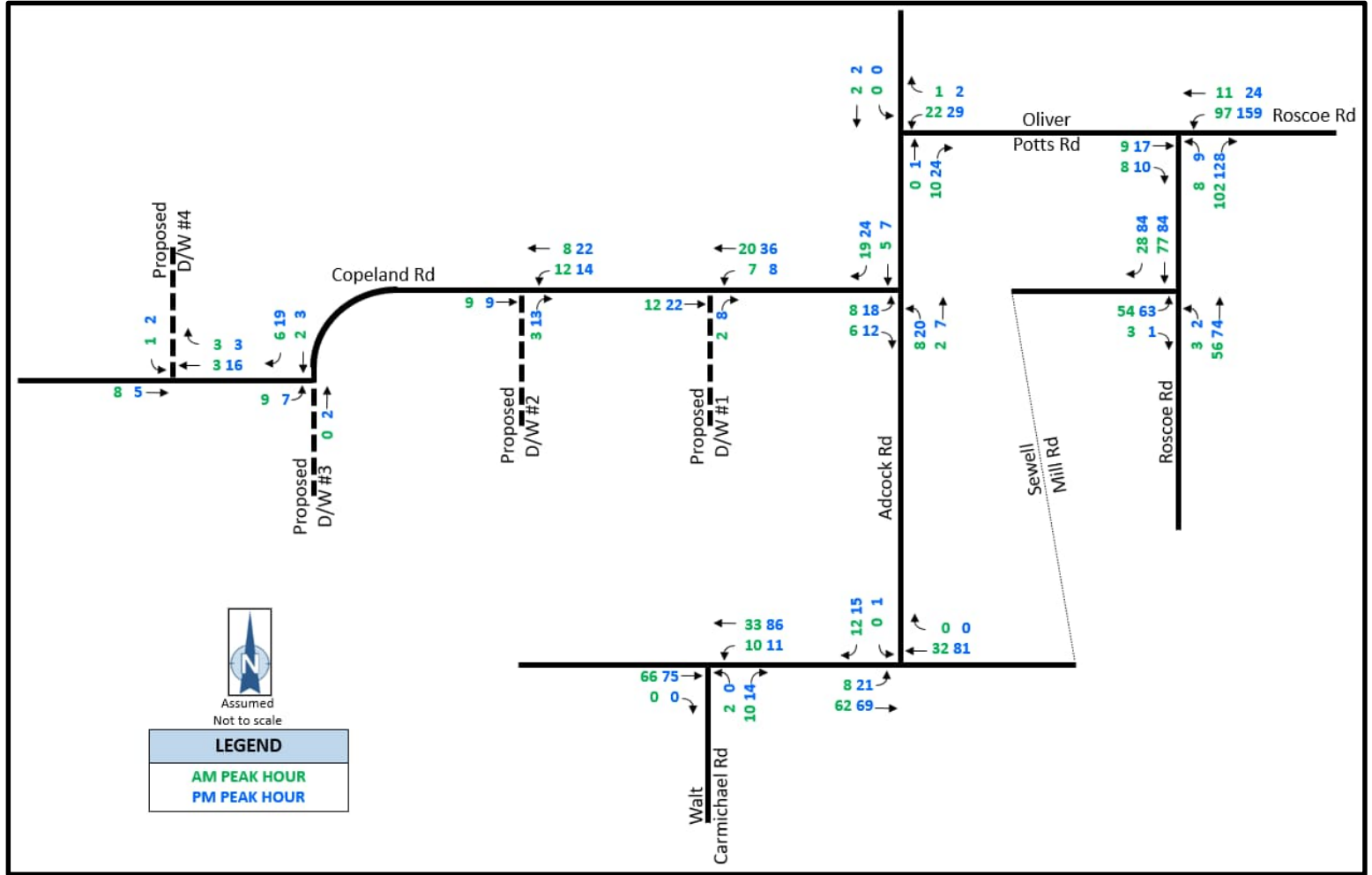
Figure 15: NEW TRIPS



Projected Build Volumes

In order to represent the Projected 2028 Build Volume, the New Trips (Figure 15) were added to the Projected 2028 Background Growth Volumes (Figure 13). The Projected 2028 Build Volumes are shown in Figure 16.

Figure 16: PROJECTED 2028 BUILD VOLUMES



TURN LANE ANALYSIS, SITE DRIVEWAYS

Considerations were made for the site driveways 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 driveways. 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

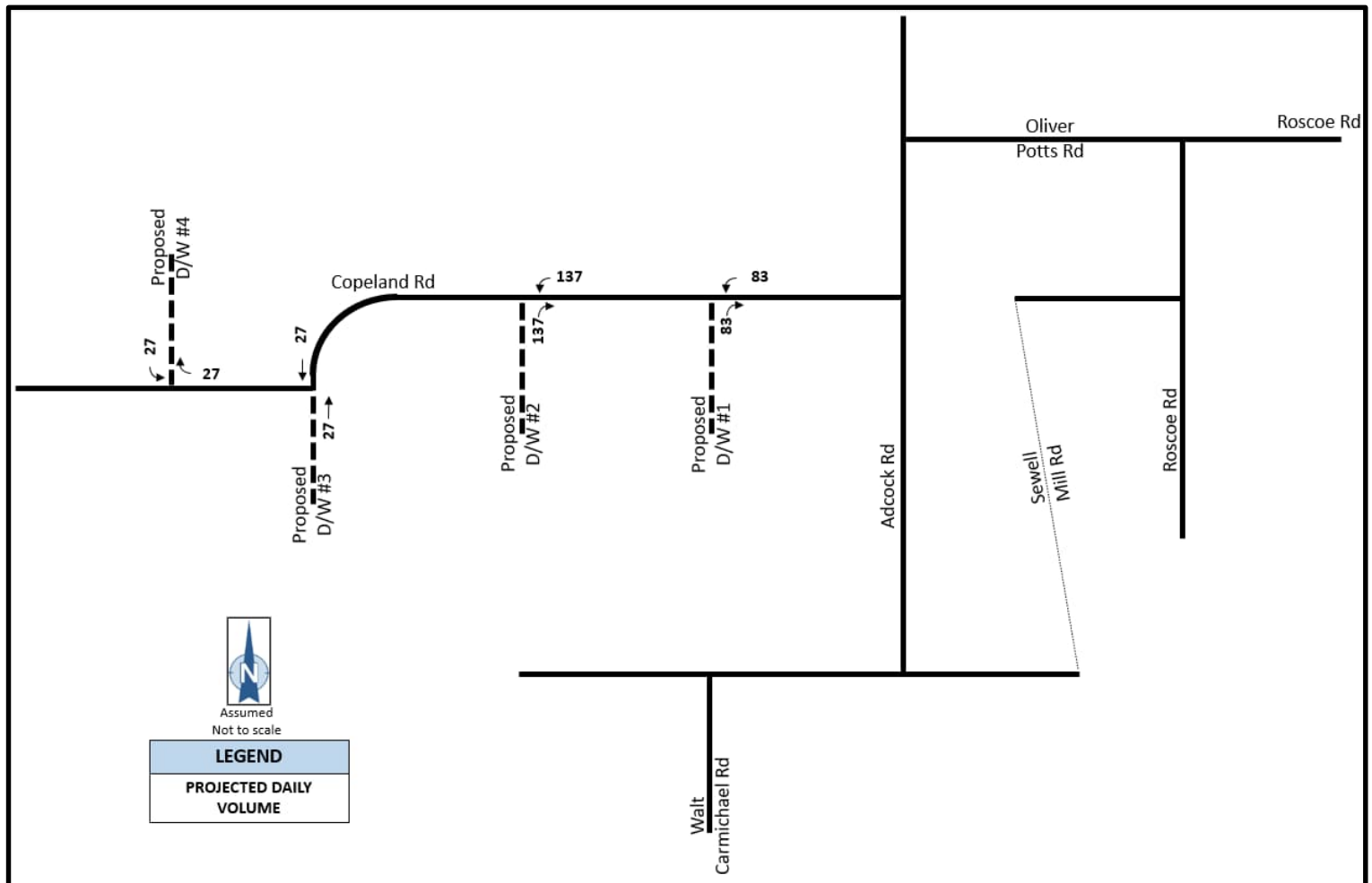
Figure 18: MINIMUM VOLUMES REQUIRING LEFT TURN LANES

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, there are no movements that meet the threshold for a turn lane. Therefore, no turn lanes were evaluated at the development driveways 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 (2026)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	-	-
	WBL/T	A (1.8)	A (0.8)
	NBL/R	A (8.9)	A (8.8)
Sewell Mill Rd @ Adcock Rd	EBL/T	A (0.1)	A (1.2)
	WBT/R	-	-
	SBL/R	A (8.5)	A (8.9)
Adcock Rd @ Copeland Rd	EBL/R	A (8.5)	A (8.4)
	NBL/T	A (2.4)	A (4.6)
	SBT/R	-	-
Adcock Rd @ Oliver Potts Rd	WBL/R	A (8.7)	A (8.6)
	NBT/R	-	-
	SBL/T	-	-
Roscoe Rd @ Oliver Potts Rd	EBT/R	-	A (8.4)
	WBL/T	-	-
	NBL/R	-	-
Roscoe Rd @ Sewell Mill Rd	EBL/R	A (9.6)	B (10.1)
	NBL/T	A (0.4)	A (0.2)
	SBT/R	-	-

:- A (0.0)

Capacity analysis results under Existing conditions indicate that the intersections operate at LOS 'B' or better on all approaches 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 (2026)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	3
Sewell Mill Rd @ Adcock Rd	EBL/T	0	0
	WBT/R	0	0
	SBL/R	0	0
Adcock Rd @ Copeland Rd	EBL/R	0	0
	NBL/T	0	0
	SBT/R	0	0
Adcock Rd @ Oliver Potts Rd	WBL/R	0	0
	NBT/R	0	0
	SBL/T	0	0
Roscoe Rd @ Oliver Potts Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0
Roscoe Rd @ Sewell Mill Rd	EBL/R	5	8
	NBL/T	0	0
	SBT/R	0	0

25 ft = 1 car

PROJECTED NO-BUILD CONDITIONS

The intersections were evaluated under projected No-Build conditions, with existing geometry and 2028 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 (2028)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	-	-
	WBL/T	A (1.8)	A (0.8)
	NBL/R	A (8.9)	A (8.8)
Sewell Mill Rd @ Adcock Rd	EBL/T	A (0.1)	A (1.2)
	WBT/R	-	-
	SBL/R	A (8.5)	A (8.9)
Adcock Rd @ Copeland Rd	EBL/R	A (8.5)	A (8.4)
	NBL/T	A (2.4)	A (4.6)
	SBT/R	-	-
Adcock Rd @ Oliver Potts Rd	WBL/R	A (8.7)	A (68.6)
	NBT/R	-	-
	SBL/T	-	-
Roscoe Rd @ Oliver Potts Rd	EBT/R	-	A (8.4)
	WBL/T	-	-
	NBL/R	-	-
Roscoe Rd @ Sewell Mill Rd	EBL/R	A (9.6)	B (10.2)
	NBL/T	A (0.4)	A (0.2)
	SBT/R	-	-

∴ A (0.0)

Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS 'B' or better on all approaches during both peak hours through 2028.

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 (2028)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	5
Sewell Mill Rd @ Adcock Rd	EBL/T	0	0
	WBT/R	0	0
	SBL/R	0	0
Adcock Rd @ Copeland Rd	EBL/R	0	0
	NBL/T	0	0
	SBT/R	0	0
Adcock Rd @ Oliver Potts Rd	WBL/R	0	0
	NBT/R	0	0
	SBL/T	0	0
Roscoe Rd @ Oliver Potts Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0
Roscoe Rd @ Sewell Mill Rd	EBL/R	5	8
	NBL/T	0	0
	SBT/R	0	0

25 ft = 1 car

PROJECTED BUILD CONDITIONS

The intersections were evaluated under projected Build conditions, with projected geometry and projected 2028 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 (2028)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	-	-
	WBL/T	A (1.8)	A (0.8)
	NBL/R	A (8.9)	A (8.9)
Sewell Mill Rd @ Adcock Rd	EBL/T	A (0.1)	A (1.8)
	WBT/R	-	-
	SBL/R	A (8.5)	A (8.9)
Adcock Rd @ Copeland Rd	EBL/R	A (8.7)	A (8.9)
	NBL/T	A (5.8)	A (5.5)
	SBT/R	-	-
Adcock Rd @ Oliver Potts Rd	WBL/R	A (8.7)	A (8.9)
	NBT/R	-	-
	SBL/T	-	-
Roscoe Rd @ Oliver Potts Rd	EBT/R	A (8.4)	A (8.5)
	WBL/T	-	-
	NBL/R	-	-
Roscoe Rd @ Sewell Mill Rd	EBL/R	A (9.7)	B (10.3)
	NBL/T	A (0.4)	A (0.2)
	SBT/R	-	-
Copeland Rd @ Driveway #1	EBT/R	-	-
	WBL/T	A (1.9)	A (1.3)
	NBL/R	A (8.4)	A (8.4)
Copeland Rd @ Driveway #2	EBT/R	-	-
	WBL/T	A (4.4)	A (2.8)
	NBL/R	A (8.4)	A (8.4)
Copeland Rd @ Driveway #3	EBL/R	-	-
	NBL/T	-	-
	SBT/R	-	-
Copeland Rd @ Driveway #4	EBL/R	-	-
	WBT/R	-	-
	SBL/R	A (8.6)	A (8.6)

- = A (0.0)

Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS 'B' during both peak hours through 2028.

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 (2028)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	3
Sewell Mill Rd @ Adcock Rd	EBL/T	0	3
	WBT/R	0	0
	SBL/R	0	3
Adcock Rd @ Copeland Rd	EBL/R	3	3
	NBL/T	0	3
	SBT/R	0	0
Adcock Rd @ Oliver Potts Rd	WBL/R	3	3
	NBT/R	0	0
	SBL/T	0	0
Roscoe Rd @ Oliver Potts Rd	EBT/R	3	3
	WBL/T	0	0
	NBL/R	0	0
Roscoe Rd @ Sewell Mill Rd	EBL/R	5	8
	NBL/T	0	0
	SBT/R	0	0
Copeland Rd @ Driveway #1	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0
Copeland Rd @ Driveway #2	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0
Copeland Rd @ Driveway #3	EBL/R	0	0
	NBL/T	0	0
	SBT/R	0	0
Copeland Rd @ Driveway #4	EBL/R	0	0
	WBT/R	0	0
	SBL/R	0	0

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. Copeland Road, Adcock Road, Oliver Potts Road, and Walt Carmichael Road are classified as local roads, while Stewart Mill Road is classified as a minor collector and Roscoe Road is classified as a minor arterial.

FIGURE 20: ROADWAY CAPACITY TABLE

State Two-Way Arterials

Unsignalized (Uninterrupted Flow)

Lanes /Divided	Level of Service				
	A	B	C	D	E
2/undivided	8,900	13,900	18,300	24,800	33,100
4/divided	21,500	35,800	50,100	60,100	71,600
6/divided	32,200	53,700	75,200	90,200	107,400

Interrupted Flow

Class I (> 2 signalized intersections per mile)

Lanes /Divided	Level of Service				
	A**	B	C	D***	E***
2/undivided	N/A	10,800	15,600	16,600	16,600
4/divided	N/A	23,500	33,200	35,000	35,000
6/divided	N/A	35,800	43,900	52,500	52,500
8/divided	N/A	45,300	61,400	64,400	64,400

Class II (2-4.5 signalized intersections per mile)

Lanes /Divided	Level of Service				
	A**	B**	C	D	E
2/undivided	N/A	N/A	9,900	14,300	16,200
4/divided	N/A	N/A	22,300	32,500	34,300
6/divided	N/A	N/A	35,500	48,300	51,700
8/divided	N/A	N/A	44,700	60,100	63,400

Class III (> 4.5 signalized intersections per mile but not in CBD)

Lanes /Divided	Level of Service				
	A**	B**	C	D	E
2/undivided	N/A	N/A	3,300	12,100	15,800
4/divided	N/A	N/A	7,800	27,800	33,600
6/divided	N/A	N/A	12,100	43,300	50,500
8/divided	N/A	N/A	15,300	54,200	62,100

Class IV (> 4.5 signalized intersections per mile within CBD)

Lanes /Divided	Level of Service				
	A**	B**	C	D	E
2/undivided	N/A	N/A	3,700	13,800	15,300
4/divided	N/A	N/A	8,900	29,300	32,600
6/divided	N/A	N/A	14,000	45,500	49,000
8/divided	N/A	N/A	17,500	56,200	60,100

* 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.

Freeways

Group I (with urban area 500,000+ with 5 miles of CBD)

Lanes	Level of Service				
	A	B	C	D	E
4	21,200	34,300	51,500	66,200	81,700
6	32,600	52,700	73,000	101,600	125,400
8	44,500	71,800	107,800	138,500	171,100
10	55,600	89,800	134,700	173,200	213,600
12	65,200	105,400	158,100	203,200	250,500

Group II (with urban area 500,000+ not included in Group I)

Lanes	Level of Service				
	A	B	C	D	E
4	20,900	32,800	43,200	62,600	74,500
6	32,100	50,400	75,600	96,200	114,500
8	43,800	68,800	103,200	131,300	156,300
10	54,700	86,000	129,000	164,200	195,400
12	64,100	100,800	151,200	192,400	229,100

Non-State Roadways (Major City/County Roads)

Lanes	Level of Service				
	A**	B**	C	D	E
2/undivided	N/A	N/A	8,600	14,600	16,000
4/divided	N/A	N/A	15,800	31,700	33,900
6/divided	N/A	N/A	20,800	47,800	51,000

Other Signalized Roadways (Signalized Intersection Analysis)

Lanes	Level of Service				
	A**	B**	C	D	E
2/undivided	N/A	N/A	4,800	10,900	11,300
4/divided	N/A	N/A	11,600	23,800	25,400

Adjustments (Divided/Undivided)

(After corresponding two-way volumes by indicated percentage)

Lanes	Median	Left Turn	Right Turn	Adjustment Factor
2	divided	Yes	No	+5%
2	undivided	No	No	-20%
Multi	undivided	Yes	No	-5%
Multi	undivided	No	No	-25%

One-Way

(After corresponding two-way volumes by indicated percentage)

One-Way Lanes	Equivalent 2-Way Lanes	Adjustment Factor
2	4	-40%
3	6	-40%
4	8	-40%
5	8	-25%

CLASSIFICATION LEGEND

- Copeland Road
- Adcock Road
- Oliver Potts Road
- Walt Carmichael Road
- Sewell Mill Road
- Roscoe Road/SR 60

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

- Copeland Road, Adcock Road, Oliver Potts Road, Walt Carmichael Road, & Sewell Mill Road – 14,600 – 20% adjustment factor = 11,680 vehicles per day
- Roscoe Road – 24,800 – 20% adjustment factor = 19,840 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		2028 BACKGROUND		DEVELOPMENT VOLUME	
		VOLUME	%	VOLUME	%	VOLUME	%
Copeland Rd	11,680	182**	1.6%	187	1.6%	548	4.7%
Adcock Rd		199	1.7%	205	1.8%	400	3.4%
Oliver Potts Rd		124	1.1%	128	1.1%	394	3.4%
Walt Carmichael Rd		150***	1.3%	155	1.3%	22	0.2%
Sewell Mill Rd		904*	7.7%	931	8.0%	148	1.3%
Roscoe Rd	19,480	1,494*	7.7%	1,539	7.9%	252	1.3%

*: Existing volume estimated based on the existing ADT from the GDOT count station and the background growth rate

**: Existing volume estimated based on the TMC data and the K-factor from the ATR data on Adcock Road, which was determined to be 11.6%

***: Existing volume estimated based on the TMC data and the K-factor at GDOT station #077-8140, which was found to be 15.3%

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 a development consisting of an 18-hole golf course, with a 23 KSF clubhouse, a two story 22 KSF lodge, a 10 KSF wellness center, four villas totaling 4.8 KSF, a 2.7 KSF practice facility, and a 12 KSF maintenance building. The site plan proposes four points of access on Copeland Road. The development is proposed to be fully built out by 2028.
- Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, May 5, 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.
- Two Automatic Traffic Recorders (ATRs) were placed in the study area to collect bi-directional traffic data on Tuesday, May 5, 2026. Bi-directional ATR data was collected to record daily volumes and truck percentages.
 - o Adcock Road
 - Northbound: daily volume of 96 vehicles per day, and average truck percentage of 7.8%
 - Southbound: daily volume of 103 vehicles per day, and average truck percentage of 9.7%
 - o Oliver Potts Road
 - Eastbound: daily volume of 59 vehicles per day, and average truck percentage of 8.5%
 - Westbound: daily volume of 65 vehicles per day, and average truck percentage of 10.8%
- The development is in a “Rural Reserve” Land Use Category.
- The development is in the ‘RC’ Zoning District that is listed as a Low-Density Rural Conservation District.
- Based on census data, GDOT count station data, and the area, an annual growth rate of 1.5% was established for the study.
- The development is projected to generate 548 total daily trips (274 entering and exiting).
 - o The AM peak hour produces 30 total trips (24 entering, 6 exiting).
 - o The PM peak hour produces 53 total trips (28 entering, 25 exiting).
- Based on the projected turning movements, there are no movements that meet the threshold for a turn lane. Therefore, no turn lanes were evaluated at the development driveways for the Build scenario.
- Capacity analysis results under Existing conditions indicate that the intersections operate at LOS ‘B’ or better on all approaches during both peak hours.

- Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS 'B' or better on all approaches during both peak hours through 2028.
- Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS 'B' or better on all approaches during both peak hours through 2028.
- Table 14 demonstrates all the study roadways are projected to remain under capacity with the addition of the development volumes.

APPENDICES

SITE PLAN	A
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ATR DATA	C
GDOT COUNT STATION DATA	D
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CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS.....	G
CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS.....	H

APPENDIX A

SITE PLAN



APPENDIX B

TURNIN MOVEMENT DATA





(303) 216-2439
www.alltrafficdata.net

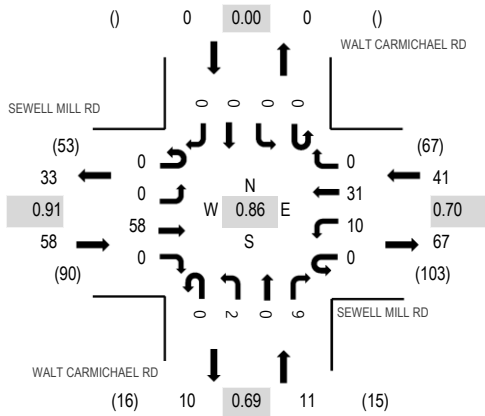
Location: 1 WALT CARMICHAEL RD & SEWELL MILL RD AM

Date: Tuesday, May 5, 2026

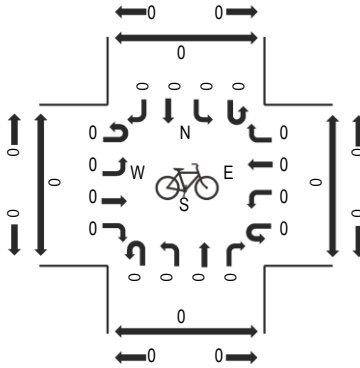
Peak Hour: 07:15 AM - 08:15 AM

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

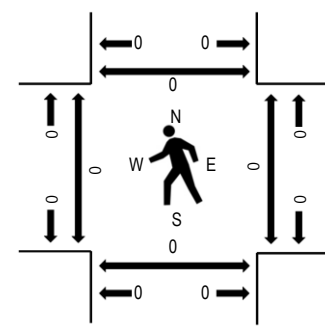
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL MILL RD Eastbound				SEWELL MILL RD Westbound				WALT CARMICHAEL RD Northbound				WALT CARMICHAEL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	8	0	0	1	6	0	0	0	0	1	0	0	0	0	16	104	0	0	0	0
7:15 AM	0	0	16	0	0	3	8	0	0	1	0	3	0	0	0	0	31	110	0	0	0	0
7:30 AM	0	0	14	0	0	4	11	0	0	1	0	2	0	0	0	0	32	99	0	0	0	0
7:45 AM	0	0	15	0	0	1	8	0	0	0	0	1	0	0	0	0	25	80	0	0	0	0
8:00 AM	0	0	13	0	0	2	4	0	0	0	0	3	0	0	0	0	22	68	0	0	0	0
8:15 AM	0	0	11	0	0	2	6	0	0	0	0	1	0	0	0	0	20		0	0	0	0
8:30 AM	0	0	8	0	0	2	3	0	0	0	0	0	0	0	0	0	13		0	0	0	0
8:45 AM	0	0	5	0	0	1	5	0	0	0	0	2	0	0	0	0	13		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	56	0	0	10	31	0	0	1	0	9	0	0	0	0	107
Mediums	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Total	0	0	58	0	0	10	31	0	0	2	0	9	0	0	0	0	110

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%				0.0%				9.1%				0.0%			2.7%
Heavy Vehicle %	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
Peak Hour Factor		0.91				0.70				0.69				0.00			0.86
Peak Hour Factor	0.00	0.00	0.91	0.00	0.00	0.63	0.75	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	0.00	0.86



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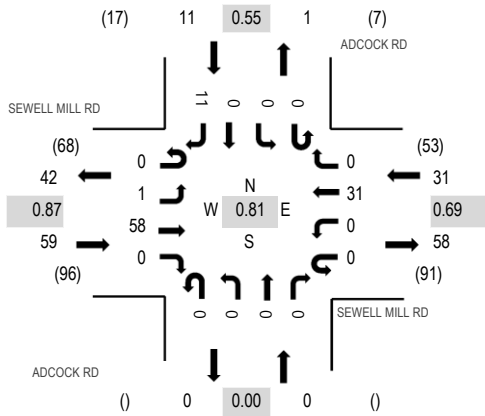
Location: 2 ADCOCK RD & SEWELL MILL RD AM

Date: Tuesday, May 5, 2026

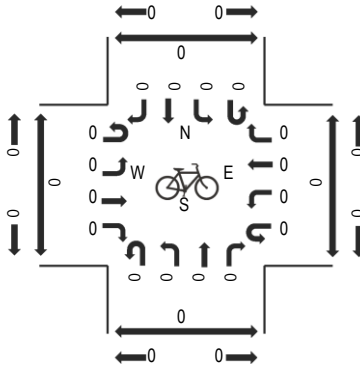
Peak Hour: 07:15 AM - 08:15 AM

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

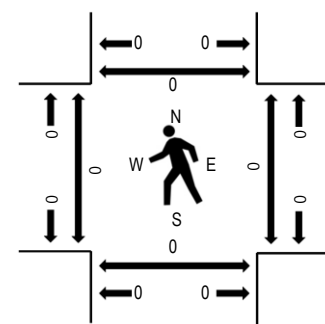
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL MILL RD Eastbound				SEWELL MILL RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	1	15	98	0	0	0	0
7:15 AM	0	0	16	0	0	0	9	0	0	0	0	0	0	0	0	3	28	101	0	0	0	0
7:30 AM	0	0	14	0	0	0	12	0	0	0	0	0	0	0	0	5	31	93	0	0	0	0
7:45 AM	0	1	16	0	0	0	6	0	0	0	0	0	0	0	0	1	24	78	0	0	0	0
8:00 AM	0	0	12	0	0	0	4	0	0	0	0	0	0	0	0	2	18	68	0	0	0	0
8:15 AM	0	1	11	0	0	0	6	0	0	0	0	0	0	0	0	2	20		0	0	0	0
8:30 AM	0	2	7	0	0	0	4	1	0	0	0	0	0	1	0	1	16		0	0	0	0
8:45 AM	0	2	6	0	0	0	5	0	0	0	0	0	0	0	0	1	14		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	56	0	0	0	30	0	0	0	0	0	0	0	0	11	98
Mediums	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	0	1	58	0	0	0	31	0	0	0	0	0	0	0	0	11	101

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%				3.2%				0.0%				0.0%			3.0%
Heavy Vehicle %	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%
Peak Hour Factor		0.87				0.69				0.00				0.55			0.81
Peak Hour Factor	0.00	0.63	0.91	0.00	0.00	0.00	0.69	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.55	0.81



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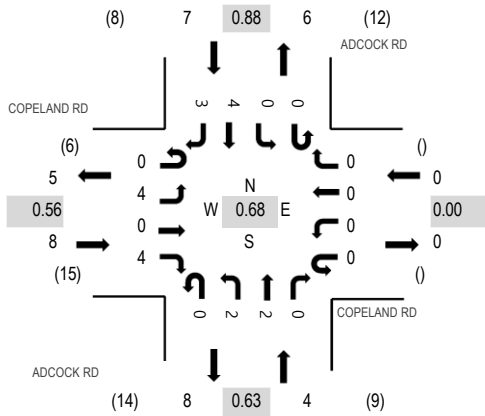
Location: 3 ADCOCK RD & COPELAND RD AM

Date: Tuesday, May 5, 2026

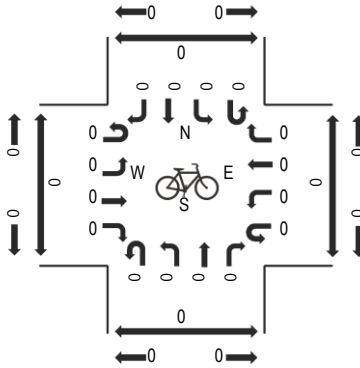
Peak Hour: 07:30 AM - 08:30 AM

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

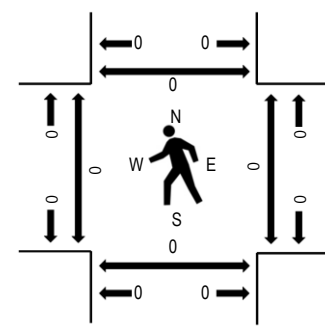
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COPELAND RD Eastbound				COPELAND RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	18	0	0	0	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	4	18	0	0	0	0
7:30 AM	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1	1	7	19	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	15	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	14	0	0	0	0
8:15 AM	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	5		0	0	0	0
8:30 AM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3		0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	3		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	0	4	0	0	0	0	0	2	2	0	0	0	4	3	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	2	2	0	0	0	4	3	19

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.56				0.00				0.63				0.88				0.68
Peak Hour Factor	0.00	1.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.75	0.00	0.00	0.00	0.63	0.75	0.68



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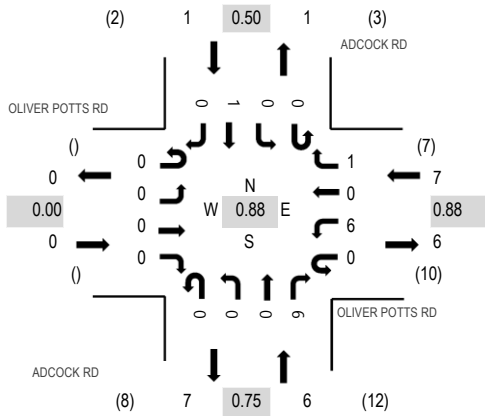
Location: 4 ADCOCK RD & OLIVER POTTS RD AM

Date: Tuesday, May 5, 2026

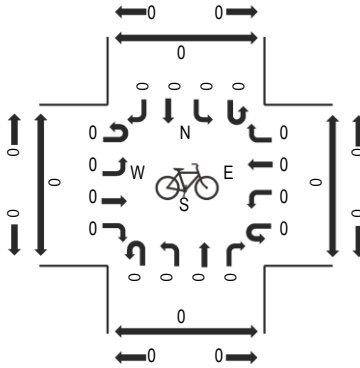
Peak Hour: 07:30 AM - 08:30 AM

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

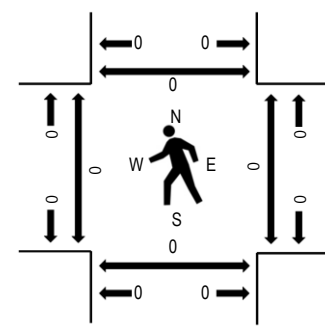
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLIVER POTTS RD Eastbound				OLIVER POTTS RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	11	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	13	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	14	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	12	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	4	10	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	6	0	0	0	0	0	6	0	0	1	0	13
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	1	0	0	0	6	0	0	1	0	14

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	7.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%
Peak Hour Factor																	0.88
Peak Hour Factor	0.00				0.00	0.75	0.00	0.25	0.00	0.00	0.50	0.75	0.00	0.00	0.50	0.00	0.88



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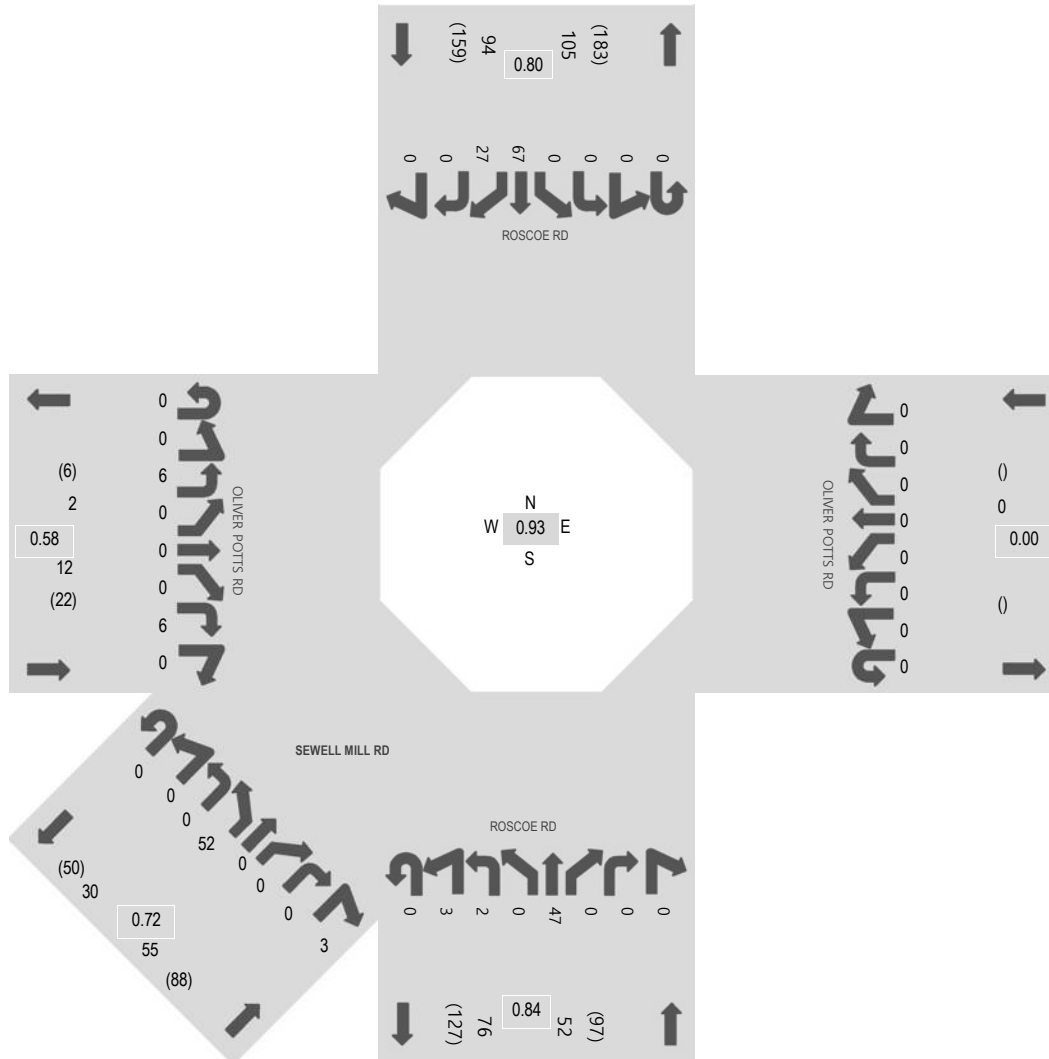
Location: 5 ROSCOE RD & OLIVER POTTS RD AM

Date: Tuesday, May 5, 2026

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

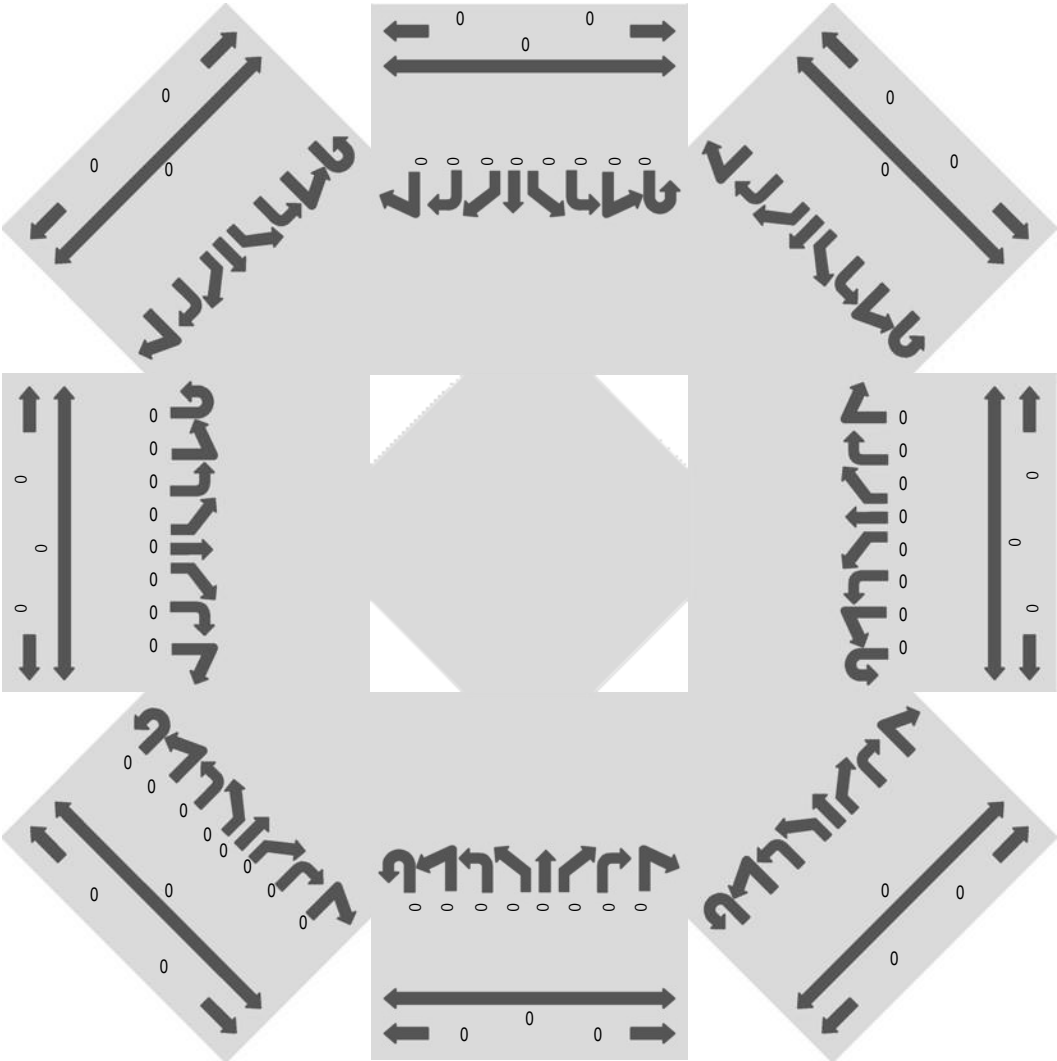
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - Motorized Vehicles

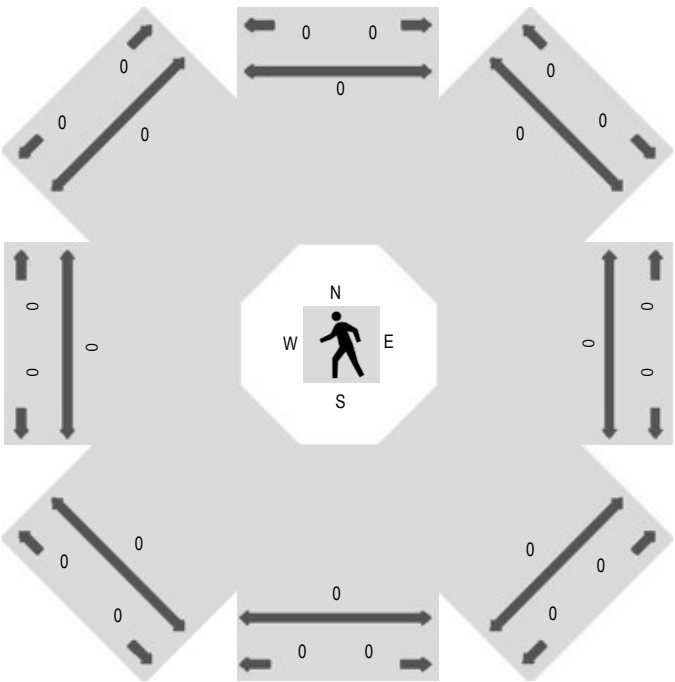


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
7:00 AM	0	0	0	0	0	0	0	0									0	2	1	0	7	0	0	0	0	0	0	7	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0									0	2	0	0	14	0	0	0	0	0	0	18	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0									0	0	0	0	13	0	0	0	0	0	0	4	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0									0	1	1	0	13	0	0	0	0	0	0	15	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0									0	0	1	0	7	0	0	0	0	0	0	15	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0									0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0									0	1	3	0	13	0	0	0	0	0	0	8	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									0	6	6	0	85	0	0	0	0	0	0	85	0	0	0	3
Peak Hour	0	0	0	0	0	0	0	0									0	3	2	0	47	0	0	0	0	0	0	52	0	0	0	3

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
7:00 AM	0	0	3	0	0	0	0	0									0	0	0	0	9	5	0	0									34	200
7:15 AM	0	0	2	0	0	0	0	0									0	0	0	0	14	6	0	0									57	213
7:30 AM	0	0	2	0	0	0	4	0									0	0	0	0	18	12	0	0									54	204
7:45 AM	0	0	1	0	0	0	2	0									0	0	0	0	17	5	0	0									55	183
8:00 AM	0	0	1	0	0	0	0	0									0	0	0	0	18	4	0	0									47	166
8:15 AM	0	0	3	0	0	0	1	0									0	0	0	0	17	5	0	0									48	
8:30 AM	0	0	0	0	0	0	2	0									0	0	0	0	14	3	0	0									33	
8:45 AM	0	0	1	0	0	0	0	0									0	0	0	0	8	4	0	0									38	
Count Total	0	0	13	0	0	0	9	0									0	0	0	0	115	44	0	0									366	
Peak Hour	0	0	6	0	0	0	6	0									0	0	0	0	67	27	0	0									213	

Peak Rolling Hour Flow Rates

Vehicle Type	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Lights	0	0	0	0	0	0	0	0									0	3	2	0	46	0	0	0	0	0	0	51	0	0	0	3
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									0	3	2	0	47	0	0	0	0	0	0	52	0	0	0	3

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0									1
Lights	0	0	6	0	0	0	0	6									0	0	0	0	66	27	0	0									210
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0									2
Count Total	0	0	6	0	0	0	0	6									0	0	0	0	67	27	0	0									213

Heavy Vehicle Percentage and Peak Hour Factor

	Westbound								Northwestbound								Northbound								Northeastbound										
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR			
HV%	0.0%																1.9%								1.8%										
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%
PHF	0.00																0.84								0.72										
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00									0.00	0.63	0.33	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.00	0.75
	Eastbound								Southeastbound								Southbound								Southwestbound								Total		
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR			
HV%	0.0%																1.1%																1.4%		
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%									1.4%		
PHF	0.58																0.80																0.93		
PHF	0.00	0.00	0.67	0.00	0.00	0.00	0.44	0.00									0.00	0.00	0.00	0.00	0.97	0.58	0.00	0.00									0.93		



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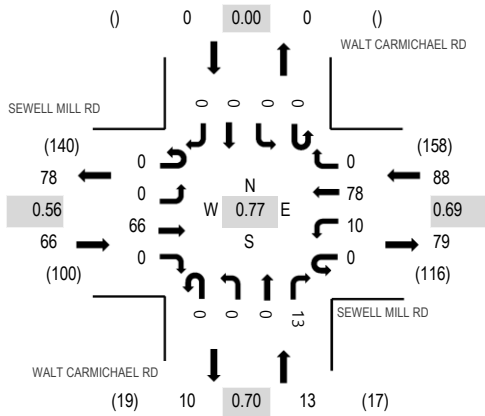
Location: 1 WALT CARMICHAEL RD & SEWELL MILL RD PM

Date: Tuesday, May 5, 2026

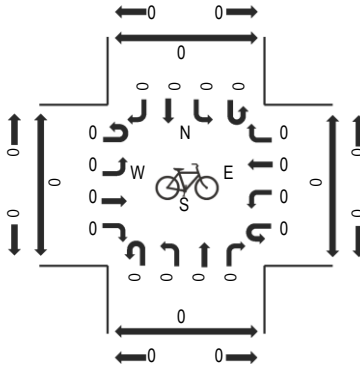
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

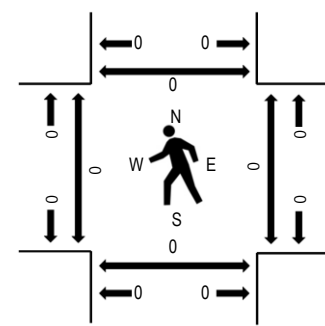
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL MILL RD Eastbound				SEWELL MILL RD Westbound				WALT CARMICHAEL RD Northbound				WALT CARMICHAEL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	11	0	0	2	18	0	0	0	0	1	0	0	0	0	32	139	0	0	0	0
4:45 PM	0	0	10	0	0	1	19	0	0	0	0	2	0	0	0	0	32	161	0	0	0	0
5:00 PM	0	0	7	0	0	3	15	0	0	0	0	3	0	0	0	0	28	167	0	0	0	0
5:15 PM	0	0	10	0	0	6	27	0	0	0	0	4	0	0	0	0	47	164	0	0	0	0
5:30 PM	0	0	31	0	0	1	17	0	0	0	0	5	0	0	0	0	54	136	0	0	0	0
5:45 PM	0	0	18	0	0	0	19	0	0	0	0	1	0	0	0	0	38		0	0	0	0
6:00 PM	0	0	11	0	0	2	11	0	0	0	0	1	0	0	0	0	25		0	0	0	0
6:15 PM	0	0	1	1	0	3	14	0	0	0	0	0	0	0	0	0	19		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	1	0	0	0	0	0	0	0	0	0	1
Lights	0	0	63	0	0	10	76	0	0	0	0	12	0	0	0	0	161
Mediums	0	0	3	0	0	0	1	0	0	0	0	1	0	0	0	0	5
Total	0	0	66	0	0	10	78	0	0	0	0	13	0	0	0	0	167

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 %																	3.6%
Heavy Vehicle %	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	3.6%
Peak Hour Factor																	0.77
Peak Hour Factor	0.00	0.00	0.56	0.25	0.00	0.50	0.73	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.77



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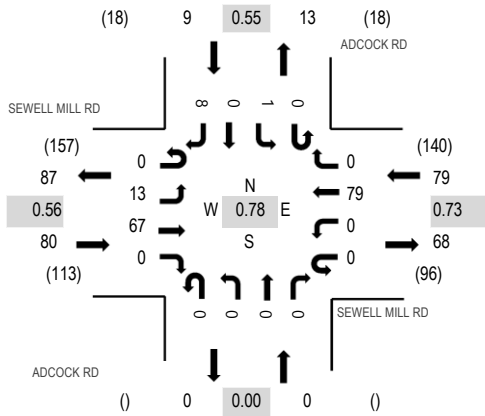
Location: 2 ADCOCK RD & SEWELL MILL RD PM

Date: Tuesday, May 5, 2026

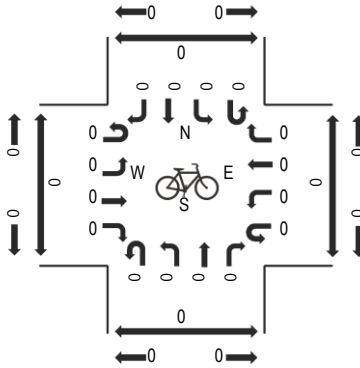
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

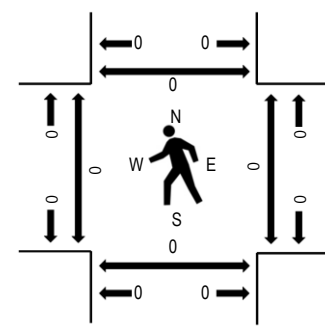
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL MILL RD Eastbound				SEWELL MILL RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	3	7	0	0	0	18	0	0	0	0	0	0	0	0	2	30	133	0	0	0	0
4:45 PM	0	1	10	0	0	0	18	0	0	0	0	0	0	0	0	2	31	157	0	0	0	0
5:00 PM	0	2	9	0	0	0	16	0	0	0	0	0	0	0	0	3	30	168	0	0	0	0
5:15 PM	0	4	8	0	0	0	27	0	0	0	0	0	0	0	0	3	42	163	0	0	0	0
5:30 PM	0	5	31	0	0	0	17	0	0	0	0	0	0	0	0	1	54	138	0	0	0	0
5:45 PM	0	2	19	0	0	0	19	0	0	0	0	0	0	1	0	1	42		0	0	0	0
6:00 PM	0	1	9	0	0	0	10	0	0	0	0	0	0	0	0	5	25		0	0	0	0
6:15 PM	0	0	2	0	0	0	15	0	0	0	0	0	0	0	0	0	17		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	1	0	0	0	0	0	0	0	0	0	1
Lights	0	12	64	0	0	0	77	0	0	0	0	0	0	1	0	8	162
Mediums	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	5
Total	0	13	67	0	0	0	79	0	0	0	0	0	0	1	0	8	168

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 %		5.0%				2.5%				0.0%				0.0%			3.6%
Heavy Vehicle %	0.0%	7.7%	4.5%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%
Peak Hour Factor		0.56				0.73				0.00				0.55			0.78
Peak Hour Factor	0.00	0.65	0.54	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.78



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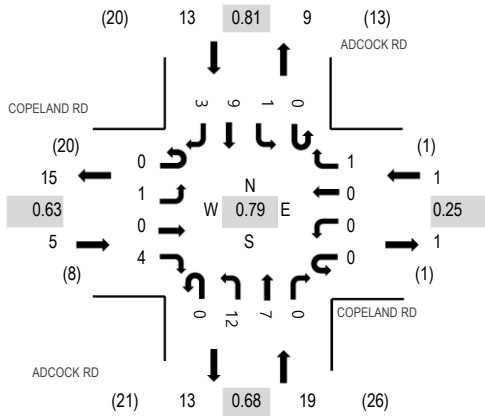
Location: 3 ADCOCK RD & COPELAND RD PM

Date: Tuesday, May 5, 2026

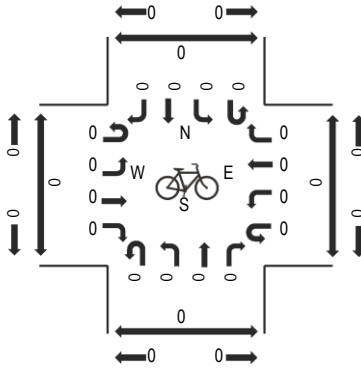
Peak Hour: 04:30 PM - 05:30 PM

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

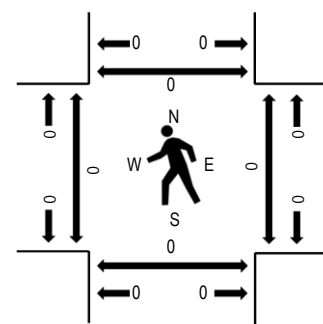
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COPELAND RD Eastbound				COPELAND RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	1	0	0	0	0	0	1	0	2	2	0	0	1	1	1	9	38	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	6	32	0	0	0	0
5:00 PM	0	0	0	2	0	0	0	0	0	4	2	0	0	0	1	2	11	35	0	0	0	0
5:15 PM	0	0	0	2	0	0	0	0	0	5	2	0	0	0	3	0	12	27	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	3	17	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	3	2	9		0	0	0	0
6:00 PM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3		0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	4	0	0	0	1	0	10	7	0	0	1	9	3	35
Mediums	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Total	0	1	0	4	0	0	0	1	0	12	7	0	0	1	9	3	38

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 %		20.0%				0.0%				10.5%				0.0%			7.9%
Heavy Vehicle %	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.9%
Peak Hour Factor		0.63				0.25				0.68				0.81			0.79
Peak Hour Factor	0.00	0.25	0.00	0.63	0.00	0.00	0.00	0.25	0.00	0.60	0.88	0.00	0.00	0.25	0.56	0.50	0.79



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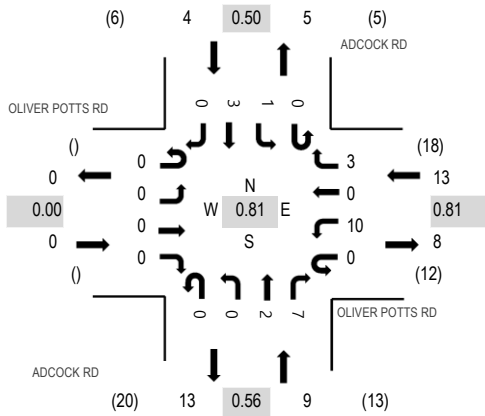
Location: 4 ADCOCK RD & OLIVER POTTS RD PM

Date: Tuesday, May 5, 2026

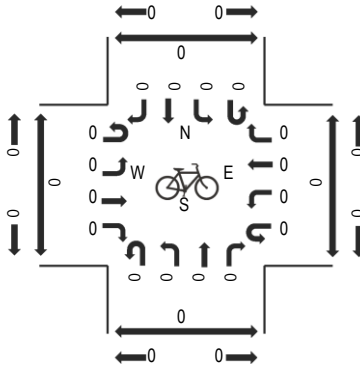
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

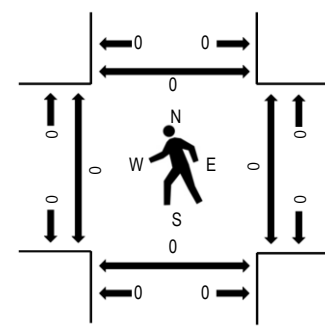
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLIVER POTTS RD Eastbound				OLIVER POTTS RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	0	0	0	1	0	1	0	0	1	3	0	0	2	0	8	26	0	0	0	0
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	1	0	1	1	0	6	19	0	0	0	0
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	6	20	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	6	15	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	11	0	0	0	0
5:45 PM	0	0	0	0	0	3	0	0	0	0	0	2	0	0	2	0	7		0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		0	0	0	0
6:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	10	0	2	0	0	2	6	0	0	3	0	23
Mediums	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	3
Total	0	0	0	0	0	10	0	3	0	0	2	7	0	1	3	0	26

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	11.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%	0.0%	0.0%	11.5%
Peak Hour Factor																	0.81
Peak Hour Factor	0.00				0.00	0.63	0.00	0.38	0.00	0.00	0.50	0.58	0.00	0.25	0.38	0.00	0.81



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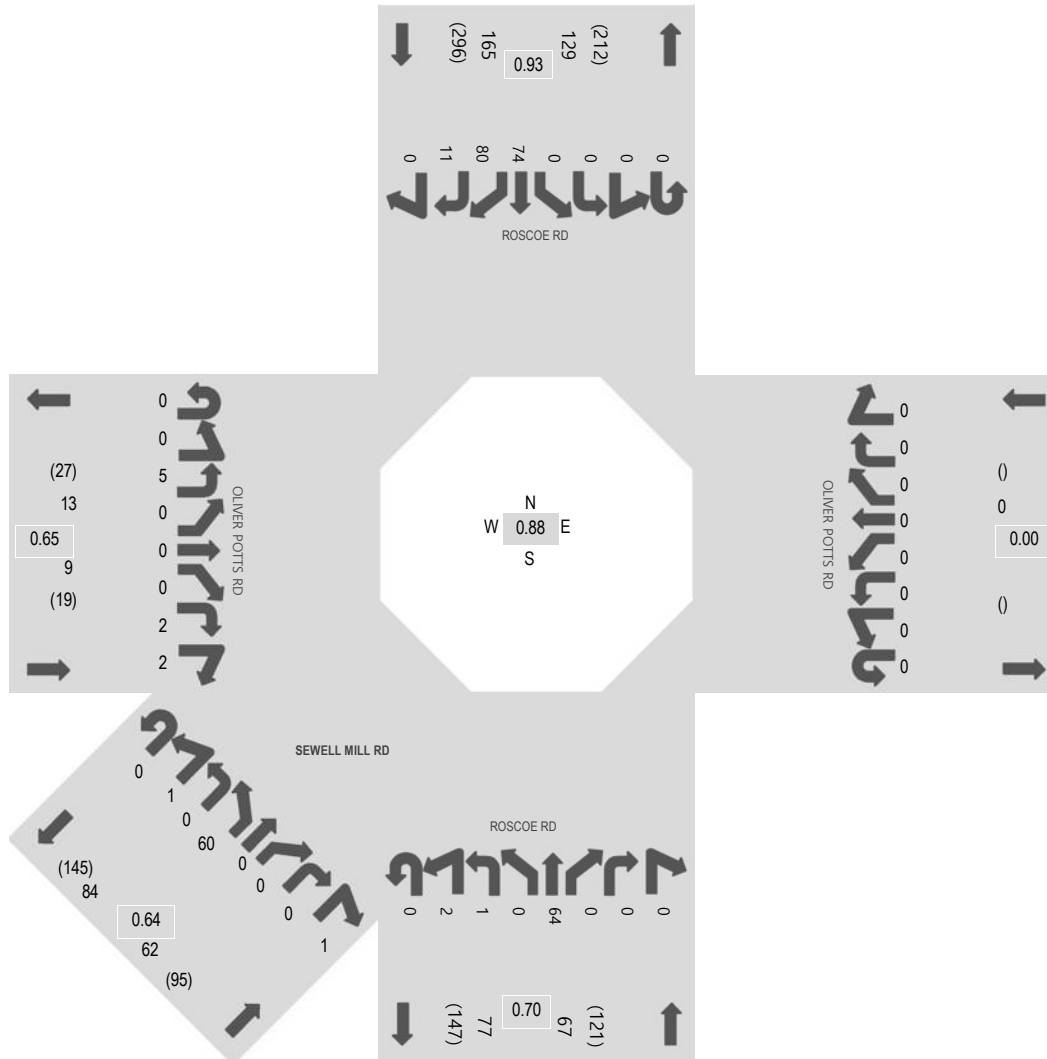
Location: 5 ROSCOE RD & OLIVER POTTS RD PM

Date: Tuesday, May 5, 2026

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

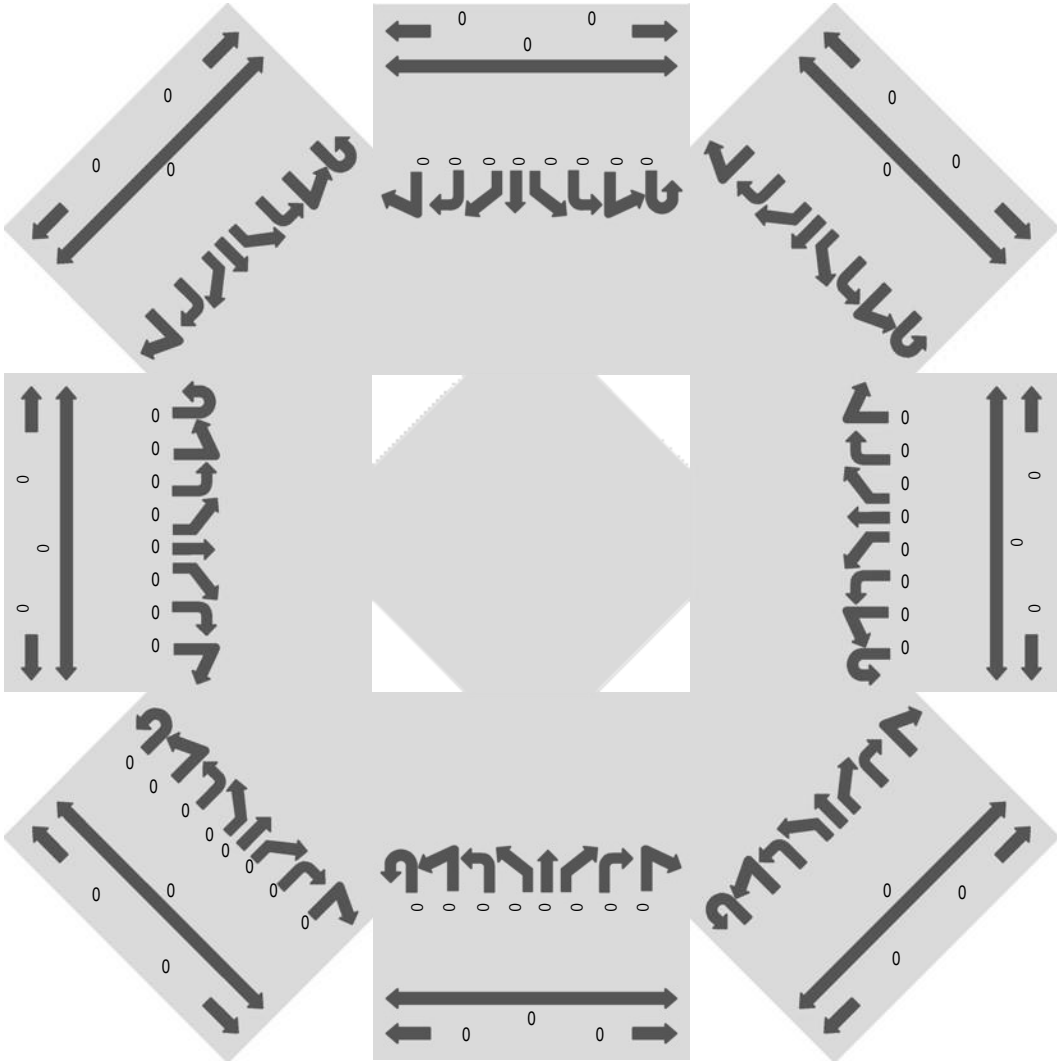
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - Motorized Vehicles

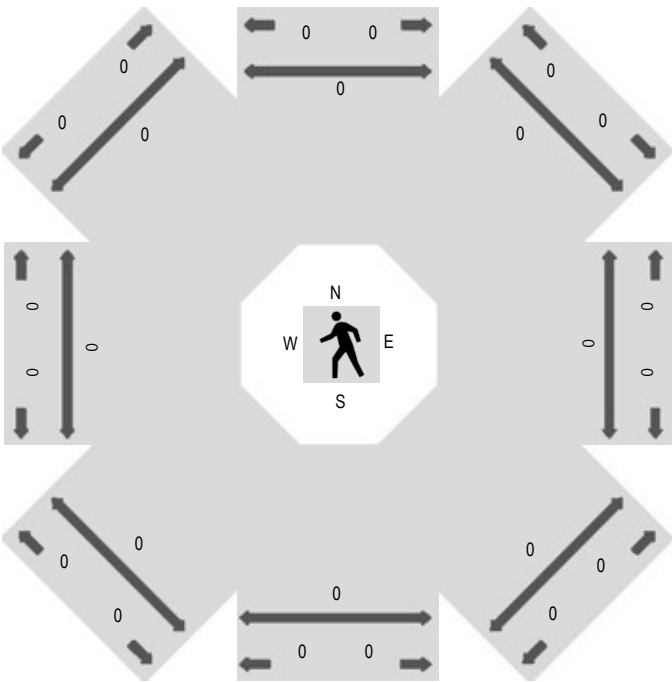


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
4:30 PM	0	0	0	0	0	0	0	0									0	1	1	0	14	0	0	0	0	1	0	5	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0									0	0	1	0	14	0	0	0	0	0	0	9	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0									0	1	0	0	16	0	0	0	0	1	0	6	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0									0	1	0	0	16	0	0	0	0	0	0	10	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0									0	0	1	0	8	0	0	0	0	0	0	27	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0									0	0	0	0	24	0	0	0	0	0	0	17	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0									0	0	0	0	10	0	0	0	0	0	0	13	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0									0	1	1	0	11	0	0	0	0	0	0	3	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									0	4	4	0	113	0	0	0	0	2	0	90	0	0	0	3
Peak Hour	0	0	0	0	0	0	0	0									0	2	1	0	64	0	0	0	0	1	0	60	0	0	0	1

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
4:30 PM	0	0	2	0	0	0	2	1									0	0	0	0	18	16	7	0									68	289
4:45 PM	0	0	1	0	0	0	2	1									0	0	0	0	26	19	3	0									76	293
5:00 PM	0	0	2	0	0	0	1	0									0	0	0	0	22	17	2	0									69	303
5:15 PM	0	0	1	0	0	0	0	0									0	0	0	0	13	31	4	0									76	277
5:30 PM	0	0	0	0	0	0	1	1									0	0	0	0	19	13	2	0									72	242
5:45 PM	0	0	2	0	0	0	0	1									0	0	0	0	20	19	3	0									86	
6:00 PM	0	0	1	0	0	0	0	0									0	0	0	0	8	9	0	0									43	
6:15 PM	0	0	0	0	0	0	0	0									0	0	0	0	12	13	0	0									41	
Count Total	0	0	9	0	0	0	6	4									0	0	0	0	138	137	21	0									531	
Peak Hour	0	0	5	0	0	0	2	2									0	0	0	0	74	80	11	0									303	

Peak Rolling Hour Flow Rates

Vehicle Type	Westbound								Northwestbound								Northbound								Northeastbound								
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lights	0	0	0	0	0	0	0	0									0	2	1	0	63	0	0	0	0	1	0	58	0	0	0	1	
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0									0	2	1	0	64	0	0	0	0	0	1	0	60	0	0	0	1

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0								0	
Lights	0	0	5	0	0	0	2	2									0	0	0	0	74	80	11	0								300	
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0								3	
Count Total	0	0	5	0	0	0	2	2									0	0	0	0	74	80	11	0								303	

Heavy Vehicle Percentage and Peak Hour Factor

	Westbound								Northwestbound								Northbound								Northeastbound										
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR			
HV%	0.0%																1.5%								3.2%										
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%
PHF	0.00																0.70								0.64										
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00									0.00	0.75	0.50	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.62	0.00	0.00	0.00	0.00	0.25	
	Eastbound								Southeastbound								Southbound								Southwestbound										
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR			
HV%	0.0%																0.0%																		
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%											
PHF	0.65																0.93																		
PHF	0.00	0.00	0.75	0.00	0.00	0.00	0.63	0.50									0.00	0.00	0.00	0.00	0.77	0.67	0.57	0.00											
																																	Total		

APPENDIX C

ATR DATA





All Traffic Data Services

1 - ADCOCK RD NORTH OF SEWELL MILL RD

NB	Time	Lights	Mediums	Trucks	Total
	5/5/2026	0	0	0	0
	5/5/2026 12:15:00 AM	0	0	0	0
	5/5/2026 12:30:00 AM	0	0	0	0
	5/5/2026 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 1:00:00 AM	0	0	0	0
	5/5/2026 1:15:00 AM	0	0	0	0
	5/5/2026 1:30:00 AM	0	0	0	0
	5/5/2026 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 2:00:00 AM	0	0	0	0
	5/5/2026 2:15:00 AM	0	0	0	0
	5/5/2026 2:30:00 AM	0	0	0	0
	5/5/2026 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 3:00:00 AM	0	0	0	0
	5/5/2026 3:15:00 AM	0	0	0	0
	5/5/2026 3:30:00 AM	0	0	0	0
	5/5/2026 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 4:00:00 AM	0	0	0	0
	5/5/2026 4:15:00 AM	0	0	0	0
	5/5/2026 4:30:00 AM	0	0	0	0
	5/5/2026 4:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 5:00:00 AM	0	0	0	0
	5/5/2026 5:15:00 AM	0	0	0	0
	5/5/2026 5:30:00 AM	0	0	0	0
	5/5/2026 5:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 6:00:00 AM	0	0	0	0
	5/5/2026 6:15:00 AM	1	0	0	1
	5/5/2026 6:30:00 AM	0	1	0	1
	5/5/2026 6:45:00 AM	0	0	0	0
	Hour	1	1	0	2
	5/5/2026 7:00:00 AM	0	0	0	0
	5/5/2026 7:15:00 AM	0	0	0	0
	5/5/2026 7:30:00 AM	0	0	0	0
	5/5/2026 7:45:00 AM	1	0	0	1
	Hour	1	0	0	1
	5/5/2026 8:00:00 AM	0	0	0	0
	5/5/2026 8:15:00 AM	1	0	0	1
	5/5/2026 8:30:00 AM	2	1	0	3
	5/5/2026 8:45:00 AM	2	0	0	2
	Hour	5	1	0	6
	5/5/2026 9:00:00 AM	0	0	0	0
	5/5/2026 9:15:00 AM	2	0	0	2
	5/5/2026 9:30:00 AM	0	1	0	1
	5/5/2026 9:45:00 AM	1	0	0	1
	Hour	3	1	0	4
	5/5/2026 10:00:00 AM	2	0	0	2
	5/5/2026 10:15:00 AM	0	0	0	0
	5/5/2026 10:30:00 AM	1	0	0	1
	5/5/2026 10:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	5/5/2026 11:00:00 AM	0	0	0	0
	5/5/2026 11:15:00 AM	1	1	0	2
	5/5/2026 11:30:00 AM	0	1	0	1
	5/5/2026 11:45:00 AM	0	0	0	0
	Hour	1	2	0	3
	Total	14	5	0	19
	Percentage	73.7%	26.3%	0.0%	



All Traffic Data Services

1 - ADCOCK RD NORTH OF SEWELL MILL RD

NB	Time	Lights	Mediums	Trucks	Total
	5/5/2026 12:00:00 PM	2	0	0	2
	5/5/2026 12:15:00 PM	0	1	0	1
	5/5/2026 12:30:00 PM	0	1	0	1
	5/5/2026 12:45:00 PM	0	0	0	0
	Hour	2	2	0	4
	5/5/2026 1:00:00 PM	1	0	0	1
	5/5/2026 1:15:00 PM	0	0	0	0
	5/5/2026 1:30:00 PM	0	0	0	0
	5/5/2026 1:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 2:00:00 PM	2	0	0	2
	5/5/2026 2:15:00 PM	5	0	0	5
	5/5/2026 2:30:00 PM	1	0	0	1
	5/5/2026 2:45:00 PM	4	0	0	4
	Hour	12	0	0	12
	5/5/2026 3:00:00 PM	1	1	0	2
	5/5/2026 3:15:00 PM	3	0	0	3
	5/5/2026 3:30:00 PM	3	0	0	3
	5/5/2026 3:45:00 PM	4	0	0	4
	Hour	11	1	0	12
	5/5/2026 4:00:00 PM	3	0	0	3
	5/5/2026 4:15:00 PM	3	1	0	4
	5/5/2026 4:30:00 PM	2	1	0	3
	5/5/2026 4:45:00 PM	1	0	0	1
	Hour	9	2	0	11
	5/5/2026 5:00:00 PM	2	0	0	2
	5/5/2026 5:15:00 PM	4	0	0	4
	5/5/2026 5:30:00 PM	4	1	0	5
	5/5/2026 5:45:00 PM	2	0	0	2
	Hour	12	1	0	13
	5/5/2026 6:00:00 PM	1	0	0	1
	5/5/2026 6:15:00 PM	0	0	0	0
	5/5/2026 6:30:00 PM	0	0	0	0
	5/5/2026 6:45:00 PM	2	0	0	2
	Hour	3	0	0	3
	5/5/2026 7:00:00 PM	3	0	0	3
	5/5/2026 7:15:00 PM	2	0	0	2
	5/5/2026 7:30:00 PM	1	0	0	1
	5/5/2026 7:45:00 PM	1	0	0	1
	Hour	7	0	0	7
	5/5/2026 8:00:00 PM	2	0	0	2
	5/5/2026 8:15:00 PM	1	0	0	1
	5/5/2026 8:30:00 PM	1	0	0	1
	5/5/2026 8:45:00 PM	2	0	0	2
	Hour	6	0	0	6
	5/5/2026 9:00:00 PM	3	0	0	3
	5/5/2026 9:15:00 PM	2	0	0	2
	5/5/2026 9:30:00 PM	1	0	0	1
	5/5/2026 9:45:00 PM	0	0	0	0
	Hour	6	0	0	6
	5/5/2026 10:00:00 PM	1	0	0	1
	5/5/2026 10:15:00 PM	1	0	0	1
	5/5/2026 10:30:00 PM	0	0	0	0
	5/5/2026 10:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 11:00:00 PM	0	0	0	0
	5/5/2026 11:15:00 PM	0	0	0	0
	5/5/2026 11:30:00 PM	0	0	0	0
	5/5/2026 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	71	6	0	77
	Percentage	92.2%	7.8%	0.0%	
	Grand Total	85	11	0	96
	Percentage	88.5%	11.5%	0.0%	



All Traffic Data Services

1 - ADCOCK RD NORTH OF SEWELL MILL RD

SB	Time	Lights	Mediums	Trucks	Total
	5/5/2026	0	0	0	0
	5/5/2026 12:15:00 AM	0	0	0	0
	5/5/2026 12:30:00 AM	0	0	0	0
	5/5/2026 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 1:00:00 AM	0	0	0	0
	5/5/2026 1:15:00 AM	0	0	0	0
	5/5/2026 1:30:00 AM	0	0	0	0
	5/5/2026 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 2:00:00 AM	0	0	0	0
	5/5/2026 2:15:00 AM	0	0	0	0
	5/5/2026 2:30:00 AM	0	0	0	0
	5/5/2026 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 3:00:00 AM	0	0	0	0
	5/5/2026 3:15:00 AM	0	0	0	0
	5/5/2026 3:30:00 AM	0	0	0	0
	5/5/2026 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 4:00:00 AM	0	0	0	0
	5/5/2026 4:15:00 AM	1	0	0	1
	5/5/2026 4:30:00 AM	2	0	0	2
	5/5/2026 4:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	5/5/2026 5:00:00 AM	0	0	0	0
	5/5/2026 5:15:00 AM	0	0	0	0
	5/5/2026 5:30:00 AM	3	0	0	3
	5/5/2026 5:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	5/5/2026 6:00:00 AM	1	0	0	1
	5/5/2026 6:15:00 AM	1	0	0	1
	5/5/2026 6:30:00 AM	1	1	0	2
	5/5/2026 6:45:00 AM	1	1	0	2
	Hour	4	2	0	6
	5/5/2026 7:00:00 AM	1	0	0	1
	5/5/2026 7:15:00 AM	3	0	0	3
	5/5/2026 7:30:00 AM	5	0	0	5
	5/5/2026 7:45:00 AM	1	0	0	1
	Hour	10	0	0	10
	5/5/2026 8:00:00 AM	2	0	0	2
	5/5/2026 8:15:00 AM	2	0	0	2
	5/5/2026 8:30:00 AM	2	0	0	2
	5/5/2026 8:45:00 AM	1	0	0	1
	Hour	7	0	0	7
	5/5/2026 9:00:00 AM	1	0	0	1
	5/5/2026 9:15:00 AM	4	0	0	4
	5/5/2026 9:30:00 AM	1	1	0	2
	5/5/2026 9:45:00 AM	0	0	0	0
	Hour	6	1	0	7
	5/5/2026 10:00:00 AM	2	0	1	3
	5/5/2026 10:15:00 AM	1	1	0	2
	5/5/2026 10:30:00 AM	0	0	0	0
	5/5/2026 10:45:00 AM	1	0	0	1
	Hour	4	1	1	6
	5/5/2026 11:00:00 AM	0	0	0	0
	5/5/2026 11:15:00 AM	0	0	0	0
	5/5/2026 11:30:00 AM	1	0	0	1
	5/5/2026 11:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	Total	38	4	1	43
	Percentage	88.4%	9.3%	2.3%	



All Traffic Data Services

1 - ADCOCK RD NORTH OF SEWELL MILL RD

SB	Time	Lights	Mediums	Trucks	Total
	5/5/2026 12:00:00 PM	0	0	0	0
	5/5/2026 12:15:00 PM	1	0	0	1
	5/5/2026 12:30:00 PM	1	1	0	2
	5/5/2026 12:45:00 PM	4	1	0	5
	Hour	6	2	0	8
	5/5/2026 1:00:00 PM	0	0	0	0
	5/5/2026 1:15:00 PM	0	0	0	0
	5/5/2026 1:30:00 PM	1	1	0	2
	5/5/2026 1:45:00 PM	2	1	0	3
	Hour	3	2	0	5
	5/5/2026 2:00:00 PM	1	0	0	1
	5/5/2026 2:15:00 PM	0	0	0	0
	5/5/2026 2:30:00 PM	0	0	0	0
	5/5/2026 2:45:00 PM	1	0	0	1
	Hour	2	0	0	2
	5/5/2026 3:00:00 PM	2	1	0	3
	5/5/2026 3:15:00 PM	0	0	0	0
	5/5/2026 3:30:00 PM	1	0	0	1
	5/5/2026 3:45:00 PM	1	0	0	1
	Hour	4	1	0	5
	5/5/2026 4:00:00 PM	0	0	0	0
	5/5/2026 4:15:00 PM	2	0	0	2
	5/5/2026 4:30:00 PM	2	0	0	2
	5/5/2026 4:45:00 PM	2	0	0	2
	Hour	6	0	0	6
	5/5/2026 5:00:00 PM	3	0	0	3
	5/5/2026 5:15:00 PM	3	0	0	3
	5/5/2026 5:30:00 PM	1	0	0	1
	5/5/2026 5:45:00 PM	2	0	0	2
	Hour	9	0	0	9
	5/5/2026 6:00:00 PM	5	0	0	5
	5/5/2026 6:15:00 PM	0	0	0	0
	5/5/2026 6:30:00 PM	2	0	0	2
	5/5/2026 6:45:00 PM	0	0	0	0
	Hour	7	0	0	7
	5/5/2026 7:00:00 PM	1	0	0	1
	5/5/2026 7:15:00 PM	2	0	0	2
	5/5/2026 7:30:00 PM	5	0	0	5
	5/5/2026 7:45:00 PM	4	0	0	4
	Hour	12	0	0	12
	5/5/2026 8:00:00 PM	1	0	0	1
	5/5/2026 8:15:00 PM	2	0	0	2
	5/5/2026 8:30:00 PM	1	0	0	1
	5/5/2026 8:45:00 PM	0	0	0	0
	Hour	4	0	0	4
	5/5/2026 9:00:00 PM	1	0	0	1
	5/5/2026 9:15:00 PM	1	0	0	1
	5/5/2026 9:30:00 PM	0	0	0	0
	5/5/2026 9:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 10:00:00 PM	0	0	0	0
	5/5/2026 10:15:00 PM	0	0	0	0
	5/5/2026 10:30:00 PM	0	0	0	0
	5/5/2026 10:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 11:00:00 PM	0	0	0	0
	5/5/2026 11:15:00 PM	0	0	0	0
	5/5/2026 11:30:00 PM	0	0	0	0
	5/5/2026 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	55	5	0	60
	Percentage	91.7%	8.3%	0.0%	
	Grand Total	93	9	1	103
	Percentage	90.3%	8.7%	1.0%	



All Traffic Data Services

2 - OLIVER POTTS RD EAST OF ADCOCK RD

EB	Time	Lights	Mediums	Trucks	Total
	5/5/2026	0	0	0	0
	5/5/2026 12:15:00 AM	0	0	0	0
	5/5/2026 12:30:00 AM	0	0	0	0
	5/5/2026 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 1:00:00 AM	0	0	0	0
	5/5/2026 1:15:00 AM	0	0	0	0
	5/5/2026 1:30:00 AM	0	0	0	0
	5/5/2026 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 2:00:00 AM	0	0	0	0
	5/5/2026 2:15:00 AM	0	0	0	0
	5/5/2026 2:30:00 AM	0	0	0	0
	5/5/2026 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 3:00:00 AM	0	0	0	0
	5/5/2026 3:15:00 AM	0	0	0	0
	5/5/2026 3:30:00 AM	0	0	0	0
	5/5/2026 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 4:00:00 AM	0	0	0	0
	5/5/2026 4:15:00 AM	1	0	0	1
	5/5/2026 4:30:00 AM	1	0	0	1
	5/5/2026 4:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 5:00:00 AM	1	0	0	1
	5/5/2026 5:15:00 AM	0	0	0	0
	5/5/2026 5:30:00 AM	0	0	0	0
	5/5/2026 5:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 6:00:00 AM	1	0	0	1
	5/5/2026 6:15:00 AM	3	0	0	3
	5/5/2026 6:30:00 AM	2	0	0	2
	5/5/2026 6:45:00 AM	2	0	0	2
	Hour	8	0	0	8
	5/5/2026 7:00:00 AM	2	0	0	2
	5/5/2026 7:15:00 AM	1	0	0	1
	5/5/2026 7:30:00 AM	2	0	0	2
	5/5/2026 7:45:00 AM	1	0	0	1
	Hour	6	0	0	6
	5/5/2026 8:00:00 AM	1	0	0	1
	5/5/2026 8:15:00 AM	2	0	0	2
	5/5/2026 8:30:00 AM	1	0	0	1
	5/5/2026 8:45:00 AM	0	0	0	0
	Hour	4	0	0	4
	5/5/2026 9:00:00 AM	0	0	0	0
	5/5/2026 9:15:00 AM	0	0	0	0
	5/5/2026 9:30:00 AM	1	0	0	1
	5/5/2026 9:45:00 AM	1	0	0	1
	Hour	2	0	0	2
	5/5/2026 10:00:00 AM	0	0	0	0
	5/5/2026 10:15:00 AM	0	0	0	0
	5/5/2026 10:30:00 AM	0	0	0	0
	5/5/2026 10:45:00 AM	1	0	0	1
	Hour	1	0	0	1
	5/5/2026 11:00:00 AM	1	0	1	2
	5/5/2026 11:15:00 AM	0	0	0	0
	5/5/2026 11:30:00 AM	3	0	0	3
	5/5/2026 11:45:00 AM	0	0	0	0
	Hour	4	0	1	5
	Total	28	0	1	29
	Percentage	96.6%	0.0%	3.4%	



All Traffic Data Services

2 - OLIVER POTTS RD EAST OF ADCOCK RD

EB	Time	Lights	Mediums	Trucks	Total
	5/5/2026 12:00:00 PM	0	0	0	0
	5/5/2026 12:15:00 PM	0	0	0	0
	5/5/2026 12:30:00 PM	1	0	0	1
	5/5/2026 12:45:00 PM	1	0	0	1
	Hour	2	0	0	2
	5/5/2026 1:00:00 PM	0	0	0	0
	5/5/2026 1:15:00 PM	0	0	0	0
	5/5/2026 1:30:00 PM	0	0	0	0
	5/5/2026 1:45:00 PM	1	0	0	1
	Hour	1	0	0	1
	5/5/2026 2:00:00 PM	1	0	0	1
	5/5/2026 2:15:00 PM	1	0	0	1
	5/5/2026 2:30:00 PM	0	1	0	1
	5/5/2026 2:45:00 PM	0	0	0	0
	Hour	2	1	0	3
	5/5/2026 3:00:00 PM	0	1	0	1
	5/5/2026 3:15:00 PM	3	0	0	3
	5/5/2026 3:30:00 PM	2	0	0	2
	5/5/2026 3:45:00 PM	0	0	0	0
	Hour	5	1	0	6
	5/5/2026 4:00:00 PM	1	0	0	1
	5/5/2026 4:15:00 PM	0	0	0	0
	5/5/2026 4:30:00 PM	2	1	0	3
	5/5/2026 4:45:00 PM	1	1	0	2
	Hour	4	2	0	6
	5/5/2026 5:00:00 PM	2	0	0	2
	5/5/2026 5:15:00 PM	1	0	0	1
	5/5/2026 5:30:00 PM	1	0	0	1
	5/5/2026 5:45:00 PM	2	0	0	2
	Hour	6	0	0	6
	5/5/2026 6:00:00 PM	1	0	0	1
	5/5/2026 6:15:00 PM	0	0	0	0
	5/5/2026 6:30:00 PM	0	0	0	0
	5/5/2026 6:45:00 PM	1	0	0	1
	Hour	2	0	0	2
	5/5/2026 7:00:00 PM	2	0	0	2
	5/5/2026 7:15:00 PM	0	0	0	0
	5/5/2026 7:30:00 PM	0	0	0	0
	5/5/2026 7:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 8:00:00 PM	0	0	0	0
	5/5/2026 8:15:00 PM	1	0	0	1
	5/5/2026 8:30:00 PM	0	0	0	0
	5/5/2026 8:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 9:00:00 PM	0	0	0	0
	5/5/2026 9:15:00 PM	0	0	0	0
	5/5/2026 9:30:00 PM	0	0	0	0
	5/5/2026 9:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 10:00:00 PM	0	0	0	0
	5/5/2026 10:15:00 PM	0	0	0	0
	5/5/2026 10:30:00 PM	1	0	0	1
	5/5/2026 10:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 11:00:00 PM	0	0	0	0
	5/5/2026 11:15:00 PM	0	0	0	0
	5/5/2026 11:30:00 PM	0	0	0	0
	5/5/2026 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	26	4	0	30
	Percentage	86.7%	13.3%	0.0%	
	Grand Total	54	4	1	59
	Percentage	91.5%	6.8%	1.7%	



All Traffic Data Services

2 - OLIVER POTTS RD EAST OF ADCOCK RD

WB	Time	Lights	Mediums	Trucks	Total
	5/5/2026	0	0	0	0
	5/5/2026 12:15:00 AM	0	0	0	0
	5/5/2026 12:30:00 AM	0	0	0	0
	5/5/2026 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 1:00:00 AM	0	0	0	0
	5/5/2026 1:15:00 AM	0	0	0	0
	5/5/2026 1:30:00 AM	0	0	0	0
	5/5/2026 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 2:00:00 AM	0	0	0	0
	5/5/2026 2:15:00 AM	0	0	0	0
	5/5/2026 2:30:00 AM	0	0	0	0
	5/5/2026 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 3:00:00 AM	0	0	0	0
	5/5/2026 3:15:00 AM	0	0	0	0
	5/5/2026 3:30:00 AM	0	0	0	0
	5/5/2026 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 4:00:00 AM	0	0	0	0
	5/5/2026 4:15:00 AM	0	0	0	0
	5/5/2026 4:30:00 AM	1	0	0	1
	5/5/2026 4:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 5:00:00 AM	0	0	0	0
	5/5/2026 5:15:00 AM	0	0	0	0
	5/5/2026 5:30:00 AM	0	0	0	0
	5/5/2026 5:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 6:00:00 AM	1	0	0	1
	5/5/2026 6:15:00 AM	0	0	0	0
	5/5/2026 6:30:00 AM	1	1	0	2
	5/5/2026 6:45:00 AM	0	0	0	0
	Hour	2	1	0	3
	5/5/2026 7:00:00 AM	0	0	0	0
	5/5/2026 7:15:00 AM	0	0	0	0
	5/5/2026 7:30:00 AM	2	0	0	2
	5/5/2026 7:45:00 AM	2	0	0	2
	Hour	4	0	0	4
	5/5/2026 8:00:00 AM	1	1	0	2
	5/5/2026 8:15:00 AM	1	0	0	1
	5/5/2026 8:30:00 AM	0	0	0	0
	5/5/2026 8:45:00 AM	0	0	0	0
	Hour	2	1	0	3
	5/5/2026 9:00:00 AM	1	0	0	1
	5/5/2026 9:15:00 AM	1	0	0	1
	5/5/2026 9:30:00 AM	1	0	0	1
	5/5/2026 9:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	5/5/2026 10:00:00 AM	1	0	0	1
	5/5/2026 10:15:00 AM	1	0	0	1
	5/5/2026 10:30:00 AM	0	0	0	0
	5/5/2026 10:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 11:00:00 AM	0	0	0	0
	5/5/2026 11:15:00 AM	1	0	0	1
	5/5/2026 11:30:00 AM	0	0	0	0
	5/5/2026 11:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	Total	15	2	0	17
	Percentage	88.2%	11.8%	0.0%	

2 - OLIVER POTTS RD EAST OF ADCOCK RD

WB	Time	Lights	Mediums	Trucks	Total
	5/5/2026 12:00:00 PM	0	0	0	0
	5/5/2026 12:15:00 PM	1	0	0	1
	5/5/2026 12:30:00 PM	1	0	0	1
	5/5/2026 12:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 1:00:00 PM	0	0	0	0
	5/5/2026 1:15:00 PM	0	0	0	0
	5/5/2026 1:30:00 PM	1	1	0	2
	5/5/2026 1:45:00 PM	1	0	0	1
	Hour	2	1	0	3
	5/5/2026 2:00:00 PM	0	0	0	0
	5/5/2026 2:15:00 PM	2	0	0	2
	5/5/2026 2:30:00 PM	3	0	0	3
	5/5/2026 2:45:00 PM	0	0	0	0
	Hour	5	0	0	5
	5/5/2026 3:00:00 PM	3	1	0	4
	5/5/2026 3:15:00 PM	1	0	0	1
	5/5/2026 3:30:00 PM	2	0	0	2
	5/5/2026 3:45:00 PM	0	0	0	0
	Hour	6	1	0	7
	5/5/2026 4:00:00 PM	0	0	0	0
	5/5/2026 4:15:00 PM	3	0	0	3
	5/5/2026 4:30:00 PM	1	1	0	2
	5/5/2026 4:45:00 PM	3	0	0	3
	Hour	7	1	0	8
	5/5/2026 5:00:00 PM	4	0	0	4
	5/5/2026 5:15:00 PM	4	0	0	4
	5/5/2026 5:30:00 PM	0	0	0	0
	5/5/2026 5:45:00 PM	2	1	0	3
	Hour	10	1	0	11
	5/5/2026 6:00:00 PM	0	0	0	0
	5/5/2026 6:15:00 PM	2	0	0	2
	5/5/2026 6:30:00 PM	0	0	0	0
	5/5/2026 6:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 7:00:00 PM	1	0	0	1
	5/5/2026 7:15:00 PM	1	0	1	2
	5/5/2026 7:30:00 PM	0	0	0	0
	5/5/2026 7:45:00 PM	0	0	0	0
	Hour	2	0	1	3
	5/5/2026 8:00:00 PM	3	0	0	3
	5/5/2026 8:15:00 PM	0	0	0	0
	5/5/2026 8:30:00 PM	1	0	0	1
	5/5/2026 8:45:00 PM	0	0	0	0
	Hour	4	0	0	4
	5/5/2026 9:00:00 PM	1	0	0	1
	5/5/2026 9:15:00 PM	0	0	0	0
	5/5/2026 9:30:00 PM	1	0	0	1
	5/5/2026 9:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 10:00:00 PM	0	0	0	0
	5/5/2026 10:15:00 PM	1	0	0	1
	5/5/2026 10:30:00 PM	0	0	0	0
	5/5/2026 10:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 11:00:00 PM	0	0	0	0
	5/5/2026 11:15:00 PM	0	0	0	0
	5/5/2026 11:30:00 PM	0	0	0	0
	5/5/2026 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	43	4	1	48
	Percentage	89.6%	8.3%	2.1%	
	Grand Total	58	6	1	65
	Percentage	89.2%	9.2%	1.5%	

APPENDIX D

GDOT COUNT STATION DATA



0000077_0284 - 077-0284 - MP 005

County: COWETA
Route number: 00007000
LRS section: 0771007000
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.47687459, -84.81924473

Latest data is from February 2024



Site Data



Year	Month	Count type	Duration	ADT	Count
2024	February	Class	48 hours	1,450	2,900
2021	November	Class	48 hours	1,533	3,066
2019	November	Volume	48 hours	1,680	3,360
2018	June	Class	48 hours	1,468	2,937
2016	March	Volume	48 hours	1,479	2,958
2014	July	Volume	48 hours	1,522	3,044
2012	April	Volume	48 hours	1,194	2,388
2010	June	Class	48 hours	1,327	2,654

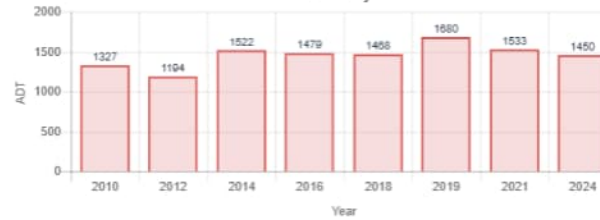
Annual Statistics

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	1,560	1,270	1,310	1,410	1,450	1,310	1,400	1,450	1,480	1,390
SU AADT	-	-	-	80	82	74	79	141	144	91
CU AADT	-	-	-	8	8	7	8	21	21	20
K-Factor	0.096	0.124	-	0.120	0.120	0.127	0.127	0.107	0.107	0.109
D-Factor	0.500	0.500	-	0.520	0.520	0.590	0.590	0.600	0.600	0.530
Future AADT	-	1,960	1,880	2,040	2,020	2,020	2,470	1,920	1,860	1,750

Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2026

1. Motorcycles 2 axes, 2 or 3 wheels.		0.31%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		66.55%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		25.07%
4. Buses 2- or 3-axle, full length.		0.72%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		5.28%
6. Single-unit trucks 3-axle, single-unit trucks.		0.59%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.00%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.93%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.52%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.03%
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%

0000077_8140 - 077-8140

County: COWETA
Route number: 00030700
LRS section: 0772030700
Functional class: 6R - Minor Collector (Rural)
Coordinates: 33.4821994175009, -84.8350589189504

Latest data from September 2025



Site Data



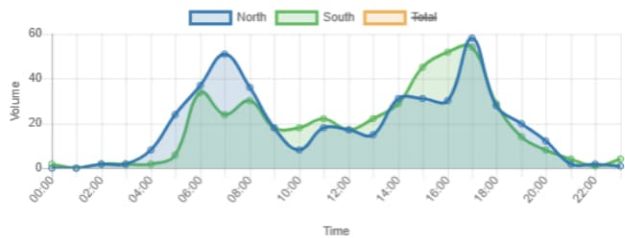
Count History

Year	Month	Count type	Duration	ADT	Count
2025	September	Class	48 hours	891	1,782
2023	February	Class	48 hours	635	1,270
2019	February	Class	48 hours	597	1,194
2015	April	Volume	48 hours	558	1,116

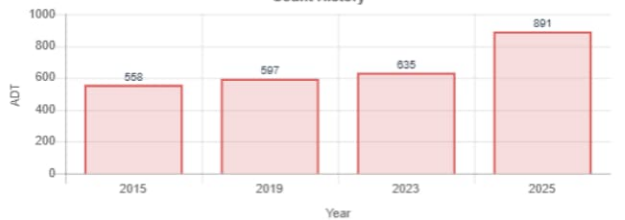
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	510	540	560	550	590	570	600	600	660	680
SU AADT	-	-	-	-	59	57	60	60	62	64
CU AADT	-	-	-	-	8	8	8	8	16	16
K-Factor	0.162	0.162	-	-	0.147	0.147	0.147	0.147	0.153	0.153
D-Factor	0.500	0.500	-	-	0.760	0.760	0.760	0.760	0.730	0.730
Future AADT	-	970	1,080	850	930	930	970	860	950	1,000

Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2026

1. Motorcycles 2 axes, 2 or 3 wheels.		0.56%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		52.97%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		33.16%
4. Buses 2- or 3-axle, full length.		1.12%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		8.75%
6. Single-unit trucks 3-axle, single-unit trucks.		1.12%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.22%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.91%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.17%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.00%
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:

430

LAND USE GROUP:

(400-499) Recreational

LAND USE :

430 - Golf Course

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Holes

TIME PERIOD:

Weekday

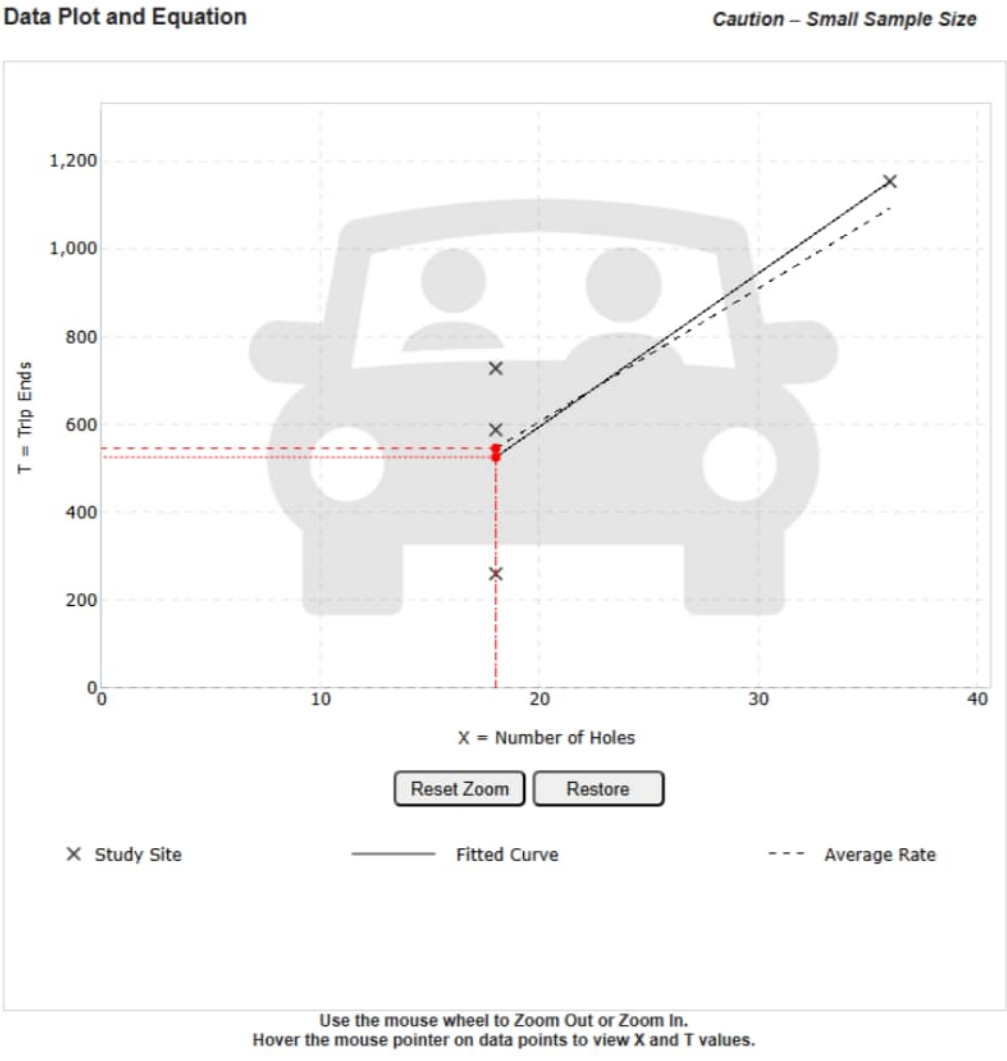
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

18

Calculate



DATA STATISTICS
Land Use:
Golf Course (430) Click for Description and Data Plots
Independent Variable:
Holes
Time Period:
Weekday
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
4
Avg. Num. of Holes:
23
Average Rate:
30.38
Range of Rates:
14.50 - 40.50
Standard Deviation:
9.88
Fitted Curve Equation:
$T = 34.93(X) - 102.33$
R^2 :
0.72
Directional Distribution:
50% entering, 50% exiting
Calculated Trip Ends:
Average Rate: 547 (Total), 273 (Entry), 274 (Exit)
Fitted Curve: 526 (Total), 263 (Entry), 263 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

430

LAND USE GROUP:

(400-499) Recreational

LAND USE :

430 - Golf Course

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Holes

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street

TRIP TYPE:

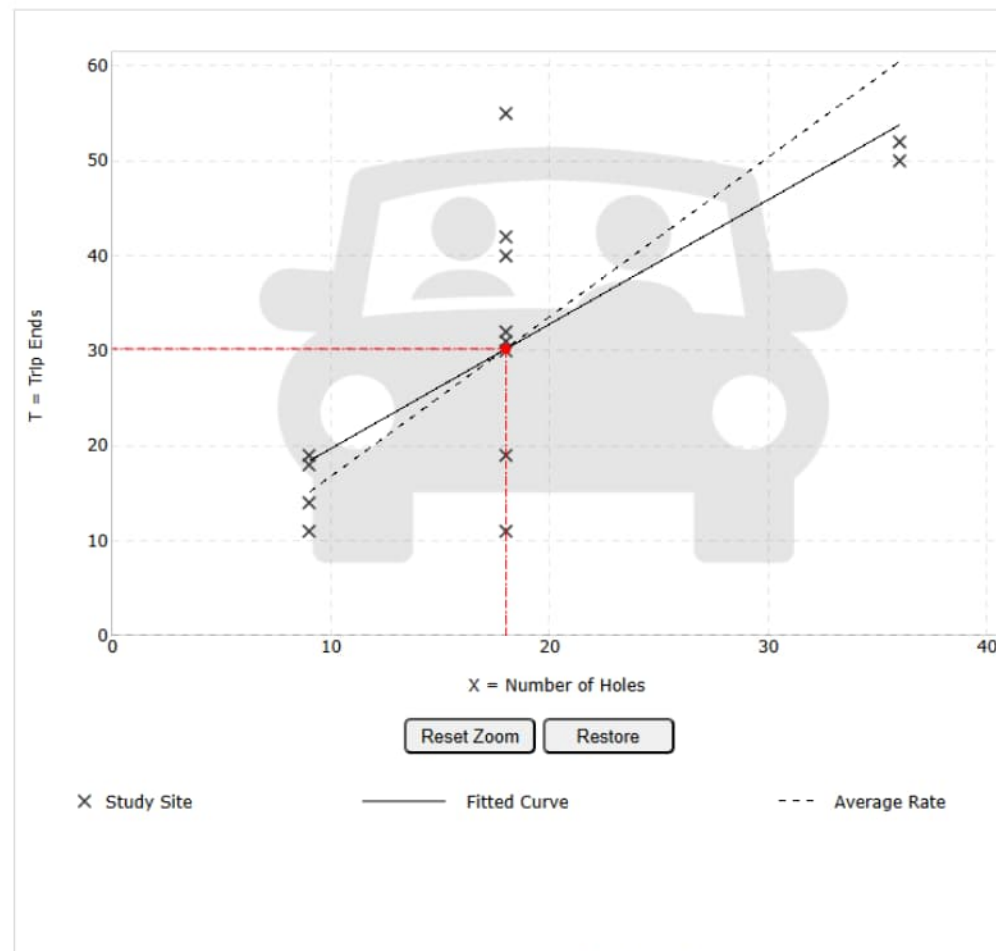
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

18

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:	Golf Course (430) Click for Description and Data Plots
Independent Variable:	Holes
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:	14
Avg. Num. of Holes:	18
Average Rate:	1.68
Range of Rates:	0.61 - 3.06
Standard Deviation:	0.60
Fitted Curve Equation:	$T = 1.31(X) + 6.62$
R ² :	0.54
Directional Distribution:	79% entering, 21% exiting
Calculated Trip Ends:	Average Rate: 30 (Total), 24 (Entry), 6 (Exit) Fitted Curve: 30 (Total), 24 (Entry), 6 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

430

LAND USE GROUP:

(400-499) Recreational

LAND USE :

430 - Golf Course

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Holes

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street

TRIP TYPE:

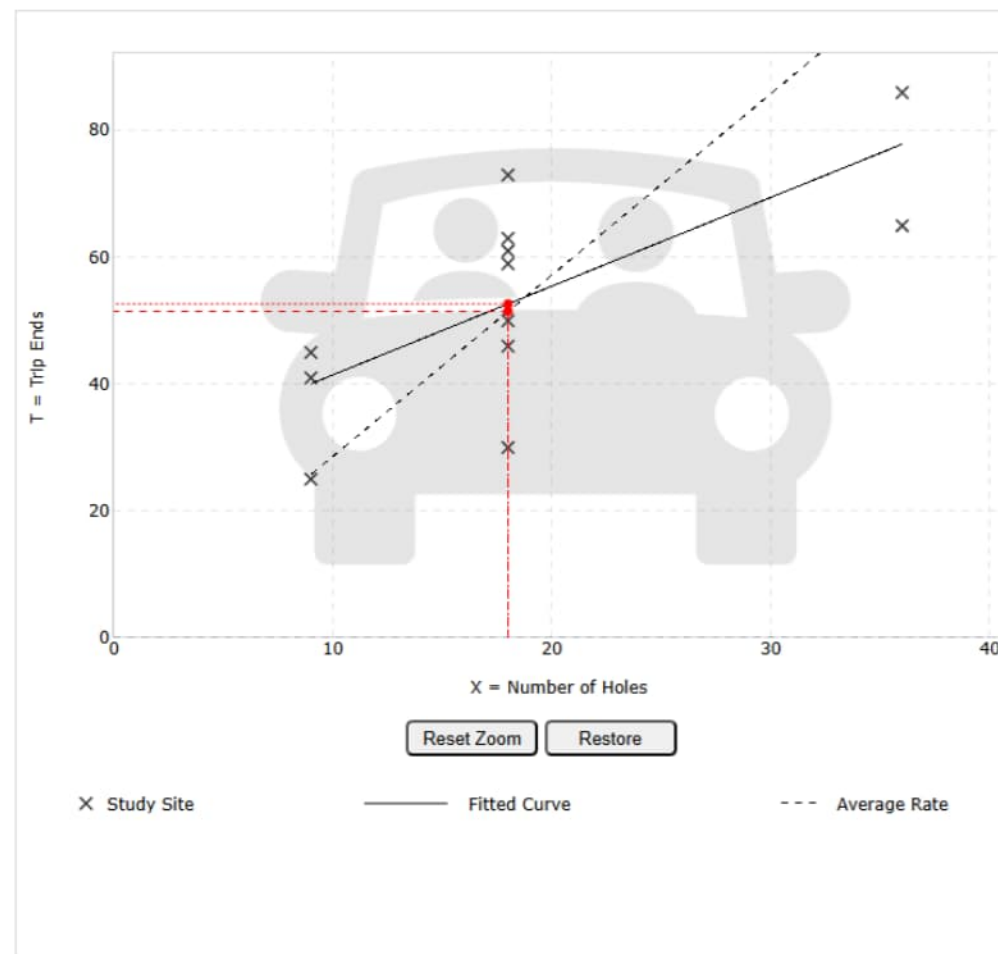
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

18

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:	Golf Course (430) Click for Description and Data Plots
Independent Variable:	Holes
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:	12
Avg. Num. of Holes:	19
Average Rate:	2.86
Range of Rates:	1.67 - 5.00
Standard Deviation:	0.94
Fitted Curve Equation:	$T = 1.40(X) + 27.46$
R ² :	0.51
Directional Distribution:	54% entering, 46% exiting
Calculated Trip Ends:	Average Rate: 51 (Total), 28 (Entry), 23 (Exit) Fitted Curve: 53 (Total), 28 (Entry), 25 (Exit)

APPENDIX F

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS



Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	58	0	10	31	2	9
Future Vol, veh/h	58	0	10	31	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	0	50	0
Mvmt Flow	67	0	12	36	2	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	67
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	-
Pot Cap-1 Maneuver	-	1547	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1547	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.79	8.85
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	947	-	-	439	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	1	60	31	0	0	11
Future Vol, veh/h	1	60	31	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	1	74	38	0	0	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	38	0	115
Stage 1	-	-	38
Stage 2	-	-	77
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1585	-	886
Stage 1	-	-	989
Stage 2	-	-	952
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1585	-	886
Mov Cap-2 Maneuver	-	-	886
Stage 1	-	-	989
Stage 2	-	-	952

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	8.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	1039
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	3	5	1	2	5	2
Future Vol, veh/h	3	5	1	2	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	2	3	8	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	16	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	1008	1078	1622	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1007	1078	1622	-	-	-
Mov Cap-2 Maneuver	1007	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1050	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	5	1	0	5	0	2
Future Vol, veh/h	5	1	0	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	100	0	0	0	0
Mvmt Flow	6	1	0	6	0	2
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	6	3	0	0	6	0
Stage 1	3	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	1021	853	-	-	1628	-
Stage 1	1025	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1021	853	-	-	1628	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.67	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	989	1628	-	
HCM Lane V/C Ratio	-	-	0.007	-	-	
HCM Ctrl Dly (s/v)	-	-	8.7	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	6	94	0	2	99
Future Vol, veh/h	6	6	94	0	2	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	6	6	101	0	2	106

Major/Minor	Minor2	Major2		
Conflicting Flow All	202	0	0	0
Stage 1	202	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.11	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.209	-
Pot Cap-1 Maneuver	698	-	-	-
Stage 1	738	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	52	3	3	49	73	27
Future Vol, veh/h	52	3	3	49	73	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	2	1	0
Mvmt Flow	56	3	3	53	78	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	152	93	108	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	840	970	1496	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	970	1496	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.59	0.43	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	104	-	844	-	-
HCM Lane V/C Ratio	0.002	-	0.07	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	0	10	78	0	13
Future Vol, veh/h	66	0	10	78	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	0	0	3	0	8
Mvmt Flow	86	0	13	101	0	17

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	86	0	213	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1523	-	780	957
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1523	-	773	957
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.84	8.83
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	957	-	-	205	-
HCM Lane V/C Ratio	0.018	-	-	0.009	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 1.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations

Traffic Vol, veh/h 13 67 79 0 1 8

Future Vol, veh/h 13 67 79 0 1 8

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 75 75 75 75 75 75

Heavy Vehicles, % 8 4 3 0 0 0

Mvmt Flow 17 89 105 0 1 11

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 105 0 - 0 229 105

Stage 1 - - - - 105 -

Stage 2 - - - - 124 -

Critical Hdwy 4.18 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.272 - - - 3.5 3.3

Pot Cap-1 Maneuver 1449 - - - 763 955

Stage 1 - - - - 924 -

Stage 2 - - - - 907 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1449 - - - 754 955

Mov Cap-2 Maneuver - - - - 754 -

Stage 1 - - - - 912 -

Stage 2 - - - - 907 -

Approach EB WB SB

HCM Ctrl Dly, s/v 1.22 0 8.93

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 293 - - - 927

HCM Lane V/C Ratio 0.012 - - - 0.013

HCM Ctrl Dly (s/v) 7.5 0 - - 8.9

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	5	12	7	7	4
Future Vol, veh/h	0	5	12	7	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	8	0	14	0
Mvmt Flow	0	7	16	10	10	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	55	12	15	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	958	1074	1564	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1074	1564	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.37	4.63	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1137	-	1074	-	-
HCM Lane V/C Ratio	0.011	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	9	2	1	6	0	2
Future Vol, veh/h	9	2	1	6	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	13	3	1	8	0	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	8	6	0
Stage 1	6	-	-
Stage 2	3	-	-
Critical Hdwy	6.51	6.2	-
Critical Hdwy Stg 1	5.51	-	-
Critical Hdwy Stg 2	5.51	-	-
Follow-up Hdwy	3.599	3.3	-
Pot Cap-1 Maneuver	989	1083	-
Stage 1	994	-	-
Stage 2	997	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	989	1083	-
Mov Cap-2 Maneuver	989	-	-
Stage 1	994	-	-
Stage 2	997	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.64	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1623
HCM Lane V/C Ratio	-	-	0.015	-
HCM Ctrl Dly (s/v)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	5	4	154	11	2	124
Future Vol, veh/h	5	4	154	11	2	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	50	2
Mvmt Flow	6	5	175	13	2	141

Major/Minor	Minor2	Major2		
Conflicting Flow All	363	13	0	0
Stage 1	363	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-
Pot Cap-1 Maneuver	568	1074	-	-
Stage 1	628	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1074	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.38	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1074	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Ctrl Dly (s/v)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	61	1	2	65	76	82
Future Vol, veh/h	61	1	2	65	76	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	69	1	2	74	86	93

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	211	133	180	0	-	0
Stage 1	133	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	775	922	1408	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	773	922	1408	-	-	-
Mov Cap-2 Maneuver	773	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.11	0.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	54	-	775	-	-
HCM Lane V/C Ratio	0.002	-	0.091	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

APPENDIX G

CAPACITY ANALYSIS RESULTS - NO-BUILD CONDITIONS



Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	0	10	32	2	9
Future Vol, veh/h	60	0	10	32	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	0	50	0
Mvmt Flow	70	0	12	37	2	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	70	0	130
Stage 1	-	-	-	-	70
Stage 2	-	-	-	-	60
Critical Hdwy	-	-	4.1	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.2	-	3.95
Pot Cap-1 Maneuver	-	-	1544	-	762
Stage 1	-	-	-	-	844
Stage 2	-	-	-	-	853
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1544	-	756
Mov Cap-2 Maneuver	-	-	-	-	756
Stage 1	-	-	-	-	844
Stage 2	-	-	-	-	847

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.75	8.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	944	-	-	429	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	1	62	32	0	0	11
Future Vol, veh/h	1	62	32	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	1	77	40	0	0	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	40	0	-	0	119
Stage 1	-	-	-	-	40
Stage 2	-	-	-	-	79
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1583	-	-	-	882
Stage 1	-	-	-	-	988
Stage 2	-	-	-	-	949
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1583	-	-	-	881
Mov Cap-2 Maneuver	-	-	-	-	881
Stage 1	-	-	-	-	987
Stage 2	-	-	-	-	949

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	8.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	1038
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	3	5	1	2	5	2
Future Vol, veh/h	3	5	1	2	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	2	3	8	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	16	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	1008	1078	1622	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1007	1078	1622	-	-	-
Mov Cap-2 Maneuver	1007	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1050	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	5	1	0	5	0	2
Future Vol, veh/h	5	1	0	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	100	0	0	0	0
Mvmt Flow	6	1	0	6	0	2
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	6	3	0	0	6	0
Stage 1	3	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	1021	853	-	-	1628	-
Stage 1	1025	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1021	853	-	-	1628	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.67	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	989	1628	-	
HCM Lane V/C Ratio	-	-	0.007	-	-	
HCM Ctrl Dly (s/v)	-	-	8.7	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	6	6	97	0	2	102
Future Vol, veh/h	6	6	97	0	2	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	6	6	104	0	2	110

Major/Minor	Minor2	Major2		
Conflicting Flow All	209	0	0	0
Stage 1	209	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.11	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.209	-
Pot Cap-1 Maneuver	692	-	-	-
Stage 1	733	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	54	3	3	50	75	28
Future Vol, veh/h	54	3	3	50	75	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	2	1	0
Mvmt Flow	58	3	3	54	81	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	156	96	111	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	835	966	1492	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	834	966	1492	-	-	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.62	0.42	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	102	-	840	-	-
HCM Lane V/C Ratio	0.002	-	0.073	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	0	10	80	0	13
Future Vol, veh/h	68	0	10	80	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	0	0	3	0	8
Mvmt Flow	88	0	13	104	0	17

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	88	0	218	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	4.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1520	-	775	954
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1520	-	767	954
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.82	8.84
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	954	-	-	200	-
HCM Lane V/C Ratio	0.018	-	-	0.009	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	13	69	81	0	1	8
Future Vol, veh/h	13	69	81	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	4	3	0	0	0
Mvmt Flow	17	92	108	0	1	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	108	0	-	0	235	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.18	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.272	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1446	-	-	-	758	951
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1446	-	-	-	748	951
Mov Cap-2 Maneuver	-	-	-	-	748	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	904	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.19	0		8.95		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	285	-	-	-	924	
HCM Lane V/C Ratio	0.012	-	-	-	0.013	
HCM Ctrl Dly (s/v)	7.5	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	5	12	7	7	4
Future Vol, veh/h	0	5	12	7	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	8	0	14	0
Mvmt Flow	0	7	16	10	10	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	55	12	15	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	958	1074	1564	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1074	1564	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.37	4.63	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1137	-	1074	-	-
HCM Lane V/C Ratio	0.011	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	9	2	1	6	0	2
Future Vol, veh/h	9	2	1	6	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	13	3	1	8	0	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	8	6	0
Stage 1	6	-	-
Stage 2	3	-	-
Critical Hdwy	6.51	6.2	-
Critical Hdwy Stg 1	5.51	-	-
Critical Hdwy Stg 2	5.51	-	-
Follow-up Hdwy	3.599	3.3	-
Pot Cap-1 Maneuver	989	1083	-
Stage 1	994	-	-
Stage 2	997	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	989	1083	-
Mov Cap-2 Maneuver	989	-	-
Stage 1	994	-	-
Stage 2	997	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.64	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1623
HCM Lane V/C Ratio	-	-	0.015	-
HCM Ctrl Dly (s/v)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	W	
Traffic Vol, veh/h	5	4	159	11	2	128
Future Vol, veh/h	5	4	159	11	2	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	50	2
Mvmt Flow	6	5	181	13	2	145

Major/Minor	Minor2	Major2		
Conflicting Flow All	374	13	0	0
Stage 1	374	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-
Pot Cap-1 Maneuver	560	1074	-	-
Stage 1	621	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1074	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.38	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1074	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Ctrl Dly (s/v)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	63	1	2	67	78	84
Future Vol, veh/h	63	1	2	67	78	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	72	1	2	76	89	95

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	217	136	184	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	769	918	1403	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	768	918	1403	-	-	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.17	0.22	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	52	-	770	-	-
HCM Lane V/C Ratio	0.002	-	0.094	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

APPENDIX H

CAPACITY ANALYSIS RESULTS - BUILD CONDITIONS



Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	58	0	10	31	2	9
Future Vol, veh/h	58	0	10	31	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	0	50	0
Mvmt Flow	67	0	12	36	2	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	67	0	127
Stage 1	-	-	-	-	67
Stage 2	-	-	-	-	59
Critical Hdwy	-	-	4.1	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.2	-	3.95
Pot Cap-1 Maneuver	-	-	1547	-	766
Stage 1	-	-	-	-	847
Stage 2	-	-	-	-	854
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1547	-	760
Mov Cap-2 Maneuver	-	-	-	-	760
Stage 1	-	-	-	-	847
Stage 2	-	-	-	-	848

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.79	8.85
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	947	-	-	439	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	1	60	31	0	0	11
Future Vol, veh/h	1	60	31	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	1	74	38	0	0	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	38	0	0 115 38
Stage 1	-	-	- 38 -
Stage 2	-	-	- 77 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1585	-	- 886 1039
Stage 1	-	-	- 989 -
Stage 2	-	-	- 952 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1585	-	- 886 1039
Mov Cap-2 Maneuver	-	-	- 886 -
Stage 1	-	-	- 989 -
Stage 2	-	-	- 952 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	8.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	1039
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
3: Adcock Rd & Copeland Rd

2028 - Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	8	6	8	2	5	19
Future Vol, veh/h	8	6	8	2	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	9	13	3	8	30

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	51	23	38	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	28	-	-	-	-	-
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	963	1060	1586	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1060	1586	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.69	5.83	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	998	-	-
HCM Lane V/C Ratio	0.008	-	0.022	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lumin8

Synchro 12 Report

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			A
Traffic Vol, veh/h	22	1	0	10	0	2
Future Vol, veh/h	22	1	0	10	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	100	0	0	0	0
Mvmt Flow	27	1	0	12	0	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	9	6	0
Stage 1	6	-	-
Stage 2	2	-	-
Critical Hdwy	6.4	7.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	4.2	-
Pot Cap-1 Maneuver	1017	850	-
Stage 1	1022	-	-
Stage 2	1026	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1017	850	-
Mov Cap-2 Maneuver	1017	-	-
Stage 1	1022	-	-
Stage 2	1026	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.67	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1620
HCM Lane V/C Ratio	-	-	0.028	-
HCM Ctrl Dly (s/v)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	P			A	W	
Traffic Vol, veh/h	9	8	97	11	8	102
Future Vol, veh/h	9	8	97	11	8	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	10	9	104	12	9	110

Major/Minor	Minor2	Major2	
Conflicting Flow All	220	12	0
Stage 1	220	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.11
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.209
Pot Cap-1 Maneuver	682	1075	-
Stage 1	725	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1075	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.41	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1075	-	-
HCM Lane V/C Ratio	0.017	-	-
HCM Ctrl Dly (s/v)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	54	3	3	56	77	28
Future Vol, veh/h	54	3	3	56	77	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	2	1	0
Mvmt Flow	58	3	3	60	83	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	165	98	113	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	826	964	1489	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	824	964	1489	-	-	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.68	0.38	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	92	-	831	-	-
HCM Lane V/C Ratio	0.002	-	0.074	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	7	20	0	2
Future Vol, veh/h	12	0	7	20	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	8	22	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	50	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1605	-	959	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	954	1067
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	981	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.88		8.38	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1067	-	-	467	-	
HCM Lane V/C Ratio	0.002	-	-	0.005	-	
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	12	8	0	3
Future Vol, veh/h	9	0	12	8	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	13	9	0	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	10	0	45	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1610	-	966	1072
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1610	-	958	1072
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.35	8.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1072	-	-	1080	-
HCM Lane V/C Ratio	0.003	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	9	0	0	0	2	6
Future Vol, veh/h	9	0	0	0	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	0	2	7

Major/Minor	Minor2	Major2		
Conflicting Flow All	5	5	-	0
Stage 1	5	5	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	1016	890	-	-
Stage 1	1018	891	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1016	0	-	-
Mov Cap-2 Maneuver	1016	0	-	-
Stage 1	1018	0	-	-
Stage 2	-	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		W	
Traffic Vol, veh/h	0	8	3	3	1	0
Future Vol, veh/h	0	8	3	3	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	3	3	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	7	0	-	0	14	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1614	-	-	-	1005	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1614	-	-	-	1005	1078
Mov Cap-2 Maneuver	-	-	-	-	1005	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1014	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.58		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1614	-	-	-	1005	
HCM Lane V/C Ratio	-	-	-	-	0.001	
HCM Ctrl Dly (s/v)	0	-	-	-	8.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	11	86	0	14
Future Vol, veh/h	75	0	11	86	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	0	0	3	0	8
Mvmt Flow	97	0	14	112	0	18

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	97	0	238	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1509	-	755	943
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1509	-	747	943
Mov Cap-2 Maneuver	-	-	-	-	747	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	883	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.84	8.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	943	-	-	204	-
HCM Lane V/C Ratio	0.019	-	-	0.009	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	21	69	81	0	1	15
Future Vol, veh/h	21	69	81	0	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	4	3	0	0	0
Mvmt Flow	28	92	108	0	1	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	108	0	0	256	108
Stage 1	-	-	-	108	-
Stage 2	-	-	-	148	-
Critical Hdwy	4.18	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.272	-	-	3.5	3.3
Pot Cap-1 Maneuver	1446	-	-	737	951
Stage 1	-	-	-	921	-
Stage 2	-	-	-	884	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1446	-	-	722	951
Mov Cap-2 Maneuver	-	-	-	722	-
Stage 1	-	-	-	903	-
Stage 2	-	-	-	884	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.76	0	8.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	420	-	-	-	933
HCM Lane V/C Ratio	0.019	-	-	-	0.023
HCM Ctrl Dly (s/v)	7.5	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	18	12	20	7	7	24
Future Vol, veh/h	18	12	20	7	7	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	8	0	14	0
Mvmt Flow	25	16	27	10	10	33

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	90	26	42	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	915	1056	1529	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	898	1056	1529	-	-	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.94	5.48	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1333	-	955	-	-
HCM Lane V/C Ratio	0.018	-	0.043	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	29	2	1	24	0	2
Future Vol, veh/h	29	2	1	24	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	41	3	1	34	0	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	21	18	0
Stage 1	18	-	-
Stage 2	3	-	-
Critical Hdwy	6.51	6.2	-
Critical Hdwy Stg 1	5.51	-	-
Critical Hdwy Stg 2	5.51	-	-
Follow-up Hdwy	3.599	3.3	-
Pot Cap-1 Maneuver	973	1066	-
Stage 1	982	-	-
Stage 2	997	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	973	1066	-
Mov Cap-2 Maneuver	973	-	-
Stage 1	982	-	-
Stage 2	997	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.85	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	978	1589
HCM Lane V/C Ratio	-	-	0.045	-
HCM Ctrl Dly (s/v)	-	-	8.9	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	17	10	159	24	9	128
Future Vol, veh/h	17	10	159	24	9	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	50	2
Mvmt Flow	19	11	181	27	10	145

Major/Minor	Minor2	Major2	
Conflicting Flow All	389	27	0
Stage 1	389	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	549	1054	-
Stage 1	612	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1054	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.52	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1054	-	-
HCM Lane V/C Ratio	0.029	-	-
HCM Ctrl Dly (s/v)	8.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	63	1	2	74	84	84
Future Vol, veh/h	63	1	2	74	84	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	72	1	2	84	95	95

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	232	143	191	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	754	910	1395	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	753	910	1395	-	-	-
Mov Cap-2 Maneuver	753	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.28	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	47	-	755	-	-
HCM Lane V/C Ratio	0.002	-	0.096	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	0	8	36	0	8
Future Vol, veh/h	22	0	8	36	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	9	39	0	9

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	24	0	80	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1591	-	922	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1591	-	917	1053
Mov Cap-2 Maneuver	-	-	-	-	917	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.32	8.45
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1053	-	-	327	-
HCM Lane V/C Ratio	0.008	-	-	0.005	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 7th TWSC
8: Driveway #2 & Copeland Rd

2028 - Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	14	22	0	13
Future Vol, veh/h	9	0	14	22	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	15	24	0	14

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	10	0	64	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1610	-	942	1072
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1610	-	933	1072
Mov Cap-2 Maneuver	-	-	-	-	933	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.82	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1072	-	-	700	-
HCM Lane V/C Ratio	0.013	-	-	0.009	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lumin8

Synchro 12 Report

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	7	0	0	2	3	19
Future Vol, veh/h	7	0	0	2	3	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	2	3	21

Major/Minor	Minor2	Major2		
Conflicting Flow All	14	14	-	0
Stage 1	14	14	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	1005	881	-	-
Stage 1	1009	884	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1005	0	-	-
Mov Cap-2 Maneuver	1005	0	-	-
Stage 1	1009	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Ctrl Dly, s/v		0
HCM LOS	-	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		Y	
Traffic Vol, veh/h	0	5	16	3	2	0
Future Vol, veh/h	0	5	16	3	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	17	3	2	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	21	0	0 24 19
Stage 1	-	-	- 19 -
Stage 2	-	-	- 5 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1595	-	- 991 1059
Stage 1	-	-	- 1004 -
Stage 2	-	-	- 1018 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1595	-	- 991 1059
Mov Cap-2 Maneuver	-	-	- 991 -
Stage 1	-	-	- 1004 -
Stage 2	-	-	- 1018 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.64
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1595	-	-	-	991
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Ctrl Dly (s/v)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

AFFP

85998- CONDUSE

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:

Cō-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 00144652

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

PETITION: CONDUSE 26-003

Applicant: Dee Robinson (Sand to Significance, LLC) Notice is hereby given that the Coweta County Board of Commissioners will conduct a Public Hearing on the 22nd of September at 6:00 o'clock P.M. at the County Commissioner's Meeting Room, on the second floor above the Tax Assessors Office in the County Administration Building, 37 Perry Street, on the request of a Conditional Use Permit pursuant to Article 7, Section 75. Conditional Uses, Item 5. The request seeks approval for the development of a private, membership-based golf course and recreational club offering golf play, instruction, performance training, and fitness programming for property located off Copeland Road and identified as Tax Parcel #s: (044-5227-001; 044-5226-002; 044- 5254-001; 044-5255-003; 044-5255-009; 058-5228-002; 058-5228-011). Legal Description of Subject Property All that tract or parcel of land lying and being in Land Lots 222, 226, & 227 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 244.793 acres or 10,663,226 square feet. All that tract or parcel of land lying and being in Land Lots 227 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 1.862 acres or 81,097 square feet. All that tract or parcel of land lying and being in Land Lots 226, 227, 254, & 255 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 45.339 acres or 1,974,967 square feet. All that tract or parcel of land lying and being in Land Lots 226 & 255 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 96.485 acres or 4,202,909 square feet. All that tract or parcel of land lying and being in Land Lots 255 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 10.006 acres or 435,879 square feet. All that tract or parcel of land lying and being in Land Lots 255 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 5.424 acres or 236,281 square feet. All that tract or parcel of land lying and being in Land Lots 226 & 255 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 43.007 acres or 1,873,396 square feet. All that tract or parcel of land lying and being in Land Lots 226 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 40.144 acres or 1,748,679 square feet. All that tract or parcel of land lying and being in Land Lots 228 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 2.535 acres or 110,440 square feet. All that tract or parcel of land lying and being in Land Lots 228 of the Fifth Land District

of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 0.118 acres or 5,136 square feet. All that tract or parcel of land lying and being in Land Lots 228 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 3.547 acres or 154,499 square feet. Board of Commissioners Coweta County, Georgia All individuals planning to attend and speak during the Public Hearing, may sign up at the table located in the lobby. The doors open to the public at 5:30pm prior to the start of the meeting at 6:00pm. Copies of the proposed rezoning request may be obtained at the Coweta County Community Development Department between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, or found on the Coweta County website. 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 of 48 hours. For information, please call (770)254-2608.

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

Subject: Public Comment regarding Conditional Use Permit and (Special Use Permit)
Project Sand/Hollins Women's Golf Resort

Dear Commissioners

I am writing as a resident of 19 years who lives on Copeland Road and formally submit my comments regarding the proposed development known as Project Sand/Hollins, located on approximately 493 acres in the Copeland Road area known as Roscoe.

While I respect the developer's intent to bring a unique recreation and wellness facility to the area, I have significant concerns regarding how the development of this scale will impact our rural community infrastructure and environment.

Specifically:

Water and Infrastructure Impacts. Some Copeland Road neighbors rely heavily on local well water. I am deeply concerned about the massive amount of water required to irrigate a 493 acre golf course and service a 22,000 square foot clubhouse, and how this extraction will impact the surrounding water table. Furthermore, the lack of immediate fire hydrant infrastructure in this rural pocket poses a notable safety risk should an emergency arise at the resort.

Stormwater Runoff and Chemical Management: A 493-acre golf course requires intensive turf management, including the heavy use of fertilizers, pesticides, and herbicides I am deeply concerned about chemical runoff polluting our local creeks, streams and shallow residential wells. Furthermore, clearing natural terrain for fairways will alter natural drainage patterns, significantly increasing the risk of stormwater flooding on adjacent residential properties.

Traffic and Road Safety: Copeland Road and its connecting routes are narrow, quiet, rural cut-throughs. Introducing construction vehicles, resort employees, and club members will exponentially increase traffic volume. This raises severe safety concerns for local drivers, cyclists, and pedestrians who utilize these rural corridors.

Rural Conservation (RC) Integrity: This land is currently designated as Rural Conservation. Allowing a high-end resort with substantial structural footprints sets a challenging precedent for our county's comprehensive plan, which aims to protect the historic, quiet agricultural character of northern Coweta County.

Wildlife and Habitat Displacement. Copeland Road serves as a critical corridor for local wildlife, including deer, wild turkeys, and native bird species. Fragmenting nearly 500 acres of contiguous, undisturbed woodland and rural conservation space will permanently displace these animals and disrupt the local ecosystem.

Light and Noise Pollution: The introduction of a 22,000 square foot clubhouse, resort amenities, parking lot lighting, and evening hospitality events will fundamentally shatter the peace of our rural nights. This area currently enjoys a “dark sky due to its rural character and minimal noise. Introducing commercial scale resort lighting and traffic into this region will adversely affect both neighboring residents and local wildlife.

Property Value and Zoning Precedent: Families bought homes in this specific pocket of Coweta County precisely because it was zoned for Rural Conservation (RC). Allowing a commercialized, high density private resort to bypass the protections establishes a dangerous precedent. It signals to residents that our long-term zoning plans can be cast aside, ultimately threatening our property values and the peace of mind we invested in.

We will never be able to walk our dogs or ride our bicycles safely if you pass Project Sand.

Sincerely,

Leigh & Woody Stinson
88 Copeland Road
Newnan, GA 30263

Eschman, Lisa

From: Alex Roush [REDACTED]
Sent: Tuesday, September 8, 2026 3:58 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Reidelbach, John; Smith, Al
Cc: Eschman, Lisa
Subject: Project Sand

Caution! This message was sent from outside your organization.

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

Dear Board of Commissioners -

I am writing to express my **opposition** to the proposed **Project Sand** located on Copeland Road, Coweta County, Georgia. My address is 2046 Sewell Mill Road, and I own 22 Acres along Adcock Road.

My analogy to this Project would be as if someone brought a gas Lawn Mower into the Living Room of your Home and proceeded to crank it.

The poorly planned location and access to the proposed Clubhouse, Wellness Center, Tennis Courts, Lodge, Villas and Maintenance Facility could not be worse. It is being forced upon and is entirely incompatible with our existing rural community.

Excessive noise, light pollution, traffic, hours of activity and alcohol would decimate the current lifestyle and property values of the residents along Copeland, Adcock and Oliver Potts Roads as well as the historic nature of the Roscoe community.

I urge you to vote against the requested re-Zoning.

Thank you for your consideration.

Alex Roush, AIA

Disclaimer

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Eschman, Lisa

From: Buddy Powell <[REDACTED]>
Sent: Wednesday, September 9, 2026 9:45 AM
To: Eschman, Lisa
Subject: Roscoe Golf Course

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I am writing to you today as a resident of Roscoe for 40 years to express my strong opposition to the proposed development of a golf course and hotel resort in [specific location/rural area]. While I support responsible economic growth, this large-scale commercial project is fundamentally incompatible with the rural character, natural resources, and infrastructure of our community.

My primary concerns regarding this proposal include:

- **Strain on Water and Environmental Resources:** Golf courses require immense volumes of water for daily maintenance, alongside the routine application of chemical fertilizers and pesticides. In a rural setting, this poses an unacceptable threat to our local groundwater supply, private wells, and nearby agricultural ecosystems.
- **Traffic and Infrastructure Deficits:** Our local road networks are designed for low-density, rural traffic—not the heavy volume associated with a commercial resort, event venue, and hotel guests. Introducing this level of traffic will create significant safety hazards, accelerate road deterioration, and require public tax dollars to upgrade and maintain infrastructure.
- **Burden on Emergency and Public Services:** A major resort facility places substantial demand on our county's emergency medical services, fire protection, and law enforcement, which are already stretched across large rural territories.
- **Loss of Rural Character and Farmland:** Preserving open land, natural habitats, and the quiet character of our rural areas is essential for our county's quality of life. Once rural land is rezoned and developed at this scale, it cannot be undone.

I respectfully urge you to vote against any zoning changes, conditional use permits, or variances requested for this project. Protecting our rural lands, natural resources, and existing communities must remain a priority.

Thank you for your dedicated service to our county and for taking the time to consider the concerns of local residents.

Please feel free to reach out if you have any questions.

--

Buddy Powell
Realtor
Lindsey's Inc. Realtors
14 Jackson Street
Newnan, GA 30263


Office 770-253-6990

Eschman, Lisa

From: Wayne Farmer [REDACTED]
Sent: Sunday, September 6, 2026 3:23 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Smith, Al; Eschman, Lisa; Reidelbach, John
Subject: Project Sand - Please vote NO

Follow Up Flag: Follow up
Flag Status: Flagged

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My family has lived in the Roscoe Community for 41 years and as such I am asking you to **deny Project Sand and the proposed golf course.**

This is a rural community, and many of us chose to live here because of its quiet roads, open land, dark skies, wildlife, and rural character. A commercial golf development is not compatible with the community that exists here today.

I am also concerned that the Coweta County Comprehensive Plan is not being appropriately applied to this proposal. The County should be protecting the character and long-term interests of existing communities—not opening the door for commercial operations in rural neighborhoods.

This project appears to be designed to attract members and visitors from outside our community and potentially outside Georgia. Residents would experience the traffic, noise, lights, water consumption and other impacts, while many of the economic benefits could go elsewhere.

Approving the conditional/special-use permits could also establish a precedent for additional commercial development in the future.

Please don't sacrifice the rural character of our community for a development designed primarily to serve people who don't live here.

I respectfully ask you to vote **NO on Project Sand.**

Thank you for listening to the residents who will have to live with this decision.

Sincerely,
Wayne Farmer
137 Deer Trail
Newnan, GA 30263
[REDACTED]

Eschman, Lisa

From: Martha Farmer [REDACTED]
Sent: Sunday, September 6, 2026 2:51 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Reidelbach, John; Smith, Al; Eschman, Lisa
Subject: Don't Trade Our Community's Future for Project Sand

Follow Up Flag: Follow up
Flag Status: Flagged

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My family has lived in the Roscoe community for 41 years. We chose this area because of its rural character and quiet surroundings. We are extremely concerned that Project Sand will permanently change the community we call home.

There are too many unanswered questions surrounding this proposal to justify approving a commercial development of this magnitude in our rural community. Additionally, we don't believe that there has been full transparency from the project owners regarding the FULL scope of the development. Residents deserve complete transparency and confidence that every applicable ordinance and requirement has been followed before this project is approved.

I am concerned that the County is being asked to focus on the potential economic benefits of this golf course without adequately considering the long-term costs to the surrounding community.

The proposed development appears intended to attract members and visitors from outside the local area and potentially from other states. The project is seeking a Sales Manager specifically focused on selling memberships to people outside Georgia. See the job posting: [Membership Sales Director/General Manager – Robinson Hill/Good Trouble/ Project Sand – Job Atlanta, GA](#)

Meanwhile, local residents would live with the consequences: increased traffic, water consumption, noise, light pollution, additional demands on emergency services and the loss of our rural character.

There are also legitimate questions about the long-term viability of golf courses. Across the country more golf courses have closed than opened since 2005 and even some Coweta County courses have reduced their number of holes or sold property for other development.

What happens if this golf course is no longer financially viable?

We should not make a permanent change to our community based on a short-term promise of economic development.

Please look beyond the immediate proposal and consider what this decision could mean for our community decades from now. Consider the long-term consequences of this decision, not simply the

immediate economic promises associated with the project. Once the rural character of our community is changed, it cannot easily be restored.

I respectfully ask you to vote **NO** on this proposal and protect the rural community that so many Coweta County residents have worked hard to preserve.

Thank you for your consideration and your service to Coweta County.

Martha Farmer

137 Deer Trail

Newnan, GA 30263



Eschman, Lisa

From: Cole McElroy [REDACTED]
Sent: Tuesday, September 8, 2026 10:15 AM
To: Smith, Al; Blackburn, Bob; Reidelbach, John; McKenzie, Bill; Fisher, Jeff
Cc: Eschman, Lisa; Fouts, Michael; Sewell, Ben
Subject: Please deny current Project Sand plans

Follow Up Flag: Follow up
Flag Status: Flagged

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Good morning Commissioners,

I am reaching out asking the board to deny the current proposed plan under Project Sand on the 22nd of this month. I am a resident of district 3 on Copeland road. Directly across from Project Sand's proposed location.

The following reasons should be taken into consideration for the denial of the SUP.

Comprehensive plan

The area is currently zoned RC and is part of the rural character places. The scale of the proposed golf course with lodging, wellness center, and villas are commercial and not rural conservation. This type of development goes against Coweta County's comprehensive plan.

Traffic

According to Project Sand's current plan, all traffic will be directed down Copeland rd. Per the traffic study, this would be an increase of over 500%. Copeland rd is a small dead end road that sees less than 150 cars a day. This will negatively impact all residents on Copeland rd along with residents on surrounding roads(Oliver Potts, Sewell Mill, and Adcock). Families on Copeland Rd walk in the evenings with their children and pets. This development would endanger resident's, their children, and pets.

Light pollution

My family's home is directly across from the proposed parking lot and wellness center. Per the county's comprehensive plan new non-residential development should designate parking and loading at the back of the buildings. This design strategy maintains the rural landscape by not cluttering the view-shed with parking lots and automobiles. Our home would be impacted by automobile headlights and the light pollution from the wellness center and parking lot.

Thank you for your time and consideration,

From: Cole McElroy [REDACTED]
Sent: Thursday, September 3, 2026 10:53 AM
To: Smith, Al; McKenzie, Bill; Reidelbach, John; Blackburn, Bob; Fisher, Jeff
Cc: Eschman, Lisa; Fouts, Michael; Sewell, Ben
Subject: Re: Request to deny Project Sand/Hollins Community

Follow Up Flag: Follow up
Flag Status: Flagged

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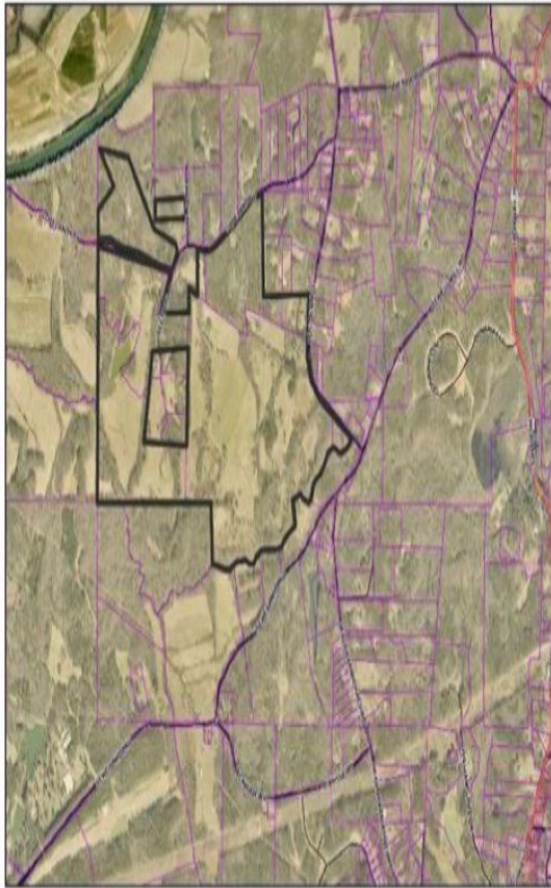
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Good morning commissioners,

Following up with my third email in regards to denying Project Sand that comes before the board on September 22nd.

Approving the SUP for Project Sand would disrupt and forever affect all residents lives that live in the vicinity of the proposed project in the following ways:

Comprehensive Plan: A golf course with commercial amenities does fit the comprehensive plans rural places character area. This is not my opinion. This comes directly from the staff report on page 9, “**a golf course would not be considered a low impact land use. Additionally, the proposal does not appear to be in keeping with the surrounding rural area, based on a 350-member golf club, along with lodging and other services, requiring up to 75 staff**”.



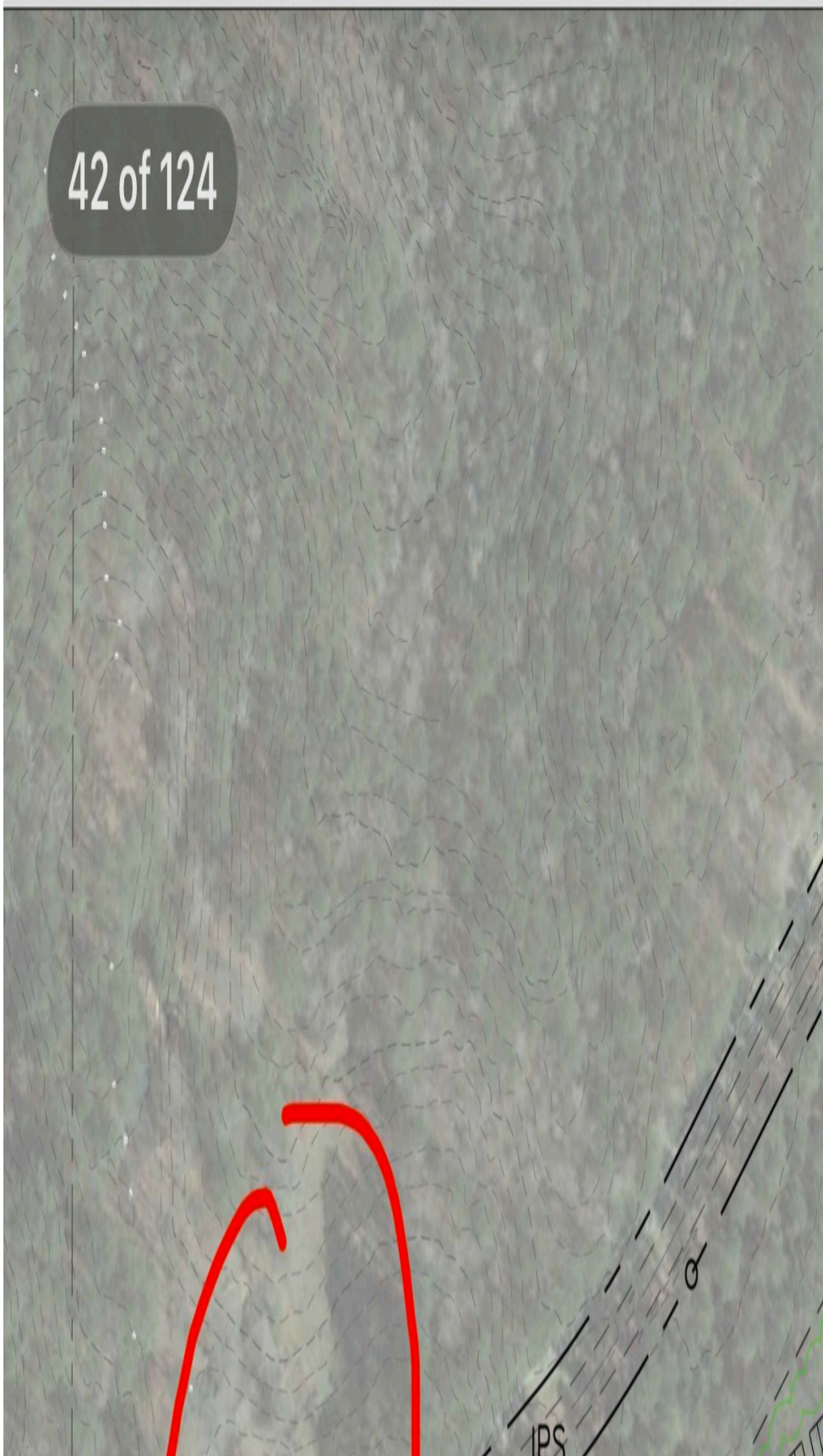
Significant effort should be taken to preserve the rural character and preserve agricultural resources.

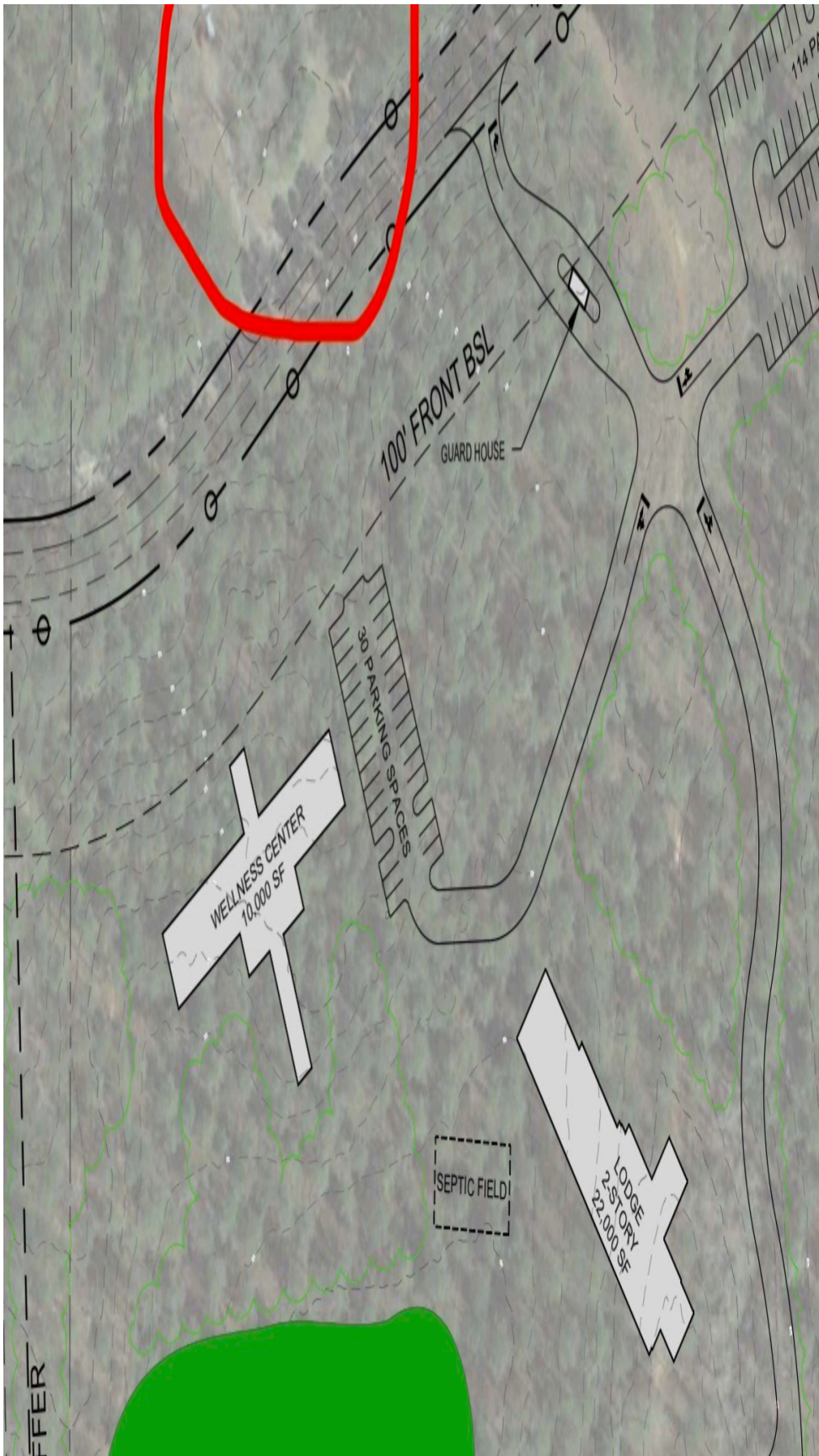
Explore innovative land-use products to be in keeping with the surrounding community and minimize sprawl.

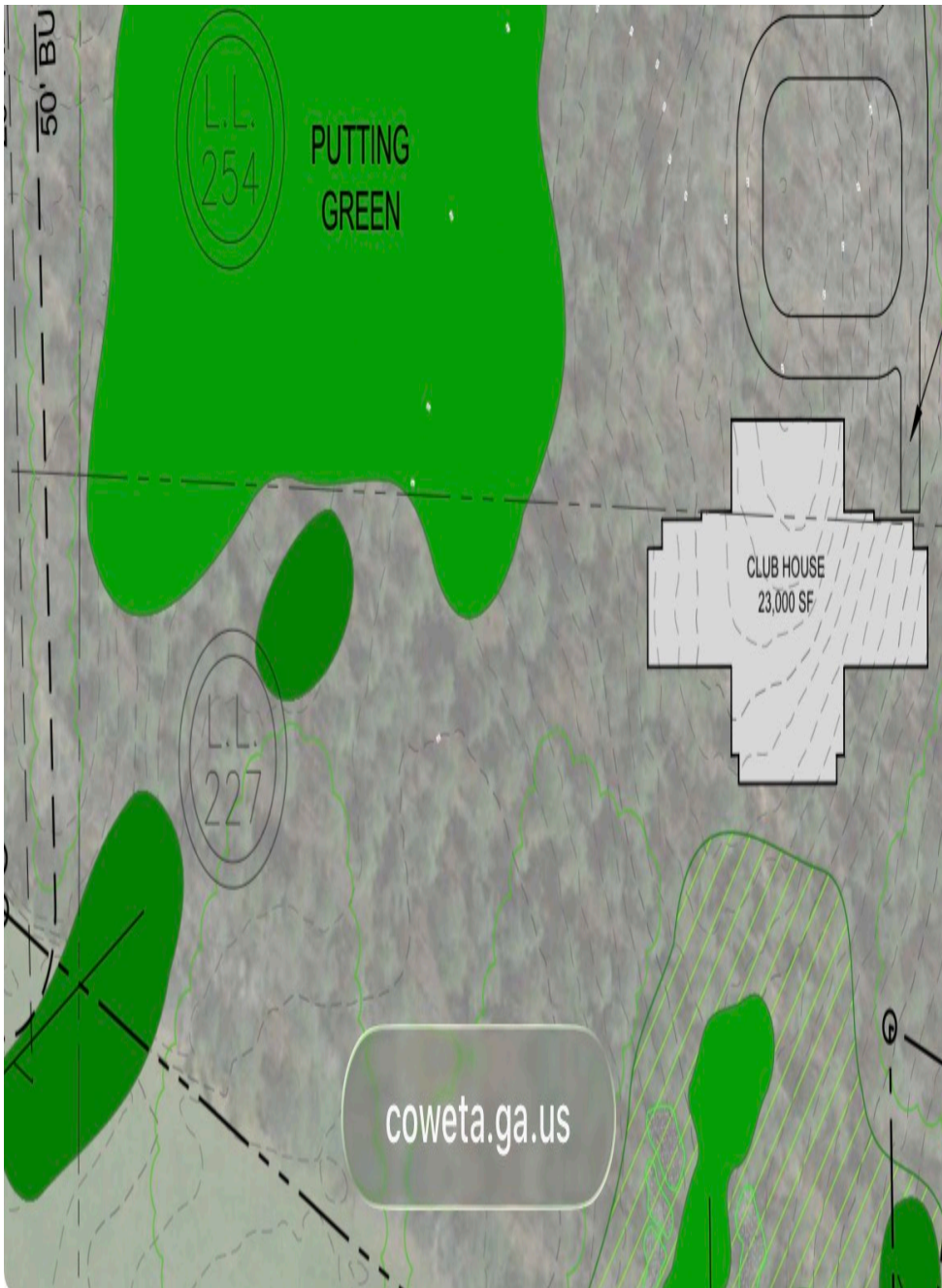
Since the Comprehensive Plan is silent on appropriate special uses and conditional uses within the Rural Places character area, reliance is upon the underlying guidance within both the Rural Places Character Area description, as well as the Rural Places Tier description from the Growth Strategy. Although recreational areas are listed as a predominant use, a **golf course would not be considered a low impact land use**. Additionally, the **proposal does not appear to be in keeping with the surrounding rural area**, based on a 350-member golf club, along with lodging and other services, requiring up to 75 staff members.

Traffic: The traffic study that was performed does not take into consideration of all of the guests that would occupy the 24 room lodge and 4 villas and their guests. The traffic study was performed on a Tuesday when a majority of guests would not be present. This does not take into consideration of heavy weekend traffic and not to mention any special events that would be held on weekends. Copeland road is a dead end road that would be tasked with accommodating 500+ more daily trips. This does not include all of the construction traffic during the development phase. Residents walk their dogs and take their children for walks on Copeland rd. This would no longer be possible to due to the increased traffic. Employees and guests would use excessive speed without care because they do not live here.

Light pollution: my family's home is directly across from the parking lot for entrance 2 as circled in red in the image below. The light from the wellness center, parking lot, and cars headlights would have a negative impact in the form of light pollution shining into our home all night long.







Noise on November 6th 2025 Coweta County passed a county wide noise ordinance that states quiet hours from 10:00pm to 7:00am. With course maintenance starting well before 7:00am Project Sand would not be in compliance with the county's noise ordinance. The below image is directly from the detailed narrative. There is no mention of when grounds crew would start mowing. The only mention is "staff operations" beginning at 4:00am.

3. Hours of Operation

- **Golf Course / Practice Areas:** Sunrise to sunset
- **Clubhouse / Dining:** 6:00 a.m. – 10:00 p.m., occasional extended events
- **Wellness / Performance Center:** 6:00 a.m. – 9:00 p.m.
- **Lodge Operations:** 24 hours (guest arrivals mainly afternoon/evening; departures in morning)
- **Staff Operations:** 4:00 a.m. – midnight; overnight staff for guest support and property monitoring

This schedule ensures controlled activity patterns aligned with typical recreational use while limiting off-site impact.

Chemical Impact: Golf courses use harsh chemicals, fertilizers, and pesticides. Some residents are still on well water and could be negatively impacted from runoff into their groundwater. Recent reports link an increase in Parkinson's in residents living within one mile of golf courses due to pesticide exposure.

Source:

<https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2833716>

Key Points

Question Does living within proximity to a golf course affect the risk of Parkinson disease (PD)?

Findings This case-control study found the greatest risk of PD within 1 to 3 miles of a golf course, and that this risk generally decreased with distance. Effect sizes were largest in water service areas with a golf course in vulnerable groundwater regions.

Meaning These findings suggest that pesticides applied to golf courses may play a role in the incidence PD for nearby residents.

- ■

Summary:

From not adhering to the comprehensive plan, excessive traffic that a dead end road and other roads in the area cannot support, light pollution from parking lot/wellness center lighting, noise from mowing equipment well before the allowed hours for the county's noise ordinance, to the increased risk for Parkinson's disease all of these reasons should be enough reasons to ask the board to deny the conditional use permit.

In closing I highly encourage the board of commissioners to come visit Copeland Rd and the surrounding area. I feel the board would find a golf course of this scale would not fit the rural character of this serene area that residents love so much.

Thank you for your time and consideration. I hope the board can vote to deny the special use permit for Project Sand.

Sincerely,

Cole McElroy

On Wed, Aug 26, 2026 at 11:17 AM Cole McElroy [REDACTED] wrote:

Good morning commissioners,

I wanted to follow up on my previous questions sent back on the 12th?

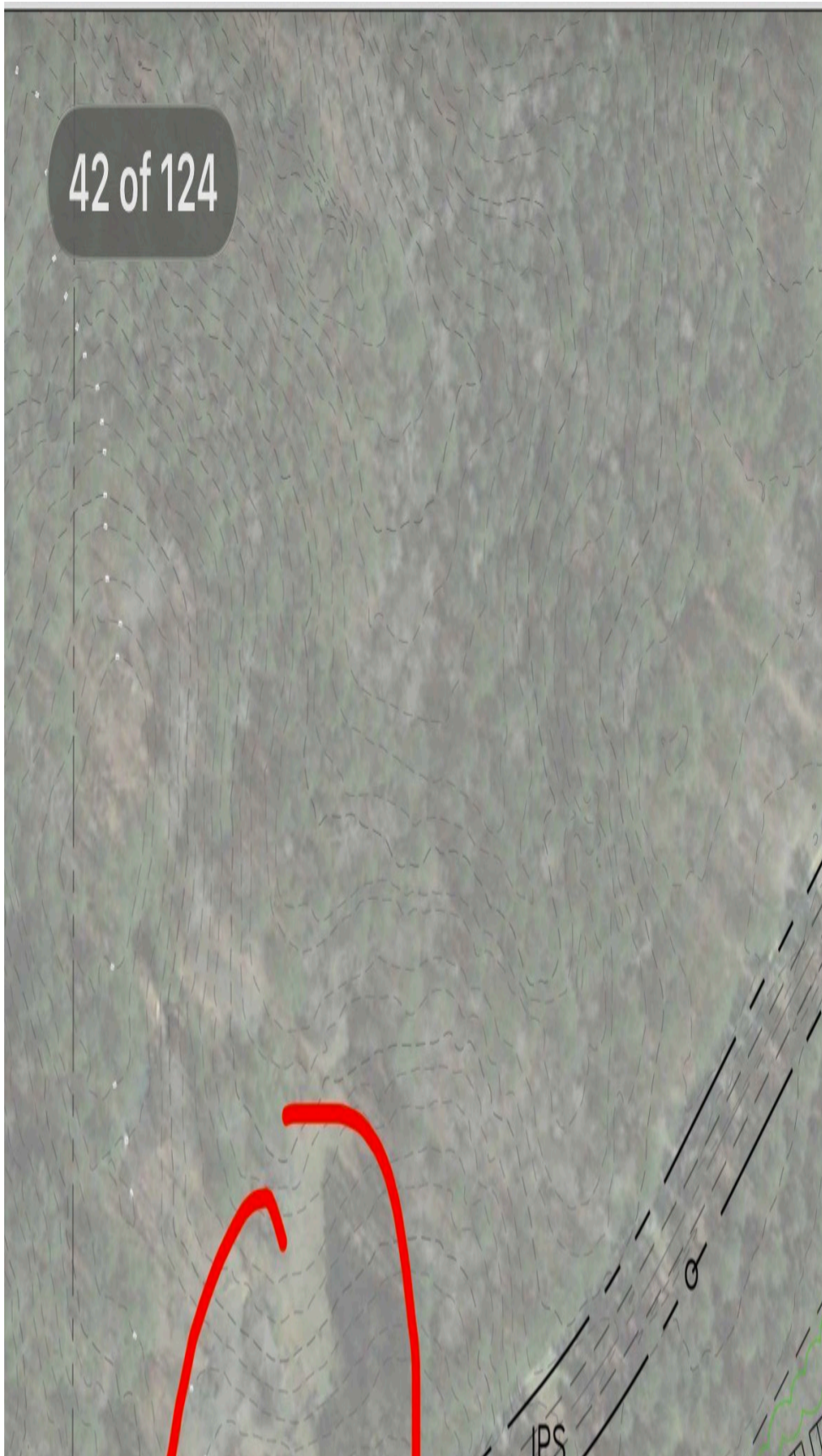
Also, after reviewing the site plan can the buffer be increased to 300'?

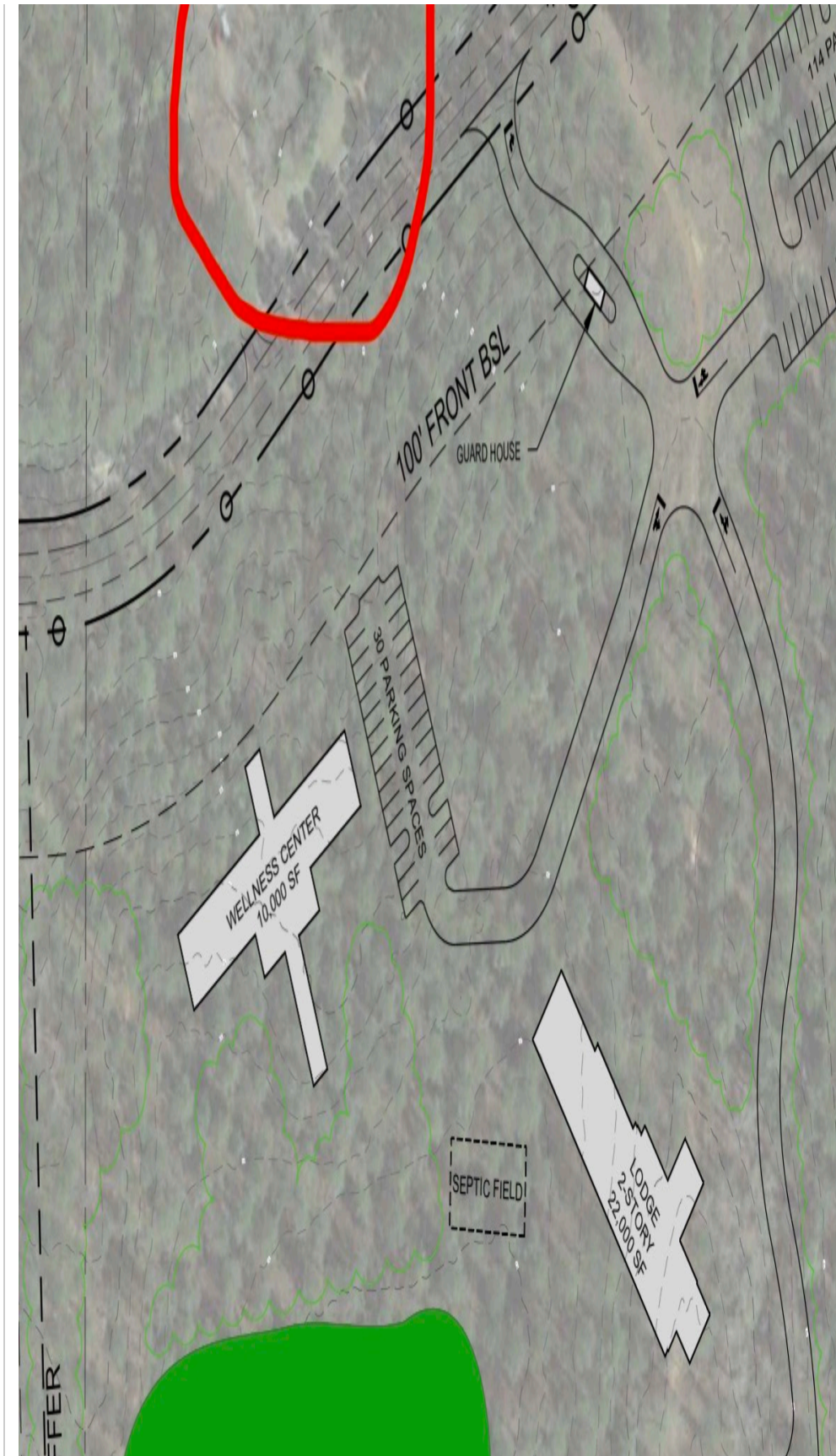
It currently shows 100' buffer on the conceptual site plan. I have attached an
image showing my home in relation to proposed site.

Thank you for your time and consideration.

I look forward to hearing from you.

Thank you,







On Wed, Aug 12, 2026 at 1:41 PM Cole McElroy [REDACTED] > wrote:

Good afternoon commissioners,

My name is Cole McElroy and I live at 357 Copeland Rd. in district 3 in Newnan. I'm writing you in regards to questions and concerns for the proposed Hollins Community (formerly Project Sand) development that will go before the board on September 22nd.

The Hollins Community is a proposed golf course and wellness center that will be located on Copeland rd in Newnan. If you are not familiar with Copeland rd, it is essentially a quiet dead end road that ends at Cedargate Farms. The road has little traffic and families walk their dogs and children ride bikes in the evenings. With the increased traffic from the Hollins Community I do not feel Copeland road can accommodate this development with one way in and one way out.

If the commissioners see fit to approve the rezoning, I would ask the project to place the entrance at 274 Adcock road. This would allow a better flow of traffic instead of funneling all traffic down a dead end road.

My next question is what would the buffer be (in feet) for the entrance if it stays on Copeland rd? My home is directly across the road from the proposed entrance. I am concerned with traffic, light pollution from the parking lot lights, and noise.

If I'm not mistaken is the property where the proposed project is to take place zoned RC rural conservation?

If the project is denied, how many homes could be built if a developer bought the property? I thought I read on the zoning map that it is minimum 5 acre lots with 1750 minimum sqft homes? From my research the property is around 500 acres. So roughly 100 homes could be built?

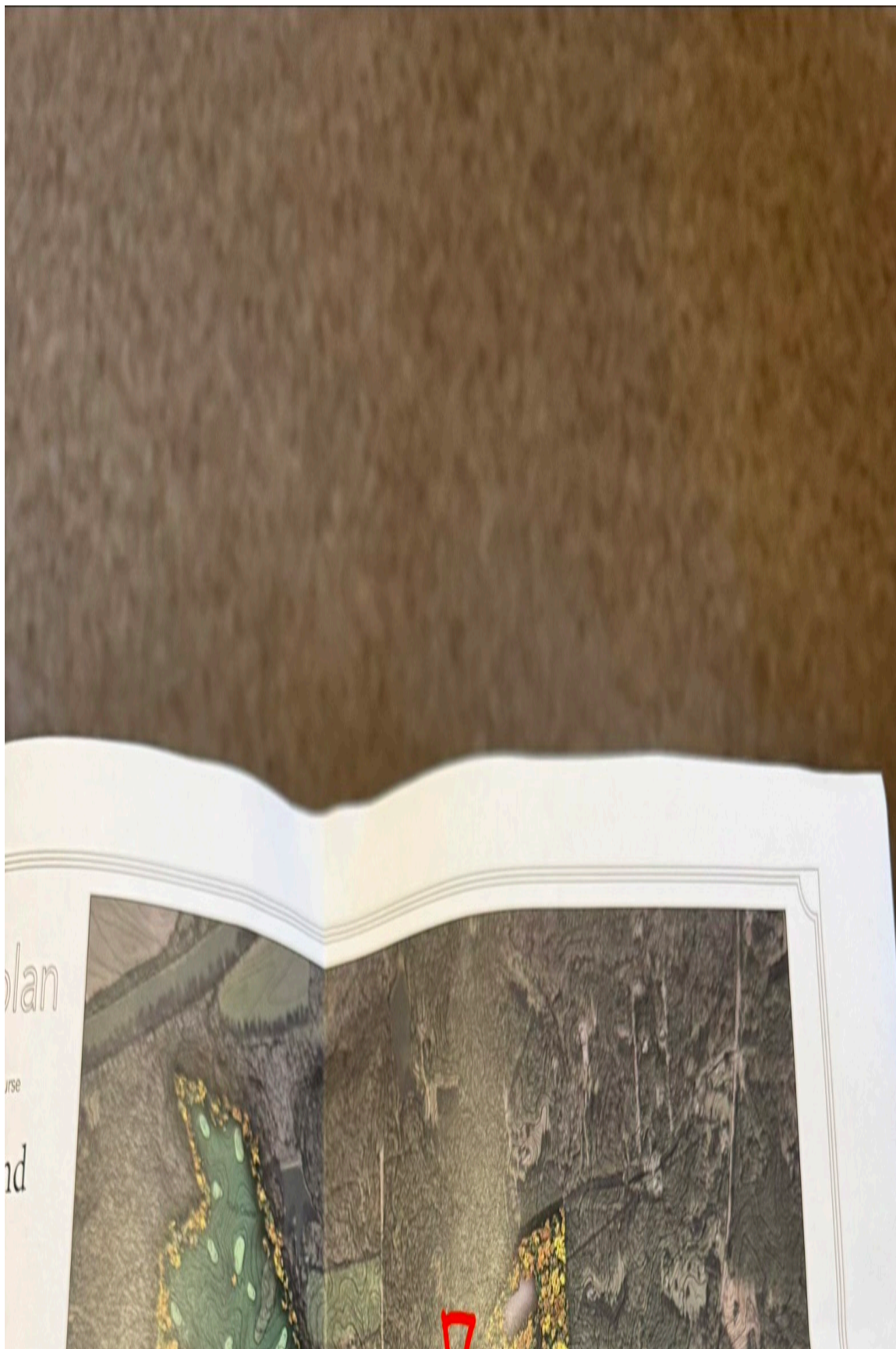
Below is the website that was shared with all families that will be directly impacted by the project.

<https://hollinscommunity.com>

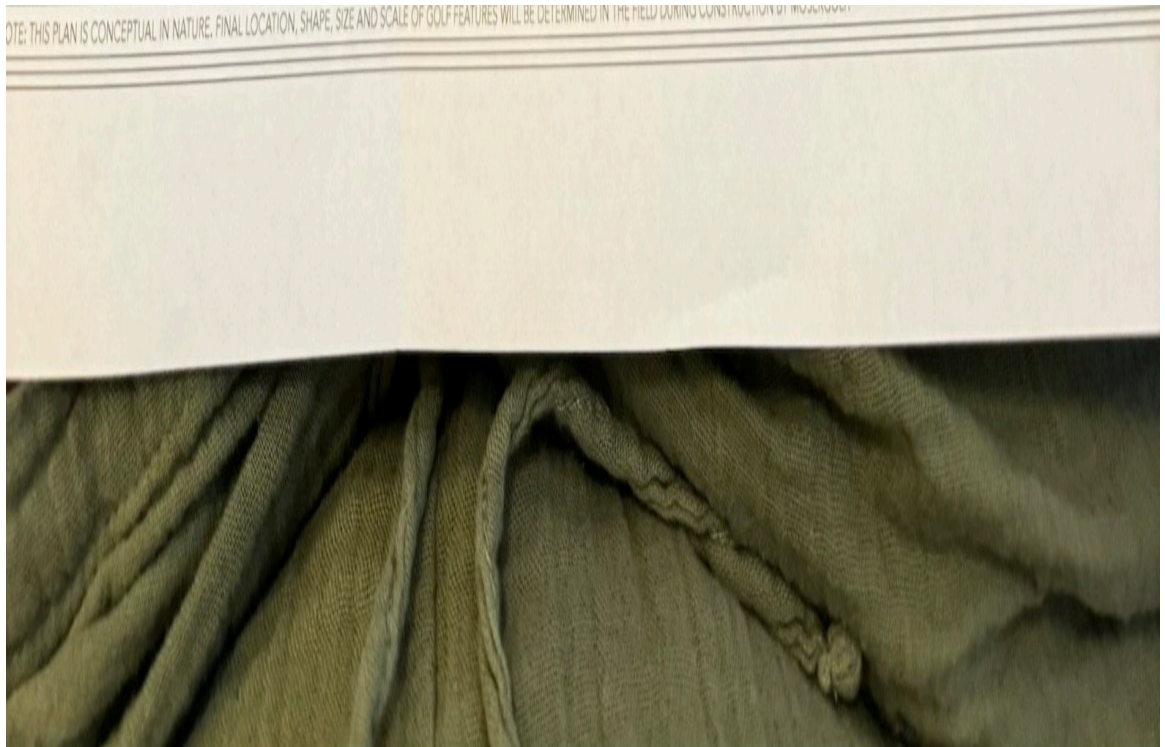
I have also attached a rough drawing in red where my home is in relation the proposed entrance.

Thank you all for your time and consideration,

Cole McElroy









From: Lauren Hitt [REDACTED]
Sent: Tuesday, September 8, 2026 10:00 PM
To: Blackburn, Bob
Cc: Eschman, Lisa
Subject: Project Sand/ Hollins Community

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Dear Mr. Blackburn,

I am writing to you to express my serious concern about the proposed golf course next to my home at 274 Adcock Road.

I have lived here since 2019. I love my home and property. We have a horse barn that is open to our pasture that we have worked hard over the last few years to fence and organically establish grass. A creek runs through the middle of the pasture, providing my children endless opportunities to explore nature and an additional drinking water source for my horses. My children absolutely love playing in our backyard and exploring our property. We enjoy looking out the kitchen window to watch the deer graze and foxes raise their babies near the creek. I also loved viewing the meteor shower a few weeks ago from our back patio in the dark night sky. This property truly is my heaven on earth. I hope to be here for a long time.

However, I am very concerned that just about everything I love about our home is going to be stripped away from us if this golf course is approved and built. Here are just a few of my worries:

1. The potential 800% increased traffic will be extremely dangerous for my three small children who are ages 5, 3, and 1. They are supervised of course when outside, but God forbid, freak accidents can happen.
2. The golf course's herbicides, fertilizers, and pesticides will certainly transfer into the creek that crosses our entire property. Even though they have access to a clean water trough, I don't want my horses drinking the polluted water.
3. The golf course's proposed 18th hole backs right up to my open horse barn. I do not want hundreds of people watching me on a daily basis where I take care of my senior, 28 and 22 year old horses and teach my children the importance of animal husbandry.
4. Since the course will be next to one entire side of our property line, I'm very concerned about my horses (and perhaps even my children) being hit with stray golf balls.
5. I'm worried about people trespassing onto our property looking for these golf balls. This is an insurance liability nightmare as a horse owner.
6. I have a large garden and orchard in front of my horse barn. I use this garden to help feed my family. The pesticide and herbicide drift from the chemicals that will be sprayed to maintain quality golf course turf will certainly kill everything in my garden.

7. Lastly, the lights from the parking lot and facilities off Copeland Rd will prevent us from viewing the beautiful night sky. My back patio faces this direction, and the light pollution will be most definitely horrible.

I would love to have you stop by anytime to visit our home so you can too see why it is so important and special to us. Please vote no on this proposed golf course.

Thank you very much for your time,

Lauren Hitt


Eschman, Lisa

From: Sheryl B [REDACTED]
Sent: Tuesday, September 8, 2026 7:17 PM
To: Blackburn, Bob; Fisher, Jeff; McKenzie, Bill; Reidelbach, John; Smith, Al; Fouts, Michael; Eschman, Lisa
Subject: Rezoning on Copeland Rd for Golf Course

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Dear Coweta County Board of Commissioners, Ms. Eschman, Mr. Fouts,

I am writing a request to deny the approval for rezoning Copeland Rd from RC (Rural Conservation) to Conditional Use Permit and Special Use Permit for a Golf Course.

All of our neighbors are opposed to this with the following reasons why.

Most of us moved here or built here 20, 30, 40, even 50 plus years ago because of the small, quiet, beautiful, serene community. We pretty much all know each other.

We are very concerned that this will increase our property taxes significantly.

Traffic - currently Copeland Rd is a narrow, dead end road. The only traffic is the ones who live here, the mail carrier, and a few deliveries. That will increase to 548 2-way trips daily, probably more, depending on the event for that day. Staff, 350+ guests, large delivery trucks will contribute to this. Neighbors will no longer be able to walk for exercise, walk their dog, ride their bike, or even go to the mailbox, without taking a risk of being hit by a car.

Noise - Staff is scheduled to arrive at 4 am and begin getting the grass ready (mowing and blowing) before tee time. This conflicts with the county's noise ordinance. Not to mention how this will disturb the neighbors. The noise from all of the vehicles and large delivery trucks will be loud coming in and out at all hours of the day and night. Special events will also create a lot of noise. Currently, pretty much all we hear now are the birds singing.

Water - Currently, Copeland Rd has a small water line with no fire hydrants. The large amount of people at the golf course will consume a vast amount of water - drinking water, flushing toilets, laundry, and watering the grass. This will put a strain on existing neighbors water supply. Also, the use of Pesticides, Fertilizers will contaminate our water. Some of our neighbors on Lazy Lane are on well water.

Lights - The big, main parking lot is near the road, right across the street from neighbors. The tennis courts, clubhouse, wellness center, lodge, villas, and maintenance building will all have exterior lights on all night.

Flying golf balls will pose a safety and liability risk of damaging houses, cars, and people.

The size and location of the buildings and parking lots will eliminate any privacy that we currently have.

The plans for a golf course isn't just about hitting golf balls. This comprehensive plan also includes very large buildings that will consist of a two-story 22,000 sq ft lodge, a 23,000 sq ft clubhouse with dining, a 10,000 sq ft wellness center, four 1,200 sq ft villas, and a maintenance building. Additionally, the site contains an 18 hole green, four tennis courts, and associated parking.

The amount of people that will be at this facility, at any given time, will put a strain on our public services - EMS, Fire, and Law Enforcement.

Hollis Community website said that they welcome all concerns and feedback and that they would get back with us. Several neighbors, including myself, have all sent messages, but have gotten no response back from them.

Findings from the Community Development Department, dated Aug. 24, 2026, reported - "The proposed golf course development may affect the use and enjoyment of adjacent and nearby properties. Consideration should be given to the potential impacts of noise, traffic, drainage, lighting, privacy, golf ball exposure, visual character, and ongoing course maintenance, particularly for properties immediately adjacent to the development. The Board should consider the overall scale and intensity of the proposed golf development in relation to the surrounding properties and the intent of the RC (Rural Conservation) zoning district. This does NOT establish a low-impact land use. Therefore, the proposed development does NOT appear to be consistent with the rural character of the surrounding areas."

We would like to ask that each one of you, personally, ride out and see our small, quiet, beautiful, serene community, so that you can see, firsthand, what we are talking about, before making a decision that will change our lives forever.

Thank you for your time and consideration.

Sheryl Bowie
Copeland Rd
[REDACTED]

DEAR FARM, LLLP
722 Adcock Road
Newnan, Georgia 30263

September 9, 2026

Board of Commissioners
Coweta County, Georgia
22 East Broad Street
Newnan, Georgia 30263

RE: Project Sand, SPUSE 26-002 and CONDUSE 26-003

Dear Commissioners:

I write in opposition to the two applications as currently drafted and referenced above regarding Project Sand and The Hollins Club for a proposed golf course development to come before you this September 22, 2026.

Dear Farm, LLLP is a third-generation family farm and has produced hay for the horse community in our region for decades and currently is focused on providing hay to livestock farmers located in the Roscoe Crossroads Community. The farm contains **364** acres on Adcock Road and goes to Copeland Road in proximity to the proposed development. Dear Farm contains three operational barns and three houses with families.

I am not against properly planned and thoughtful progress and growth for Coweta County and our community, but there are many unanswered questions and issues regarding this proposed development that should be considered and agreed to *before* any approval. County staff recommends some conditions but does not cover all issues that should be settled up front. I go into more specific detail in the body of this letter yet want to summarize several key and big picture items and deficiencies first. A quick example for you in my detailed list would be that I and several neighboring homes are on well water, and the developer should agree to provide potable water and fire protection as a stipulation before approval.

The overriding issue is, as called out in Coweta's Comprehensive Plan and the current zoning of the community as RC-Rural Conservation and how the County is to "preserve rural character and agricultural resources" and "encourage low-impact uses", the proposed project has a number of highly detrimental and negative impacts on the Roscoe Crossroads Community. The County's staff report states the proposed project is **not** low impact and is **not** in keeping with the surrounding rural area. Impact topics include Zoning/Land Use violations, Water issues, Noise, Archaeological and Cultural, Environmental, Traffic, Health, County Services, Property Taxes, and the overall degradation of a historically quiet peaceful community.

A second issue I wish to address before going into specific impact details concerns the developers themselves, Sand to Significance, LLC and Dee Robinson, who are out of Chicago, Illinois. I reached out to Ms. Robinson directly through email and phone on June 14, 2026, regarding the proposed project. I have received **zero** response to those inquiry requests which are now nearly three months ago. Subsequently, with their notice July 28th through regular mail, the developer changed Project Sands promotional information to The Hollins Club and advertised open dialogue in the communication to neighboring properties and others for questions through a website portal and transparency. Open dialogue, transparency, and interactions between the developer and the community are not the case. I sent multiple messages through the portal including a request to meet yet received zero response. *{please note this late edit to this letter: as I was finalizing this letter, I received an email from the portal stating they would meet to discuss the issues on September 22 at the hearing. What a slap in the face!}*. The Hollins Club website states they are “Land First, Community First, Neighbors First”. If this were true, then I would have had a response and a meeting with the developer somewhere in the last three months. Sand to Significance, LLC is not being forthright, endearing, open, or trustworthy. Who is behind this developer and who is all involved? What are their funding sources and capabilities to ensure the project is sustainable as proposed? I can find no complete answer to any of these questions. Sand to Significance, LLC is not registered anywhere in Georgia, only a shell in Illinois. This brings into question every one of their claims, including being a low intensity development and only having 350 members. I was approached by a former partner to Dee Robinson several years ago desiring land for a golf course. I was told the intent is to make the course available to large events including LPGA tournaments. Sand to Significance, LLC does not have the Roscoe community or Coweta County’s interest at heart and has demonstrated no concern for our issues.

For a list of issues and concerns I present the following:

WATER

- Golf courses require enormous amounts of water, even when being conservative in design and will approach 100 million gallons per year, or 300,000 to 500,000 gallons per day. A medium-size Data Center will consume an equivalent amount, so Coweta County needs to be just as concerned about Project Sand as it is with the load of water consumption by a Data Center.
- In this regard it is not just where the water comes from but also where it goes.
- County Water and Sewer Departments made no comment in the staff report on the ability of Coweta County to meet this demand in our neighborhood, which creates a big unknown in front of the Commissioners for this hearing. The developer states they will install adequate resources. But what is the cost of delivery/production to the County? This should be fully analyzed before any approval.
- This water source issue also raises concern for adequate Firefighting capabilities.
- The Conceptual Site Plan includes a water well house and will be a source based on its inclusion in the drawing, as well water for irrigation is the most common source, despite the developer’s claim to use County water. The well house is on the plans for a reason.
- Water supplied either from the County or drawn from a well on site causes great concern that has not been addressed.

- Well draw-down will result from the large water demand and will impact neighbors' wells which is not addressed in the County staff report. The water demand needed is equivalent to Data Centers. Dear Farm utilizes four wells, and I know of numerous neighbors on well water. No well survey has been completed.
- The ensuing runoff from the high application rate of water and the grossly unidentified fertilizer/chemical/pest management program will cause many issues. Why won't the developers identify exactly their fertilizer program before approval? The County should demand it.
- Ground water infiltration of the fertilizer and chemicals used on site will occur.
- The USEPA identifies golf courses as sources for groundwater and surface water contamination. <https://golferhive.com/are-golf-courses-bad-for-the-environment>.
- Golf courses have been linked to extreme increases in Parkinsons disease within 1 mile of the development due to the water issue. <https://www.parkinson.org/blog/science-news/golf-courses>.
- Runoff from the development and operation will travel through Cedar Creek into the Chattahoochee River.
- Degradation of the Chattahoochee River at this point source due to runoff will occur. This is just above the Sewell Mill intake for Coweta County water supply. What is the cost to the County for treating the impacted water?
- Dear Farm owns an additional 520 acres across the River just downstream of this effluent entrance point of Cedar Creek so this is a major concern of ours as fertilizer will impact the Chattahoochee River.
- The scope of the development is large and will introduce sediment and particulate contamination into the Chattahoochee River even with best practices in place for control.
- Portions of the project (Holes 2&3, Driving range) are within the Chattahoochee River Corridor Protection District (CRCP). This is not addressed.
- The subject property sits adjacent to an identified groundwater recharge zone. This is not mentioned in the staff report but should be clearly investigated prior to any approval. The project also develops on wetlands as shown on the Conceptual Site Plan.
- Why approve the Special Use and Conditional request before the environmental investigation?

ZONING/LAND USE

- The subject property is zoned RC- Rural Conservation and the proposed intended use will be a major shift in land use in this community. Does the County wish to ignore its stated objective in its Comprehensive Plan to preserve the rural character and natural resources of the County and County staff analysis that this project is against current code and the Comprehensive Plan?
- The Conceptual Site Plan is not just a golf course, but shows a large maintenance building, a 200-car parking lot, a wellness center, a two-story lodge with transient guests that violate Code essentially like the Special Use a Commercial Zoning class.
- The proposed Conceptual Site Plan clearly violates the County's stated 200-foot setback for golf courses and driving ranges, with some setbacks drawn as a meager 50 feet. This should change in a redraft of the project, as staff pointed out in their analysis of the project for the Commissioners.

- Dear Farm has one hay field that backs up to and is directly in line with the driving range which also ignores the 200-foot setback being drawn as a meager 50 feet. Shall we have cows dining on golf balls too?
- The proposed site plan takes the development as close to roads (Copeland and Adcock) as it can. Buffers for a golf course should exceed expectations for a responsible developer that cares about the community as lighting and golf balls do wander. Clearly the lack of adequate Buffers for the golf course, parking lot, housing, and clubhouse are indicative of the developer's lack of concern for the Roscoe community. This is clearly a subjective statement that staff maybe cannot address but I believe the Commissioners should acknowledge this issue and the lack of concern by the developer, regardless of the Code's stated 200-foot setback that also says the proposed plan is in violation.
- It is easy to state that a golf course is a great way to keep the land open and green, avoiding a bunch of homes or a Data Center, but an alternative development of a build out of housing on the subject property in compliance with existing Code equates to less environmental and traffic impact to the community, and higher property tax receipts for the County (approximately 55 homes on 5 acre lots, less the wetlands on site etc.). This realization brings into discussion what the highest and best use of property really is.

PROPERTY TAXES

- Property taxes have increased for many of my neighbors and Dear Farm in recent years and is a concern of ours and any community.
- Future increases to existing residences due to the proposed development should be born by the developer, and the County should freeze property taxes at current levels for the impacted community with developer covering the difference for the County if the developer has any concern for this community. This should be a condition for any approval.

TRAFFIC

- The traffic study provided by the developer to the County shows 300% average daily trips increase which has a huge impact when compared to the quiet peaceful traffic load this community is known for and experiences. This increase is woefully understated and yet still not of minimal impact as the developer claims.
- The traffic study is based only on a golf course category (ITE 430) and, as directed by the developer to the study engineers, leaving out the additional traffic loads generated by the proposed development by excluding traffic to the Wellness Center, traffic to the dining facility/clubhouse, employee ingress/egress of the stated 75 employee head count, traffic to/from the transient lodge and villas with overnight guests.
- Based on the above, a more proper increase in traffic will be as high as 500%.
- The above increases do not include special events such as weddings or the stated intent to attract professional golf tournaments.
- Traffic studies are typically used to identify needed road improvements such as turning lanes. The loads, even with the 500% increase, do not dictate improvements.
- The Roscoe Crossroads Community is a quiet area, and such large increases have a **major** impact.

- The staff report did identify the need for sight line improvements to meet AASHTO standards along Adcock Rd. at Copeland and Oliver Potts. This should be required of the developer before any other construction is started.
- The staff report did not evaluate the sight distance of Sewell Mill Rd. and Adcock, which as anyone coming out of Adcock knows, is also of limited sight distance and needs improvement as well.

OPERATIONAL ISSUES/NOISE/HEALTH/ENVIRONMENT

- The County passed an updated Noise Ordinance November 2025 with a definitive restriction on landscaping tools/mowers/blowers only allowed between 7a.m.-9p.m. The Commission should stick to the County's ordinance and disallow the developer's stated intent to start work at 4a.m. within any passed Use Permit.
- The proposed Site Plan has minimal buffers. This will allow light pollution to the neighborhood from the 200-car parking lot. The parking lot should be moved farther within the property. The minimal buffers will also allow golf ball sprawl to encroach on the existing homes and as stated previously, encroach on one of my hay fields. The Commissioners should insist the site plan be redesigned before any approval.
- Drift from pesticide and fertilizer applications can create health risks for nearby residents. Improving the buffers will mitigate the drift. The County should require clear safeguards before approving the proposed development.
- The developer states it will conduct environmental investigations after receiving approval of the Special Use and Conditional Use permits. This is backward. Environmental/Historical/Cultural studies should be required before the Commissioners can make an informed decision on the applications.

I could continue with more details, but I believe I have given the Commission enough information to give pause at this time for the protection of Coweta County and the people of the Roscoe Crossroads Community. If the Commissioners do not **deny** the two applications at this time, then **at a minimum** I respectfully request the Commission vote to table or defer the application to a later time and direct the applicant to meet in good faith with the impacted community and County Staff to look for acceptable ways to reduce the impact of such a large and non-conforming project.

Thank you for your consideration.

Yours truly,



Charles Bowen, managing partner/owner, [REDACTED]

Cc: Commissioner Jeff Fisher via email jfisher@coweta.ga.us
 Commissioner Bill McKenzie via email bpmckenzie@coweta.ga.us
 Commissioner Bob Blackburn via email bblackburn@coweta.ga.us
 Commissioner John Reidelbach via email jreidelbach@coweta.ga.us
 Commissioner Al Smith via email alsmith@coweta.ga.us
 Lisa Eschman, Zoning Manager via email leschman@coweta.ga.us

Eschman, Lisa

From: Justin Vaughn [REDACTED]
Sent: Monday, September 14, 2026 7:29 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Reidelbach, John; Smith, Al; Eschman, Lisa
Subject: Stop Project Sand

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Dear Commissioner,

I am writing to respectfully ask you to vote NO on Project Sand, including Conditional Use Permit 26-003 and Special Use Permit 26-002.

After reviewing the County's information concerning this proposal, I have serious concerns about whether this development is appropriate for this location. My concerns are not based simply on opposition to a golf course. They are based on the total size, intensity, traffic, environmental impacts, setbacks, noise, lighting, and compatibility of this particular project with the surrounding community.

Project Sand would involve approximately 493 acres and is proposed in an area currently designated Rural Conservation. This is not a small recreational project. The proposal includes an 18-hole golf course, private membership club, clubhouse, wellness and performance facilities, tennis courts, practice facilities, lodging and villas, along with the supporting roads, parking, maintenance operations, and infrastructure.

The County's own review raises concerns about whether this type and intensity of development fits the rural character of the surrounding area. That concern should carry significant weight. The purpose of land-use planning is to make sure that development occurs in appropriate locations and does not overwhelm the character and infrastructure of an existing community.

Traffic is another major concern. The County's review anticipates approximately 548 daily two-way trips. The surrounding roads are rural roads, and County review has identified sight-distance deficiencies at intersections involving Adcock Road, Copeland Road and Oliver Potts Road. If a development requires substantial roadway modifications because existing conditions are not adequate for the additional traffic, that should be carefully considered before approval.

I am also concerned about the proposed 200-foot setbacks. County review indicates that the conceptual plan does not demonstrate the required setback for the proposed driving range from an adjacent residential property. The plan also raises the questions concerning the location of recreational and maintenance facilities in relation to neighboring homes.

Environmental impacts deserve the same level of scrutiny. The proposed golf holes are shown in areas designated as flood hazard areas, and the County has identified the need for stormwater review, runoff reduction and compliance with applicable floodplain requirements.

Then there are the daily quality-of-life impacts. This development would involve early-morning maintenance activity, nighttime operations, lighting, noise, increased traffic, events, overnight lodging and the potential for golf balls and activity to affect neighboring properties. These are permanent changes that can affect not just peoples' homes but also their livelihoods. These are not temporary construction impacts.

I believe the Board should consider the entire project rather than look at each issue separately. A project can potentially address individual concerns with conditions, but that does not necessarily make the overall land use appropriate.

The County has already identified multiple areas requiring serious consideration. I respectfully ask the Board to listen to the residents who will have to live with consequences of this decision and deny Project Sand.

Growth is inevitable, we all know this. But NOT every development belongs in every location.

Please protect the rural character, safety, property owners and quality of life of this community.

Thank you for your service and consideration.

Justin and Cami Vaughn

705 Adcock Road

Eschman, Lisa

From: Cami Peterson [REDACTED]
Sent: Monday, September 14, 2026 7:25 PM
To: Eschman, Lisa
Subject: Stop Project Sand

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Dear Commissioner,

I am contacting you because I am deeply concerned about the safety and property impacts that could result from Project Sand, and I am asking you to vote NO.

The proposed development is enormous in comparison with the rural setting where it is being proposed. Approximately 493 acres would become an 18-hole golf development with a private club, clubhouse, wellness center, tennis courts, practice facilities, lodging, villas and supporting operations.

With a project this large, the Board has a responsibility to make sure the neighboring property owners are not forced to absorb the consequences.

Traffic is one of my greatest concerns.

County information anticipates approximately 548 daily two-way trips. The County has also identified sight-distance deficiencies involving the surrounding roads and intersections. That means the existing road network has safety limitations that must be considered before additional traffic is introduced.

I am especially concerned about traffic being concentrated onto Copeland Road, Oliver Potts Road and Adcock Road. Rural roads and residential areas should not be expected to function like access roads for a resort-style development.

There are also concerns involving the proposed driving range and other facilities. County review has identified issues concerning the required 200-foot setbacks from neighboring properties. That separation is particularly important for a golf facility because of the potential for golf balls, noise, lights and activity to affect surrounding homes.

Flooding and stormwater are another concern.

The conceptual plan includes golf holes in areas identified as flood hazard areas. A project covering nearly 500 acres will change the way water moves across the property. Even with stormwater controls, neighboring property owners deserve confidence that their homes, land and existing drainage will not be negatively affected.

Noise and nighttime activity are also relevant to safety and quality of life. The project includes overnight lodging and operations extending into the evening, while maintenance activities may begin very early in the morning.

This means residents could be dealing with traffic, equipment, lights and commercial activity for much longer periods of the day than they currently experience.

The Board should not only ask whether these impacts can technically be managed. It should ask whether residents should have to accept them at all.

I respectfully ask you to deny Project Sand because the combination of traffic, sight-distance concerns, setbacks, floodplain issues, stormwater, noise, lighting and intensity creates too many potential impacts for this rural community.

Please put the safety and property rights of existing residents first.

Thank you for your time.

Sincerely,

Cami Vaughn

705 Adcock Road

Eschman, Lisa

From: Wayne Farmer [REDACTED]
Sent: Tuesday, September 15, 2026 11:32 AM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Smith, Al; Eschman, Lisa; Reidelbach, John
Subject: Project Sand - Please Don't Turn Our Rural Neighborhood Into a Commercial Destination

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I am asking you to **deny Project Sand** because this golf course would fundamentally change the quality of life in our rural community.

We currently have **no streetlights**, and our area is naturally dark at night. The proposed golf course would introduce parking lot, course, maintenance and lodging lights, creating light pollution where none currently exists.

That would affect residents, wildlife and the character of our community.

Noise is equally concerning. The project could involve golf-course preparation beginning as early as **4 a.m.**, with drying fans potentially operating overnight.

That is not compatible with the peaceful rural environment residents currently enjoy or with the Coweta County Noise Ordinance recently passed.

We should not have to accept bright lights, early-morning equipment, overnight fans, increased traffic and commercial activity simply because a developer wants to establish a golf course here.

This is our home—not a commercial resort district.

Once this type of development is approved, the change to our community cannot easily be reversed.

Please protect the residents who already live here.

I respectfully ask you to **vote NO on Project Sand**.

Sincerely,
Wayne Farmer
137 Deer Trail
Newnan, GA 30263
[REDACTED]

Eschman, Lisa

From: Kari Upchurch [REDACTED]
Sent: Tuesday, September 15, 2026 7:29 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Reidelbach, John; Smith, Al
Cc: Eschman, Lisa
Subject: Project Sand

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Hello Commissioners,

I am a resident of Copeland Road in District 3.

I am writing in regards to ask the board to deny the current SUP for Project Sand.

I am realistic there may be development on Copeland road one day. I am in favor of a golf course over a housing development if that is the only options, **but I feel there needs to be changes to current proposed special use permit under Project Sand.**

Traffic: Copeland road is a quiet dead end road with no speed limit or way to monitor speed. With the over 500% increase in traffic my family and neighbors will no longer be able to take evening walks without the risk of being hit by maintenance workers, course staff and players. Another entrance needs to be added to help reduce traffic.

No lodging & villas: this a commercial development no different than a hotel with guests staying overnight. These do not belong on a golf course in a rural setting.

Light pollution: my family's home is directly across from the proposed wellness center and parking lot. We would be directly impacted by bright headlights, light from the parking lot, and the wellness center well into the night. This would eliminate any chance of star gazing which is so special to me and my family. Moving the wellness centers location farther back into the development would help this.

Increased buffers and setbacks: even with a 100' buffer, that will not be adequate to stop light pollution, noise, and keep the rural landscape.

Thank you for your time and consideration.

Respectfully,
Kari U. McElroy

Eschman, Lisa

From: Marie Powell [REDACTED]
Sent: Wednesday, September 16, 2026 1:41 PM
To: Eschman, Lisa
Subject: Fwd: Golf course in Roscoe

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I sent this one to Jeff Fisher.

Marie Powell

----- Forwarded message -----

From: Marie Powell [REDACTED] >
Date: Thu, Sep 3, 2026 at 10:35 AM
Subject: Golf course in Roscoe
To: <jfisher@coweta.ga.us>

I am writing to you to express grave concerns over the proposed golf course in Roscoe. This is not a community golf course , but a huge event center that will impact our rural way of life in many negative ways. This proposal is not in keeping with our rural community. This facility will not provide anything for our community except to disrupt our quiet way of life . The traffic alone will be a huge impact on our roads. The placement of the hotel, spa, clubhouse,lighted parking lots will have a huge impact on our quiet , rural community. I operate a Therapeutic Riding center that will be impacted by all the traffic , especially all the delivery trucks, staff , as well as Attendees for events . I also own property that joins this property. My property was purchased for the sole purpose of hunting where it is managed just for that purpose. Having this huge facility joining us will not only impact the wildlife by literally doing away with their habitat , but I can only imagine our hunting rights will be impacted. We chose this rural life , please vote NO !!
Thank you , Marie Powell

Hello and Good morning,

First let me introduce myself, my name is Edward Swiecicki and I live at 409 Adcock Rd, in the Roscoe area. Having been notified of the meeting about the golf course being posted and trying to do my due diligence for understanding what that means to the community where I live, I would like to voice my concerns and request that all the commissioners as a collective vote "NO" on 26-003 & 26-002 and any additional rezoning or variances that are related to this project. After reviewing of the documents that are on the counties website and reviewing the information provided, I have some concerns that I hope you take under consideration.

Our county staff has done an excellent job commenting on how the proposal of layout and design does not meet county requirements. This should be the #1 reason to reject the rezoning. The county should not be approving something that was done with haste, does not meet county requirements or ordinances and seems to be under the guise of being an improvement to the area; which it will not be. There are some other items that have not been vetted out by the requestor and/or are missing actual data due to inaccurate noise and traffic study. The traffic study only had two "study" windows that do not capture when both the local school traffic would be captured or the golf course traffic would be arriving for work. The noise "study" was only done around the lodge area and does not include the maintenance building at all and this would be where equipment is stored and would likely see a higher noise building and should be tested at all location along the perimeter as mowers could be there at any given time. Special events that are after 10pm are not listed nor capture any estimated noise levels either.

A second concern of mine is that our Roscoe area is mostly zoned Rural Conservation and has some historical considerations that should be taken into account. While the claim that the space would help support additional wildlife is mentioned, this site currently has wildlife already living on it and passing through it due to being a rural area and adding manicured grasses and non-native Georgia vegetation for aesthetics does not guarantee improvement for wildlife, this would likely displace wildlife from the respective area that would be developed. There should be some involvement from the Georgia Archeological and Historic departments on this area for any areas that should remain undisturbed and/or preserved.

As I have additional concerns, the biggest would be environmental. Chemicals (those needed are not listed and it is common to include forever chemicals for golf courses) and the amount of needed water to support a course of this size and to keep it maintained at a level that would be in line with professional golfing requires can have long

term negative impacts on the land, aquifer contamination, and runoff into Cedar Creek and Chattahoochee.



Community Development

To: Coweta County Board of Commissioners

From: Lisa Eschman, Zoning Manager

Date: September 22, 2026

RE: Petition #: SPUSE 26-02

Applicant: Dee Robinson (Sand to Significance, LLC)

Property Owners: Philip and Ann Beegle

Location: Copeland Road, Newnan

Commission District: 3rd - Blackburn

Tax Parcel(s): 044-5254-001

Property Size: 45.339± acres

Current Zoning: RC (Rural Conservation)

Requested Zoning: RC w/SUP (Rural Conservation w/Special Use Permit)

Proposed Use: Resort -Style Amenities for a Proposed Private, Membership-Based Golf Development

Public Hearing (Date, Time, Location): September 22, 2026, 6:00 PM — 37 Perry Street, Newnan

Issue:

Petition # SPUSE 26-02 Filed by Dee Robinson (Sand to Significance, LLC) Requesting a Special Use Permit for Property Located off Copeland Road, Newnan

Discussion:

The applicant, Sand to Significance, LLC, proposes to incorporate resort-style amenities into the private, membership-based golf development. These amenities would include a clubhouse with dining and gathering areas, a wellness center, tennis courts and a putting green, and overnight accommodation consisting of a 24-key lodge and four (4) villas. To accommodate the proposed

resort-style amenities, the applicant is requesting a Special Use Permit for approximately 45.339± acres of the overall development. The proposed golf development is being considered concurrently under Conditional Use Permit (CUP) application (CONDUSE-26-03).

Fiscal Impact:

N/A

Recommendation:

Should the Board choose to approve the request, the Community Development Department submits the following conditions for consideration:

1. The subject property consisting of 45.339± acres shall be limited to a 23,000 square foot clubhouse, a 10,000 square foot wellness center, a two-story lodge with a maximum building footprint of 22,000 square feet, four (4) 1,200 square foot villas, four (4) tennis courts, and a putting green. Any expansion shall require re-submittal of a *Special Use Permit* application in accordance with *Article 6. Section 69.9* of the *Coweta County Zoning and Development Ordinance*.
2. The applicant shall design and construct all necessary improvements that will cause the sight distance at Oliver Potts Road looking southerly (left) along Adcock Road to meet the American Association of State Highway and Transportation Officials (AASHTO) Policy. This same improvement requirement should also be designed and constructed to cause the sight distance from Copeland Road looking northerly (left) along Adcock Road to meet the AASHTO Policy. Both Intersection and Stopping Sight Distances shall meet AASHTO requirements for both intersections.
3. The applicant shall design and construct all necessary improvements associated with their proposed entrance driveway locations to meet AASHTO requirements.
4. All improvements made within the County right-of-way shall be reviewed and approved by the Coweta County Public Works department.
5. Any damage to Copeland Road, Adcock Road, and Oliver Potts Road that occurs during construction shall be repaired by the developer to the satisfaction of the Coweta County Public Works department.
6. The buildings shall be substantially consistent with the architectural character depicted in the renderings submitted with the *Special Use Permit* application. Exterior elevations shall consist predominantly of stone and glass, with wood or wood-appearance materials incorporated as accent elements. Wood and wood-appearance materials shall not comprise more than 50 percent of any individual building elevation. Any use of natural wood or other combustible exterior materials shall comply with applicable building and fire codes and shall be subject to approval by the Building Official.
7. 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.

8. The 45.33± acre tract shall have a 50-foot undisturbed buffer along the eastern and western property lines meeting the requirements of *Article 25* of the *Coweta County Zoning and Development Ordinance*.
9. Should the applicant choose to serve alcohol on premises, all requirements of the Coweta County Business and Alcohol Division shall be met.
10. The applicant shall obtain a land disturbance permit within an 18-month period beginning the next business day following approval by the Board. If the applicant fails to do so, the Board may revoke the *Special Use Permit*.

TO AMEND THE ZONING MAP OF COWETA COUNTY
SPECIAL USE PERMIT APPLICATION –
SPECIAL EVENTS, FESTIVALS, AND TOURISM ACTIVITIES

Name of Applicant: Dee Robinson (Sand to Significance, LLC)

Applicant Address: 1211 S. Prairie Avenue, Ste. 1104, Chicago, IL 60605

Applicant Email: [REDACTED] Phone #: [REDACTED]

Name of Property Owner(s): Dr. Phil and Ann Beegle

Address (if applicable) and Legal Description of Proposed District: See attached submission packet –

includes full metes and bounds, acreage, tax reference numbers, land lot, and land district for all parcels.

Present Zoning Classification: RC Requested Classification: RC - with lodging

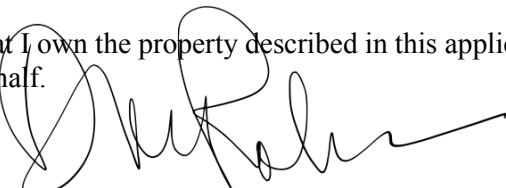
Present Use of Property and Any Structures There-On: Agricultural

Stated Use of Property: Private, low-density golf and wellness club providing golf, wellness, lodging, and recreational amenities while preserving the rural character of the surrounding area.

With each application for a Special Use Permit, the following documents shall be submitted to the Coweta County Planning Department:

- (1) Completed application signed and dated
- (2) If applicant is not owner of property, a notarized statement must be admitted from property owner(s) giving the applicant the right to file the rezoning application. The notarized statement must identify proposed district by acreage, land lot, land district, tax reference number and street location, zoning classification, and stated use.
- (3) Disclosure Form signed and dated from the applicant(s) and each property owner.
- (4) Written legal description providing the metes and bounds for the proposed Special Use District and the same for utility easements that will be used to access the district.
- (5) Copy of Warranty Deed for subject property.
- (6) Application Fee.
- (7) Conceptual Site Plan meeting the requirements for a Conceptual Site Plan as set forth in Article 29 of the Coweta County Zoning & Development Ordinance. One (1) copy and an electronic file of plan in PDF or JPEG format shall be submitted to the Planning Department. If alcohol is to be available at the facility, the location of alcohol service and related activities.
- (8) One (1) hard copy and an electronic version of a professional type rendering of structures existing or to be placed on the site. The rendering shall depict the project in detail, sufficient for the public and the Commission to understand dimensions, location nature and scope of the proposed use.
- (9) Corporate applicants shall submit the names and addresses of all members having ten percent or greater interest in the corporation.
- (10) A detailed narrative defining the following:
 - Frequency of operations, duration, intensity
 - Hours of operations
 - Waste Disposal plan
 - Parking
 - Security (Traffic & Property Management)
 - Restroom Facilities
 - Lighting – Exterior Plan including type & illumination
 - Noise Level Plan
 - Buffer location
- (11) Letter from Development & Engineering which identifies any traffic analysis requirements and actions needed to address these items.
- (12) Letter from Environmental Health Department advising of sewage disposal capacity and other Food Service requirements.

I certify that I own the property described in this application or authorized by the (owner or owners) to file this application on their behalf.

Signed by: 

Date: 3/23/2026

Print Name: Dee M. Robinson

Title: Managing Partner

Attachments:

Disclosure Form
Fee Schedule
Conceptual Site Plan Requirements – Article 29

To: Coweta County Board of Commissioners

From: Lisa J Eschman, Zoning Manager

Re: Special Use Permit – *Article 6. Sec. 69.9*
Applicant: Dee Robinson (Sand to Significance, LLC)
Location: Copeland Road, Newnan
Petition: SPUSE-26-002
Tax ID: 044-5254-001
"3rd" Commission District

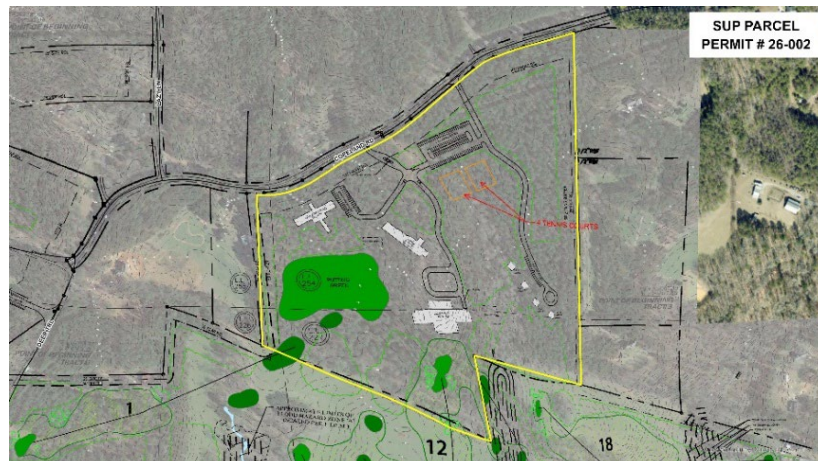
Date: August 24, 2026

The applicant, Sand to Significance, LLC, is proposing Project Sand, a private, membership-based golf course and recreational club offering golf play, instruction, performance training, and fitness programming on approximately 493.06± acres located off Copeland Road. The property is currently zoned **RC (Rural Conservation)**. The proposed golf development is being considered concurrently under Conditional Use Permit (CUP) application (CONDUSE-26-003).

The applicant proposes to incorporate resort-style amenities into the private, membership-based golf development. These amenities would include a clubhouse with dining and gathering areas, a wellness center, tennis courts and a putting green, and overnight accommodation consisting of a 24-key lodge and four (4) villas.

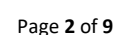
To accommodate the proposed resort-style amenities, the applicant is requesting a Special Use Permit for approximately 45.339± acres of the overall development.

Special Use Permit Area (Outlined in yellow):



The subject property is located within a rural area of the County. The surrounding area is characterized primarily by large-acreage residential and agricultural properties, all of which are zoned **RC (Rural Conservation)**.

Site Plan:



The applicant submitted a detailed narrative providing an overview of the proposed Project Sand development, including its design, operations, and environmental considerations. The proposed day-to-day operations are outlined below. For additional information regarding the waste disposal plan, parking, security measures, exterior lighting, and buffer and landscaping requirements, please refer to the applicant's narrative.

Frequency of Operations, Duration and Intensity

- ❖ Membership & Guest Volume:
 - Maximum of 350 Memberships (600 potential users)
 - On-site occupancy rarely exceeds 150 guests per day
- ❖ Lodging Operations:
 - Lodge accommodates up to 24 rooms
 - Guest movements concentrated during predictable check-in and check-out periods
- ❖ Recreational/Club Operations:
 - Golf play, instruction, performance training, wellness, and fitness programming
 - Activities distributed throughout the day; peak times generally mornings and late afternoons.
- ❖ Staffing:
 - Maximum of 75 staff onsite per day, with staggered shifts to ensure efficient operations:
 - Morning shifts begin as early as 4:00am
 - Evening shifts work up to 12:00am
 - Overnight Coverage: 6 staff persons
- ❖ Hours of Operation
 - Golf Course/Practice Areas: Sunrise to sunset
 - Clubhouse/Dining: 6:00 AM to 10:00 PM; with occasionally extended hours depending on event
 - Wellness/Performance Center: 6:00 AM to 9:00 PM
 - Lodge Operations: 24 hours (guest arrivals mainly afternoon/evening; departures in morning)
 - Staff Operations: 4:00 AM to 12:00 AM; Overnight staff for guest support and property monitoring

As part of the application package, and in accordance with *Article 6, Sec. 69.9, Item (6), Operational Standards (d)*, which establishes a maximum allowable noise level of 45 dBA, a noise study was conducted by BWS Acoustics on March 16, 2026. The study included noise measurements at seven locations along the applicable property lines, as shown below.

Figure 1: Project Sand Lodge Site Noise Monitoring Locations



The table below provides a statistical summary of the measured data, including average, maximum, and minimum sound levels, as well as percentile exceedance metrics.

TABLE 1: PROJECT SAND LODGE SITE NOISE PER LOCATION*								
Location	Time	Duration	L _{eq}	L _{max}	L _{min}	L ₁₀	L ₅₀	L ₉₀
1	8:38	6 hours	44.4	77.3	22.2	42.2	31.3	27.1
3	8:49	1 hour	42.3	69.5	24.8	44.1	34.1	28.4
2	8:54	1 hour	43.8	76.8	25.7	40.4	32.7	29.1
3	9:50	1 hour	45.3	71.7	22.5	41.5	30.9	26.6
2	9:55	1 hour	46.6	78.3	23.6	39.8	32.6	28.0
4	11:01	1 hour	38.1	62.2	22.9	40.0	32.3	27.3
5	11:14	2 hours	39.4	64.2	23.7	40.4	31.0	27.4
4	12:03	1 hour	42.9	64.7	24.7	45.2	34.5	29.7
6	13:20	1 hour	40.4	59.0	23.9	44.3	32.6	28.7
7	13:28	1 hour	48.8	76.5	24.0	44.5	32.4	28.4

* Data shown is sound pressure level (SPL), dBA, re 20 µPa

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

1. The Comprehensive Plan designates the subject property within the Rural Places Character Area and the Rural Places Tier on the Growth Strategy Map. While recreational uses are identified as a predominant use within the Comprehensive Plan, the proposed golf course development, including a 350-member golf club, lodging and ancillary services, and approximately 75 employees, does not establish a low-impact land use. Therefore, the proposed development does not appear to be consistent with the rural character of the surrounding area.
2. The proposed golf course development may affect the use and enjoyment of adjacent and nearby properties. Consideration should be given to the potential impacts of noise, traffic, drainage, lighting, privacy, golf ball exposure, visual character, and ongoing course maintenance, particularly for properties immediately adjacent to the development.
3. The Board should consider the overall scale and intensity of the proposed golf development in relation to the surrounding properties and the intent of the RC (Rural Conservation) zoning district.
4. Pursuant to Article 6, Section 69.9, Item 3(b) of the Zoning and Development Ordinance, failure to comply with any conditions of the Special Use Permit may result in revocation of the permit by the Board of Commissioners.

Should the Board of Commissioners choose to approve the request, the Community Development Department submits the following conditions for consideration:

- 1) The subject property consisting of 45.339± acres shall be limited to a 23,000 square foot clubhouse, a 10,000 square foot wellness center, a two-story lodge with a maximum building footprint of 22,000 square foot, four (4) 1,200 square foot villas, four (4) tennis courts, and a putting green. Any expansion shall require re-submittal of a Special Use Permit application in accordance with Article 6. Sec. 69.9.
- 2) The applicant shall design and construct all necessary improvements that will cause the sight distance at Oliver Potts Road looking southerly (left) along Adcock Road to meet the AASHTO Policy. This same improvement requirement should also be designed and constructed to cause the sight distance from Copeland Road looking northerly (left) along Adcock Road to meet the AASHTO Policy. Both Intersection and Stopping Sight Distances shall meet AASHTO requirements for both intersections.
- 3) The applicant shall design and construct all necessary improvements associated with their proposed entrance driveway locations to meet AASHTO requirements.
- 4) All improvements made within the county right-of-way shall be reviewed and approved by Coweta County Public Works.
- 5) Any damage to Copeland, Adcock, and Oliver Potts that occurs during construction shall be repaired by the developer to the satisfaction of the Coweta County Public Works.
- 6) The buildings shall be substantially consistent with the architectural character depicted in the renderings submitted with the SUP application. Exterior elevations shall consist predominantly of stone and glass, with wood or wood-appearance materials incorporated as accent elements. Wood and wood-appearance materials shall not comprise more than 50 percent of any individual building elevation. Any use of natural wood or other combustible exterior materials shall comply with applicable building and fire codes and shall be subject to approval by the Building Official.

- 7) 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.
- 8) The 45.33± acre tract shall have a 50-foot undisturbed buffer along the eastern and western property lines meeting the requirements of Article 25.
- 9) Should the applicant choose to serve alcohol on premises, all requirements of the Coweta County Business and Alcohol Division shall be met.
- 10) The applicant shall obtain a land disturbance permit within an 18-month period beginning the next business day following approval by the Board. If the applicant fails to do so the Board may revoke the Special Use Permit.

The following meeting 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 Commissioners – **Tuesday, September 22, 2026**

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

c: Dee Robinson
Justin Gron

STAFF COMMENTS:

Public Works

In review of the traffic impact study conducted for this golf course development and amenities it is estimated that it will generate approximately 548 daily 2-way trips (274 entering and 274 exiting). The local roads most affected by these trips are Copeland Road, Roscoe Road (SR70), Oliver Potts Road, Adcock Road, and Sewell Mill Road. Distribution of the estimated trips have been considered, and a majority are assumed to use Oliver Potts Road to and from, Adcock Road to and from, Copeland Road to and from, and the 2 proposed entrances to and from the proposed development. Based on the calculated trip volumes to and from these proposed entrances turn lanes would not be necessary. Due to Copeland Road, which extends westerly being a private road, eastbound traffic is not a consideration and would not generally conflict with westbound entrance left turn lanes into the development. The intersection capacities and queue lengths were studied and found no appreciable decrease in level of service between the existing, no-build, and build conditions. While little impacts were found to be of concern in review of this impact study, the intersection sight distance of Oliver Potts Road with Adcock Road and the intersection sight distance of Copeland Road with Adcock Road do not currently meet the minimum American Association of State Highway and Transportation Officials (AASHTO) Policy requirements. There is an existing crest vertical curve (hill) between these intersections which limits the views pulling out from Copeland Road onto Adcock Road coming from the development entrances and turning left from Oliver Potts Road onto Adcock Road going to the development entrances. The study specified that 72% of the inbound trips will come from Oliver Potts Road and 100% of the trips will come from the development and exit Copeland Road onto Adcock Road. Although throughout the county there are many locations where this AASHTO Policy is not met, it has been the practice of staff to recommend that applicants make improvements to mitigate these types of impacts. Because 100% of the trips generated by this development will use this Copeland / Adcock Road intersection staff recommends that the applicant provide the necessary construction plans meeting permitting requirements and contract for the necessary improvement construction including right-of-way acquisition, utility relocations, and associated costs to lower this crest vertical curve between Copeland Road and Oliver Potts Road to provide adequate sight distance meeting the AASHTO requirements. The two proposed driveway entrances shall also be designed and constructed meeting AASHTO requirements.

Should the Board decide to vote in favor of the applicant's request, the Public Works Department offers the following recommended conditions for their consideration:

1. The applicant shall design and construct all necessary improvements that will cause the sight distance at Oliver Potts Road looking southerly (left) along Adcock Road to meet the AASHTO Policy. This same improvement requirement should also be designed and constructed to cause the sight distance from Copeland Road looking northerly (left) along Adcock Road to meet the AASHTO Policy. Both Intersection and Stopping Sight Distances shall meet AASHTO requirements for both intersections.
2. The applicant shall design and construct all necessary improvements associated with their proposed entrance driveway locations to meet AASHTO requirements.
3. All improvements made within the county right-of-way shall be reviewed and approved by Coweta County Public Works.
4. Any damage to Copeland, Adcock, and Oliver Potts that occurs during construction shall be repaired by the developer to the satisfaction of the Coweta County Public Works.

Community Development

Development Review:

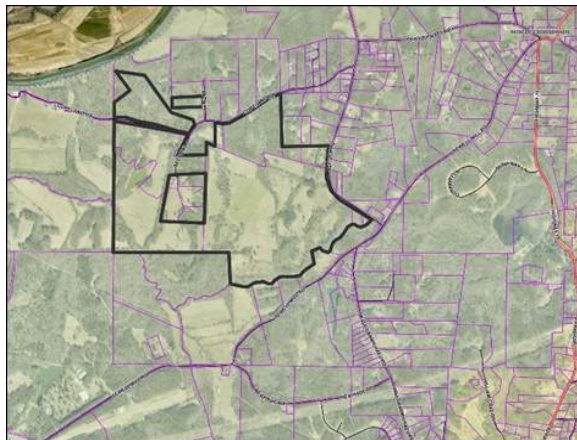
The Zoning Ordinance does not prescribe specific exterior architectural standards for uses approved through a Special Use Permit. The submitted architectural renderings do not identify all exterior materials in detail; however, they depict buildings characterized predominantly by stone and glass, with wood or wood-appearance accents.

Should the Board choose to grant this request, the Development Review Division recommends the following conditions:

1. The buildings shall be substantially consistent with the architectural character depicted in the renderings submitted with the SUP application. Exterior elevations shall consist predominantly of stone and glass, with wood or wood-appearance materials incorporated as accent elements. Wood and wood-appearance materials shall not comprise more than 50 percent of any individual building elevation. Any use of natural wood or other combustible exterior materials shall comply with applicable building and fire codes and shall be subject to approval by the Building Official.
2. The permit applicant shall provide stormwater management in compliance with Chapter 30 of the Coweta County Code of Ordinances. Each subbasin shall be evaluated at the point where stormwater runoff discharges from the development property. Runoff-reduction practices shall also be implemented upstream of detention or retention facilities to minimize long-term maintenance concerns and provide the treatment-train approach contemplated by the ordinance.

Planner:

The Comprehensive Plan depicts the subject property within the Rural Places character area. This Character Area indicates the following:

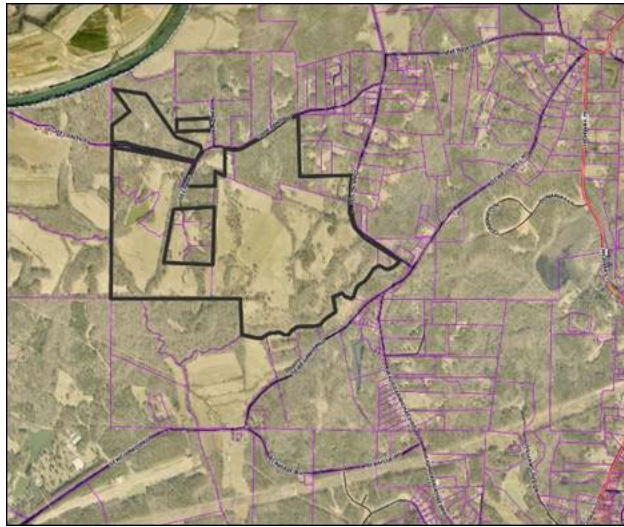


Corresponding zonings include RC, Rural Conservation; however, the Comprehensive Plan is silent on appropriate special use and conditional uses within the zoning district.

Undeveloped and natural areas, as well as Recreation, are within the list of predominant land uses in this character area.

Implementation strategies include:
Limiting clearing & grading;
Encouraging the preservation of tree canopies; and encouraging low-impact uses.

The Comprehensive Plan also depicts the subject property within the Rural Places Tier, as shown on the Growth Strategy Map, which indicates the following:



Significant effort should be taken to preserve the rural character and preserve agricultural resources.

Explore innovative land-use products to be in keeping with the surrounding community and minimize sprawl.

Since the Comprehensive Plan is silent on appropriate special uses and conditional uses within the Rural Places character area, reliance is upon the underlying guidance within both the Rural Places Character Area description, as well as the Rural Places Tier description from the Growth Strategy. Although recreational areas are listed as a predominant use, a **golf course would not be considered a low impact land use**. Additionally, the **proposal does not appear to be in keeping with the surrounding rural area**, based on a 350-member golf club, along with lodging and other services, requiring up to 75 staff members.

Executive Summary

Purpose of This Narrative

This document provides an overview of the proposed Project Sand development, including its design, operations, and environmental considerations. It is intended to inform decision-makers and demonstrate that the project:

- Maintains controlled, predictable activity through a membership-based model
- Preserves rural character and open space
- Minimizes potential traffic, noise, and environmental impacts
- Operates under professional management and security systems

By reviewing this narrative, decision-makers can understand the low-risk nature of the development and its compatibility with surrounding community and environmental standards.

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1. Project Overview
2. Frequency of Operations, Duration, and Intensity
3. Hours of Operation
4. Waste Disposal Plan
5. Parking Plan
6. Security (Traffic & Property Management)
7. Restroom Facilities
8. Exterior Lighting Plan
9. Noise Level Plan
10. Buffer Location / Landscaping
11. Conclusion
12. Appendices
 - Appendix A: BWS Noise Survey Report (March 11, 2026)

1. Project Overview

The Project Sand development is a private, low-density golf and wellness club designed to provide golf, wellness, lodging, and recreational amenities while preserving the rural character of the surrounding area.

Project Program Includes:

- 18-hole private golf course and practice facilities
- Clubhouse with dining and gathering spaces
- Performance and golf training center
- Wellness and fitness center
- Lodge with 24 keys
- Four (4) Villas for overnight stays
- Associated parking, maintenance, and internal circulation

The development is membership-based with limited lodging, ensuring predictable daily visitation and controlled activity levels, which minimizes potential impacts on neighboring properties.

Community Compatibility Statement

Unlike large public resorts or commercial entertainment uses, Project Sand operates as a professionally managed, membership-only environment with limited access.

Key design priorities include:

- Preservation of open green space
- Low-intensity recreational use
- Controlled membership access
- Professional property management
- Protection of surrounding rural character

This structure ensures the property operates as a quiet recreational environment, rather than a high-traffic destination.

Land Preservation & Rural Character

The project maintains significant open landscape while introducing carefully managed recreational amenities. Compared with alternative residential or commercial development scenarios, Project Sand:

- Preserves large areas of permeable green space

- Maintains scenic rural views
- Generates substantially less traffic
- Reduces density and infrastructure demand

This development type is widely recognized as a low-impact land use that supports community character and long-term environmental preservation.

Economic & Community Benefit

In addition to protecting open space, the project provides:

- Employment opportunities
- Support for regional tourism and hospitality
- Increased local economic activity
- Property tax revenue generation
- Community engagement and philanthropic initiatives

These benefits are delivered while maintaining a controlled, quiet, and low-risk operational environment.

2. Frequency of Operations, Duration, and Intensity

Membership & Guest Volume:

- Maximum 350 memberships (~600 potential users)
- On-site occupancy rarely exceeds 150 guests per day

Lodging Operations:

- Lodge accommodates up to 24 rooms
- Guest movements concentrated during predictable check-in and check-out periods

Recreational / Club Operations:

- Golf play, instruction, performance training, wellness, and fitness programming
- Activities distributed throughout the day; peak times generally mornings and late afternoons

Staffing:

- Maximum 75 staff onsite per day, with staggered shifts to ensure efficient operations:
-

- Morning shifts: as early as 4:00 a.m.
- Evening shifts: up to midnight
- Overnight coverage: 6 staff

Overall Use Pattern:

- Controlled and predictable activity
 - Prioritized smooth ingress/egress, efficient parking, and minimal off-site disruption
-

3. Hours of Operation

- **Golf Course / Practice Areas:** Sunrise to sunset
- **Clubhouse / Dining:** 6:00 a.m. – 10:00 p.m., occasional extended events
- **Wellness / Performance Center:** 6:00 a.m. – 9:00 p.m.
- **Lodge Operations:** 24 hours (guest arrivals mainly afternoon/evening; departures in morning)
- **Staff Operations:** 4:00 a.m. – midnight; overnight staff for guest support and property monitoring

This schedule ensures controlled activity patterns aligned with typical recreational use while limiting off-site impact.

4. Waste Disposal Plan

- Waste services provided by licensed third-party vendor
 - Formal plan to be finalized post-SUP approval
 - Includes:
 - Solid waste collection
 - Recycling and organic waste
 - Waste storage and collection schedule
 - Waste areas designed to minimize visual impact, odors, and operational risk
-
-

5. Parking Plan

- **Adequate On-Site Capacity:** Parking accommodates members, guests, and staff, keeping vehicles on-site and off adjacent roadways
 - **Efficient Circulation:** Clearly defined entry/exit points and strategically located parking areas reduce congestion and allow smooth ingress and egress
 - **Controlled Peak Traffic:** Parking aligns with predicted peak usage periods (morning golf, afternoon/evening wellness), minimizing bottlenecks and off-site impacts
 - **Safety and Visibility:** Pedestrian pathways, signage, and lighting ensure safe movement of pedestrians and vehicles
 - **Professional Oversight:** Staff monitor and manage parking during peak periods, supporting a predictable, low-risk operational environment
-

6. Security (Traffic & Property Management)

Traffic & Circulation

- Traffic distributed throughout the day; peaks align with planned golf and wellness activities
- Predictable vehicle patterns result in substantially lower traffic generation compared with residential or commercial alternatives
- Internal circulation and parking management reduce risk of congestion or off-site spillover

Professional Management & Security

- Controlled property entry and coordinated operational systems
 - Managed parking circulation, guest access procedures, overnight monitoring, and emergency coordination
 - Ensures a safe, orderly environment and limits off-site impacts
-

7. Restroom Facilities

- Strategically Located Facilities: Clubhouse, wellness center, performance center, lodge buildings, and on-course locations
 - Capacity and Code Compliance: Fixtures and layouts meet applicable building codes and support anticipated peak use
-

- Operational Efficiency: Regular maintenance ensures hygiene, accessibility, and convenience
 - Discreet Placement: On-course facilities integrated with landscape buffers minimize visual and noise impact
-

8. Exterior Lighting Plan

- Designed to balance safety, security, and aesthetics
 - Goals:
 - Downward-directed, shielded fixtures
 - Minimized off-site light spill
 - Low-glare illumination
 - Photometric plan to be finalized during design
 - Minimizes nighttime disturbance to neighbors
-

9. Noise Level Plan

Environmental Assessment – BWS (March 4, 2026):

- Measurements at seven boundary locations and southern property line
- Primary sources: roadway traffic, aircraft flyovers
- Southern boundary: 44–49 dBA | Interior: 38–43 dBA
- Coweta County limit: 45 dBA (average)

Noise Compatibility & Risk Mitigation

- Existing ambient noise already within or near county standards
 - Development measures include:
 - Strategic mechanical equipment placement
 - Low-noise systems
 - Architectural screening
 - Landscape buffering
-

- Outdoor activities occur on a large, buffered property, keeping noise impacts minimal

Future Considerations:

- Continuous: mechanical equipment, kitchen exhaust
- Intermittent: outdoor gatherings
- Acoustic strategies post-SUP ensure compliance and minimal risk

Conclusion:

- Project will maintain or improve ambient conditions
 - Full BWS report attached in Appendix A
-

10. Buffer Location / Landscaping

- **Screening & Privacy:** Buffers along property boundaries, roadways, and sensitive areas
 - **Rural Character Preservation:** Native trees, shrubs, and open space maintain existing character
 - **Noise & Light Mitigation:** Buffers reduce noise and light spill beyond property lines
 - **Phased Implementation:** Functional buffers installed before high-intensity use areas
 - **Professional Maintenance:** Ongoing management preserves aesthetics and effectiveness
-

11. Conclusion

Project Sand represents a low-density, low-risk recreational land use that preserves open space while introducing a professionally managed private club environment.

Through controlled membership, limited lodging, and thoughtful site design, the project ensures minimal impact on surrounding properties while delivering community, economic, and environmental benefits.

Key Takeaways for Decision-Makers:

1. Preserves large portions of property as permanent open green space
 2. Membership model ensures controlled access and predictable visitation
 3. Generates substantially less traffic, noise, and density than alternative development options
-

4. Reduces potential daily traffic by thousands of vehicle trips compared to residential subdivisions while preserving open landscape

Overall: Project Sand is a predictable, professionally managed, and low-impact development that safeguards community character while providing measurable local benefits.

12. Appendices

- Appendix A: BWS Noise Survey Report, March 4, 2026

PROJECT SAND LODGE

Coweta County, Georgia

Environmental Noise Survey & Assessment

Report Number: BWS/TR 26-2218

March 18, 2026

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SOUND LEVEL TERMINOLOGY 8

1. EXECUTIVE SUMMARY

BWS conducted a preliminary environmental noise survey on March 4, 2026, at the site of the proposed Project Sand Lodge. Noise measurements were obtained at seven locations along applicable property lines, as shown in Figure 1. Continuous monitoring was conducted for the duration of the survey at one location near the property entrance along Copeland Road (south boundary), while shorter-duration measurements were obtained along the south, east, and west property lines.

Survey results indicate that the dominant noise sources affecting the property, particularly near the south boundary adjacent to Copeland Road, are roadway traffic and aircraft flyovers, with varying intensity depending on the flight path. In general, flyovers were more frequent than vehicle passbys and occurred as often as every two to three minutes during the monitoring period.

Coweta County limits average noise levels for new developments and special-use applications to 45 dBA or less. This level generally reflects a quiet rural environment where natural ambient sounds and wildlife remain prominent, consistent with the intended character of a lodge retreat and golf course setting.

The measured data show that ambient noise levels across the property are generally low, with the highest averages occurring near Copeland Road where noise levels are influenced by both traffic and aircraft. In areas farther from the roadway, average sound levels decrease and are more influenced by aircraft flyovers.

Hourly averages recorded along the south property line were as low as 44 dBA during periods of minimal traffic and increased to approximately 49 dBA when seven or more vehicles traveled along Copeland Road within an hour. While these levels are not typically considered excessive under most environmental noise criteria, they approach or exceed the Coweta County use-permit limit of 45 dBA. Vehicle proximity, speed, and type also influence the measured averages at any given time. Aircraft noise tends to be more consistent in level, except during direct overhead flyovers. As a result, existing ambient conditions present a challenging baseline when evaluating compliance with the County's criteria, even though both the County and the Club share the goal of maintaining a quiet and peaceful environment.

At monitoring locations farther within the property, average sound levels ranged from 38 dBA to 43 dBA. At these locations, aircraft flyovers were the predominant intermittent noise source.

Table 1 provides a statistical summary of the measured data, including average, maximum, and minimum sound levels, as well as percentile exceedance metrics. A brief summary of relevant acoustic terminology is provided in a subsequent section. For permitting considerations, the average sound levels are of primary interest.

The proposed development includes a 24-key lodge, a wellness center, a clubhouse, and future villas. In developments of this type, the most significant continuous noise sources typically include exterior mechanical equipment and kitchen exhaust systems. Intermittent noise associated with outdoor gatherings may also warrant consideration during certain periods.

An acoustic design will be developed once final building layouts and equipment selections are determined. At this stage, specific mitigation measures or required attenuation levels cannot yet be defined. However, through appropriate equipment selection, strategic equipment placement, building orientation, and the use of architectural elements, terrain, and landscape features, the final design should meet the applicable Coweta County noise restrictions.

In areas where existing ambient conditions already exceed the County limit, the acoustic design will focus on maintaining the existing acoustic environment by ensuring that project-related sound does not create any measurable increase above current ambient levels.

Finally, while the highest recorded average level on the southern property boundary was 49 dBA, sound levels unrelated to the Club may increase further during periods of heavier traffic along Copeland Road.

FIGURE 1: PROJECT SAND LODGE SITE NOISE MONITORING LOCATIONS



TABLE 1: PROJECT SAND LODGE SITE NOISE PER LOCATION*

Location	Time	Duration	L_{eq}	L_{max}	L_{min}	L_{10}	L_{50}	L_{90}
1	8:38	6 hours	44.4	77.3	22.2	42.2	31.3	27.1
3	8:49	1 hour	42.3	69.5	24.8	44.1	34.1	28.4
2	8:54	1 hour	43.8	76.8	25.7	40.4	32.7	29.1
3	9:50	1 hour	45.3	71.7	22.5	41.5	30.9	26.6
2	9:55	1 hour	46.6	78.3	23.6	39.8	32.6	28.0
4	11:01	1 hour	38.1	62.2	22.9	40.0	32.3	27.3
5	11:14	2 hours	39.4	64.2	23.7	40.4	31.0	27.4
4	12:03	1 hour	42.9	64.7	24.7	45.2	34.5	29.7
6	13:20	1 hour	40.4	59.0	23.9	44.3	32.6	28.7
7	13:28	1 hour	48.8	76.5	24.0	44.5	32.4	28.4

* Data shown is sound pressure level (SPL), dBA, re 20 μ Pa



DATA SUMMARY & METHODOLOGY

2. DATA SUMMARY, METHODOLOGY & DISCUSSION

- A. Three Class 1 precision sound level meters were used to collect data at the seven site locations. The microphones were equipped with wind screens and positioned at least 5 feet above grade. Each microphone was successfully calibrated before and after the survey.

Meteorological conditions at the start of the survey were muggy and foggy, with skies becoming partly clear by the end of the monitoring period. Wind speeds were calm to low and within acceptable limits for accurate measurements. The recorded meteorological conditions are summarized in Table 2.
- B. Sound levels remained fairly consistent throughout the survey. The soundscape consisted primarily of local wildlife, distant farming equipment and machinery, aircraft activity, and roadway traffic. Hourly average sound levels were largely influenced by higher-level transient events from passing vehicles and aircraft. This behavior is illustrated in the time-history plots shown in Figure 2 and Figure 3, which show distinct increases in sound level during individual vehicle passbys or aircraft flyovers. In the absence of these events, the ambient sound environment was consistent with a quiet rural setting.
- C. The survey is considered representative of typical daily noise conditions at the site. Aircraft activity appears relatively consistent, and Copeland Road experiences relatively low traffic volumes.
- D. Although not required for permitting purposes, spectral noise measurements were also recorded and will be referenced during the design process. Spectral analysis separates sound energy into its individual frequency bands. For example, aircraft and vehicle noise typically contain stronger low- and mid-frequency energy, while birds, cicadas, and other wildlife tend to produce higher-frequency sounds. This information will be useful when evaluating mitigation measures for mechanical equipment or potential outdoor noise control features such as berms or barriers.
- E. Based on the measured baseline conditions and experience with building design, environmental noise control, and mitigation of exterior noise sources, appropriate acoustic design and implementation should allow the project to meet the County’s noise policy for the special-use permit.

TABLE 2: SITE METEOROLOGICAL CONDITIONS (MARCH 4, 2026)			
TEMPERATURE	HUMIDITY	BAROMETRIC PRESSURE	WIND SPEED / DIRECTION
53° F - 70° F	67% - 93%	30.23" - 30.29" w.g.	4 - 7 mph E to SE

FIGURE 2: PROJECT SAND LODGE SITE NOISE MONITORING LOCATION 3 TIME HISTORY PLOT

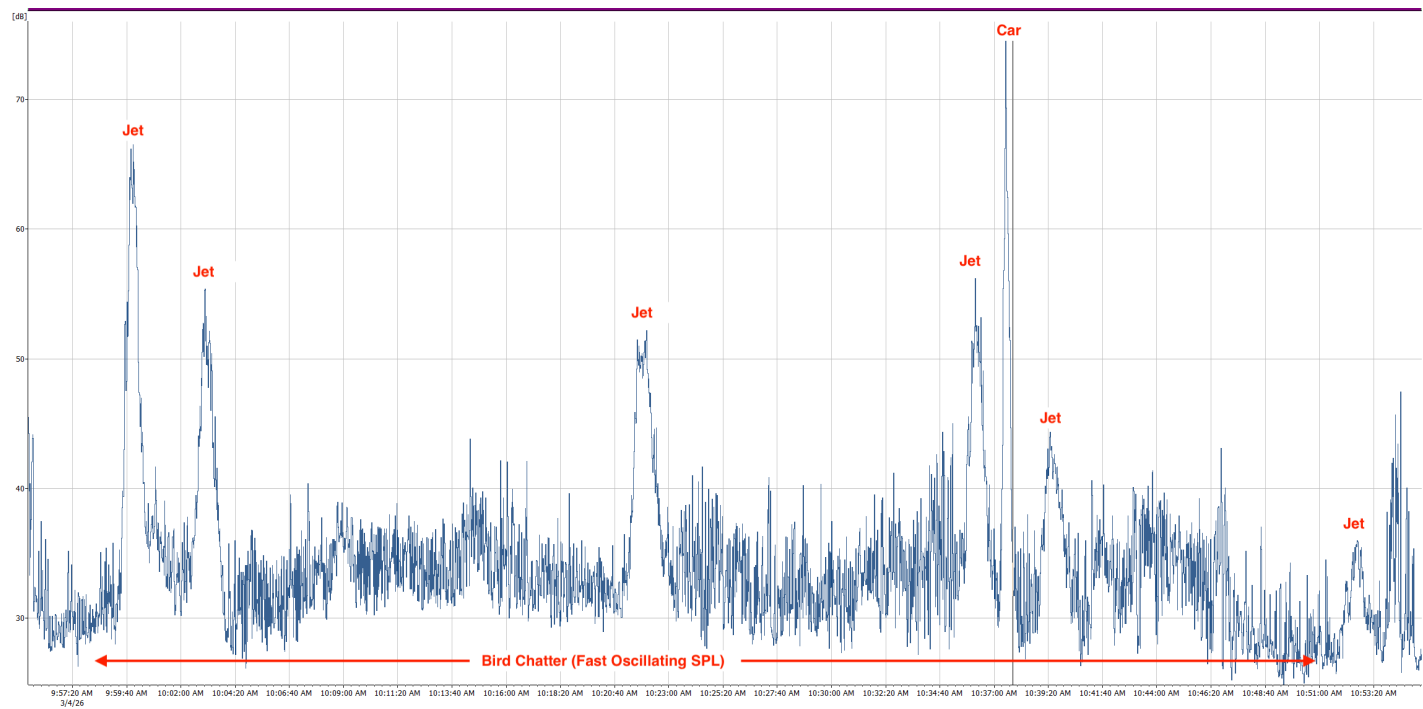
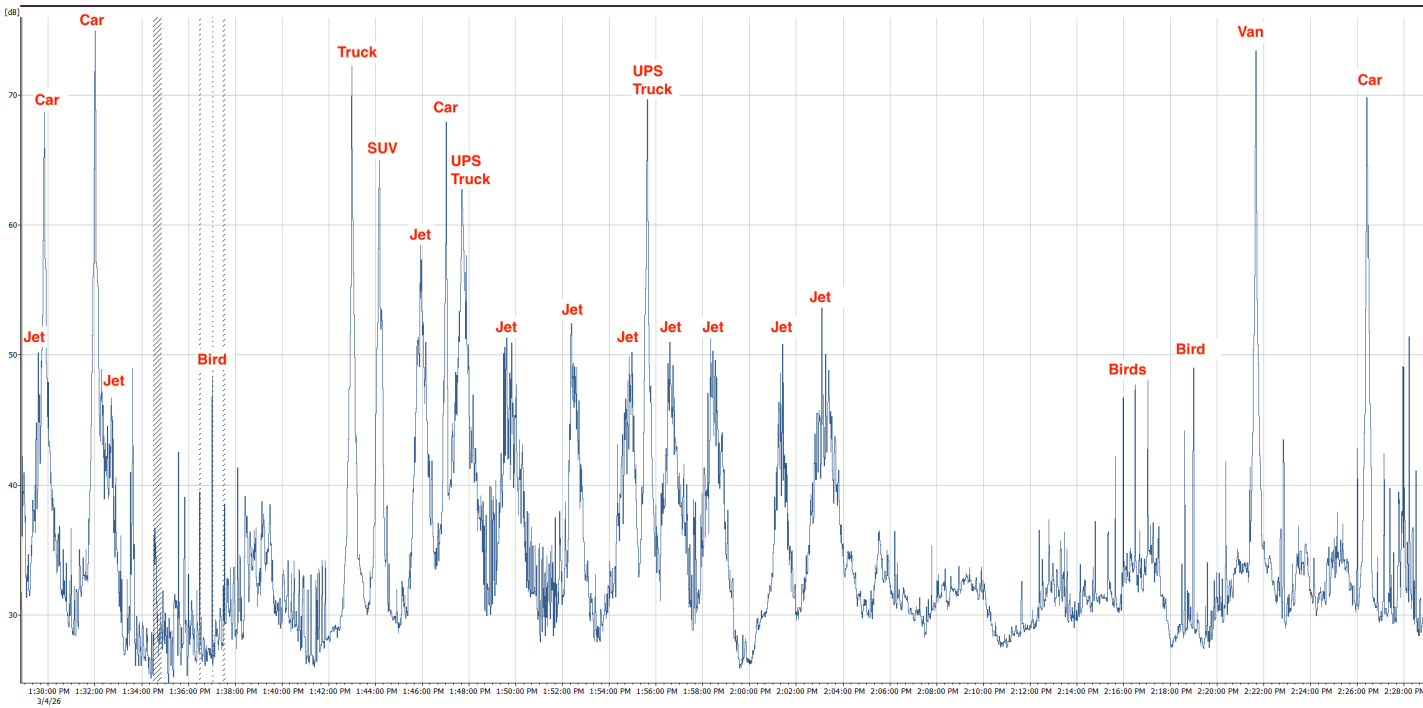


FIGURE 3: PROJECT SAND LODGE SITE NOISE MONITORING LOCATION 7 TIME HISTORY PLOT





SOUND LEVEL TERMINOLOGY

3. SOUND LEVEL TERMINOLOGY

A-Weighted Sound Level

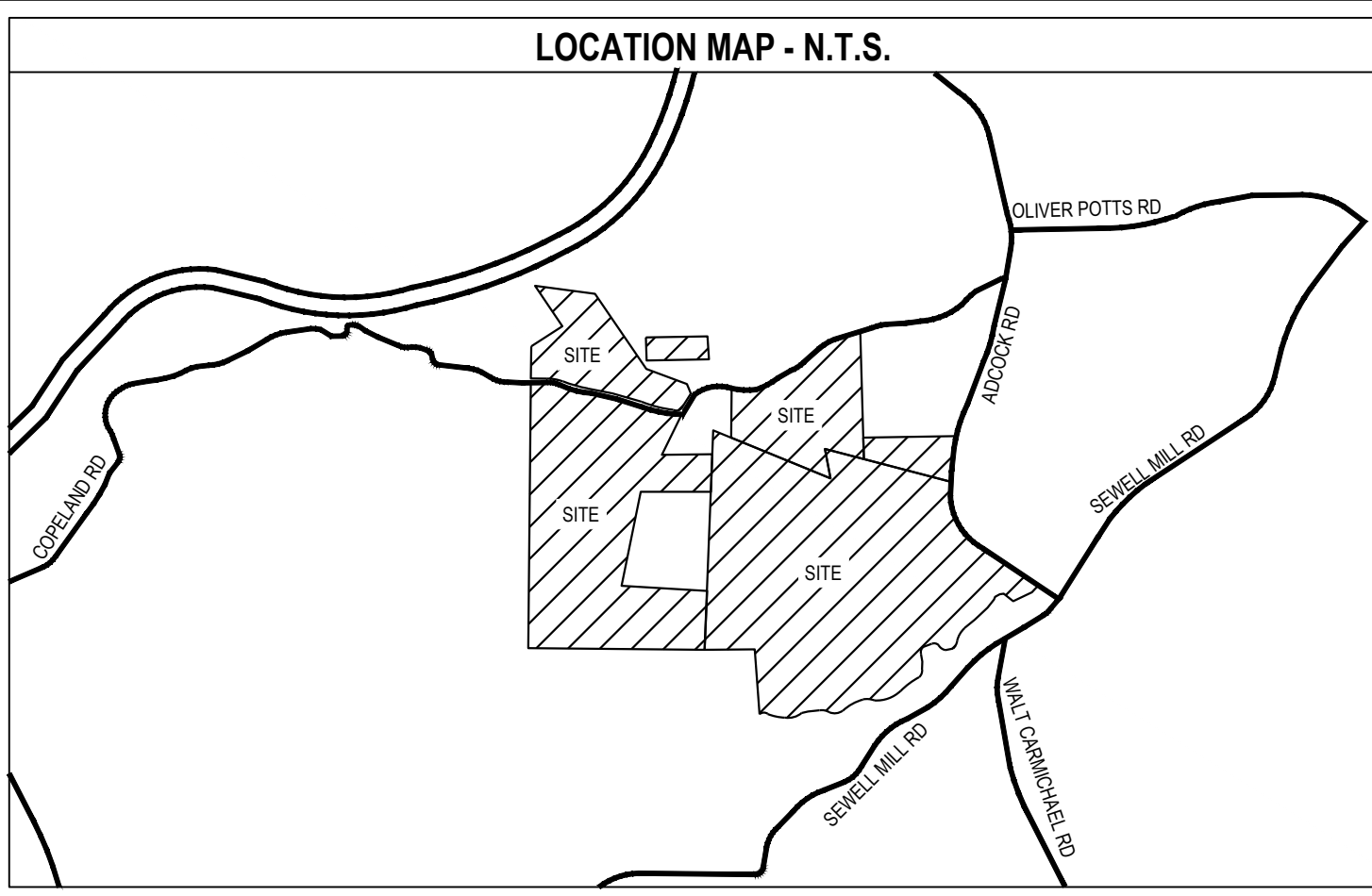
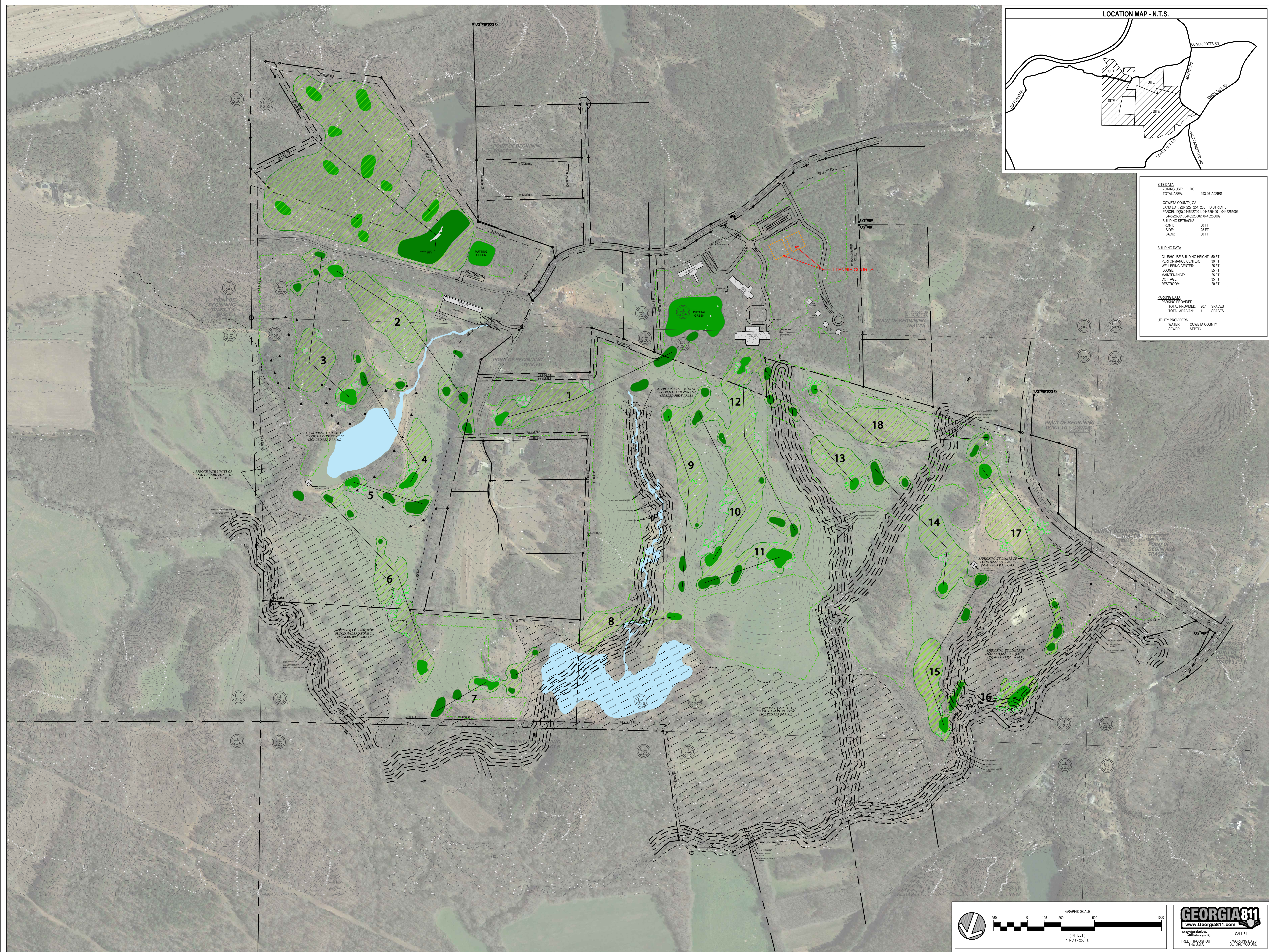
Research on human response to sound shows that perceived loudness varies with frequency (pitch). To account for this, sound level meters use an electrical weighting network that approximates the sensitivity of the human ear. This is known as the A-weighting network.

When sound is measured using a sound level meter with A-weighting applied, the result is expressed as a single value in decibels, or dBA. The A-weighted sound level is widely used in environmental noise studies because it provides a practical representation of how humans perceive sound across different frequencies. Most environmental noise metrics reference A-weighted measurements, and this metric is used exclusively in this study.

Sound Level Descriptors

Because A-weighted sound levels fluctuate over time, the data must be summarized using statistical descriptors that characterize both average conditions and short-term variations. The exposure at each monitoring location is described using the following metrics:

- L_n - The sound level exceeded n percent of the measurement period.
- L_{max} - The maximum sound level recorded during a measurement period.
- L_{min} - The minimum sound level recorded during a measurement period.
- L_{eq} - The equivalent continuous sound level that would contain the same total sound energy as the varying sound levels measured over the same time period.



SITE DATA

ZONING USE: RC 480.26 ACRES

TOTAL AREA:

COWETA COUNTY, GA

LAND LOT: 226, 227, 254, 255 DISTRICT 6

PARCEL ID(S): 0445227001, 0445254001, 0445255003,
0445260001, 0445280002, 0445259009

TOTAL SETBACKS:

FRONT: 50 FT

SIDE: 25 FT

BACK: 50 FT

BUILDING DATA

CLUBHOUSE BUILDING HEIGHT: 50 FT

PERFORMANCE CENTER: 30 FT

WELLBEING CENTER: 25 FT

LODGE: 55 FT

MAINTENANCE: 25 FT

COTTAGE: 35 FT

RESTROOM: 20 FT

PARKING DATA

PARKING PROVIDED

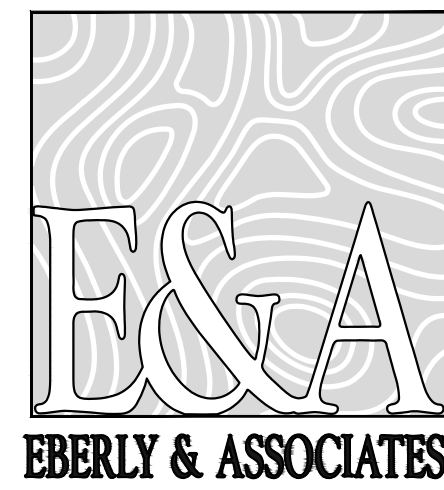
TOTAL PROVIDED: 207 SPACES

TOTAL ADAVAN: 7 SPACES

UTILITY PROVIDERS

WATER: COWETA COUNTY

SEWER: SEPTIC



a Pape-Dawson company
TEL770.452.7849 FAX770.452.0086
2951 FLOWERS ROAD SOUTH, STE
119 ATLANTA, GEORGIA 30341
WWW.EBERLY.NET
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LAND PLANNING
▼
CIVIL ENGINEERING
▼
LANDSCAPE ARCHITECTURE

DUNAWAY NATIONAL
COWETA COUNTY, GEORGIA

[illegible]

SITE PLAN	SCALE	1" = 250'
	DATE	10/30/2025
	DRAWN BY:	P. PERHANE, TESFOM
	PROJECT ENGINEER:	T. RAUEL, P.E.
QA/QC REVIEWER:		W. REED, P.E.

EBERLY PROJECT NUMBER:

25-265

SHEET NUMBER

CUP

NOT ISSUED FOR
CONSTRUCTION



Know what's below.
Call before you dig. CALL 811

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PROJECT SAND LODGE

Coweta County, Georgia

Environmental Noise Survey & Assessment

Report Number: BWS/TR 26-2218

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Coweta County limits average noise levels for new developments and special-use applications to 45 dBA or less. This level generally reflects a quiet rural environment where natural ambient sounds and wildlife remain prominent, consistent with the intended character of a lodge retreat and golf course setting.

The measured data show that ambient noise levels across the property are generally low, with the highest averages occurring near Copeland Road where noise levels are influenced by both traffic and aircraft. In areas farther from the roadway, average sound levels decrease and are more influenced by aircraft flyovers.

Hourly averages recorded along the south property line were as low as 44 dBA during periods of minimal traffic and increased to approximately 49 dBA when seven or more vehicles traveled along Copeland Road within an hour. While these levels are not typically considered excessive under most environmental noise criteria, they approach or exceed the Coweta County use-permit limit of 45 dBA. Vehicle proximity, speed, and type also influence the measured averages at any given time. Aircraft noise tends to be more consistent in level, except during direct overhead flyovers. As a result, existing ambient conditions present a challenging baseline when evaluating compliance with the County's criteria, even though both the County and the Club share the goal of maintaining a quiet and peaceful environment.

At monitoring locations farther within the property, average sound levels ranged from 38 dBA to 43 dBA. At these locations, aircraft flyovers were the predominant intermittent noise source.

Table 1 provides a statistical summary of the measured data, including average, maximum, and minimum sound levels, as well as percentile exceedance metrics. A brief summary of relevant acoustic terminology is provided in a subsequent section. For permitting considerations, the average sound levels are of primary interest.

The proposed development includes a 24-key lodge, a wellness center, a clubhouse, and future villas. In developments of this type, the most significant continuous noise sources typically include exterior mechanical equipment and kitchen exhaust systems. Intermittent noise associated with outdoor gatherings may also warrant consideration during certain periods.

An acoustic design will be developed once final building layouts and equipment selections are determined. At this stage, specific mitigation measures or required attenuation levels cannot yet be defined. However, through appropriate equipment selection, strategic equipment placement, building orientation, and the use of architectural elements, terrain, and landscape features, the final design should meet the applicable Coweta County noise restrictions.

In areas where existing ambient conditions already exceed the County limit, the acoustic design will focus on maintaining the existing acoustic environment by ensuring that project-related sound does not create any measurable increase above current ambient levels.

Finally, while the highest recorded average level on the southern property boundary was 49 dBA, sound levels unrelated to the Club may increase further during periods of heavier traffic along Copeland Road.

FIGURE 1: PROJECT SAND LODGE SITE NOISE MONITORING LOCATIONS



TABLE 1: PROJECT SAND LODGE SITE NOISE PER LOCATION*

Location	Time	Duration	L_{eq}	L_{max}	L_{min}	L_{10}	L_{50}	L_{90}
1	8:38	6 hours	44.4	77.3	22.2	42.2	31.3	27.1
3	8:49	1 hour	42.3	69.5	24.8	44.1	34.1	28.4
2	8:54	1 hour	43.8	76.8	25.7	40.4	32.7	29.1
3	9:50	1 hour	45.3	71.7	22.5	41.5	30.9	26.6
2	9:55	1 hour	46.6	78.3	23.6	39.8	32.6	28.0
4	11:01	1 hour	38.1	62.2	22.9	40.0	32.3	27.3
5	11:14	2 hours	39.4	64.2	23.7	40.4	31.0	27.4
4	12:03	1 hour	42.9	64.7	24.7	45.2	34.5	29.7
6	13:20	1 hour	40.4	59.0	23.9	44.3	32.6	28.7
7	13:28	1 hour	48.8	76.5	24.0	44.5	32.4	28.4

* Data shown is sound pressure level (SPL), dBA, re 20 μ Pa



DATA SUMMARY & METHODOLOGY

2. DATA SUMMARY, METHODOLOGY & DISCUSSION

- A. Three Class 1 precision sound level meters were used to collect data at the seven site locations. The microphones were equipped with wind screens and positioned at least 5 feet above grade. Each microphone was successfully calibrated before and after the survey.
- Meteorological conditions at the start of the survey were muggy and foggy, with skies becoming partly clear by the end of the monitoring period. Wind speeds were calm to low and within acceptable limits for accurate measurements. The recorded meteorological conditions are summarized in Table 2.
- B. Sound levels remained fairly consistent throughout the survey. The soundscape consisted primarily of local wildlife, distant farming equipment and machinery, aircraft activity, and roadway traffic. Hourly average sound levels were largely influenced by higher-level transient events from passing vehicles and aircraft. This behavior is illustrated in the time-history plots shown in Figure 2 and Figure 3, which show distinct increases in sound level during individual vehicle passbys or aircraft flyovers. In the absence of these events, the ambient sound environment was consistent with a quiet rural setting.
- C. The survey is considered representative of typical daily noise conditions at the site. Aircraft activity appears relatively consistent, and Copeland Road experiences relatively low traffic volumes.
- D. Although not required for permitting purposes, spectral noise measurements were also recorded and will be referenced during the design process. Spectral analysis separates sound energy into its individual frequency bands. For example, aircraft and vehicle noise typically contain stronger low- and mid-frequency energy, while birds, cicadas, and other wildlife tend to produce higher-frequency sounds. This information will be useful when evaluating mitigation measures for mechanical equipment or potential outdoor noise control features such as berms or barriers.
- E. Based on the measured baseline conditions and experience with building design, environmental noise control, and mitigation of exterior noise sources, appropriate acoustic design and implementation should allow the project to meet the County’s noise policy for the special-use permit.

TABLE 2: SITE METEOROLOGICAL CONDITIONS (MARCH 4, 2026)			
TEMPERATURE	HUMIDITY	BAROMETRIC PRESSURE	WIND SPEED / DIRECTION
53° F - 70° F	67% - 93%	30.23" - 30.29" w.g.	4 - 7 mph E to SE

FIGURE 2: PROJECT SAND LODGE SITE NOISE MONITORING LOCATION 3 TIME HISTORY PLOT

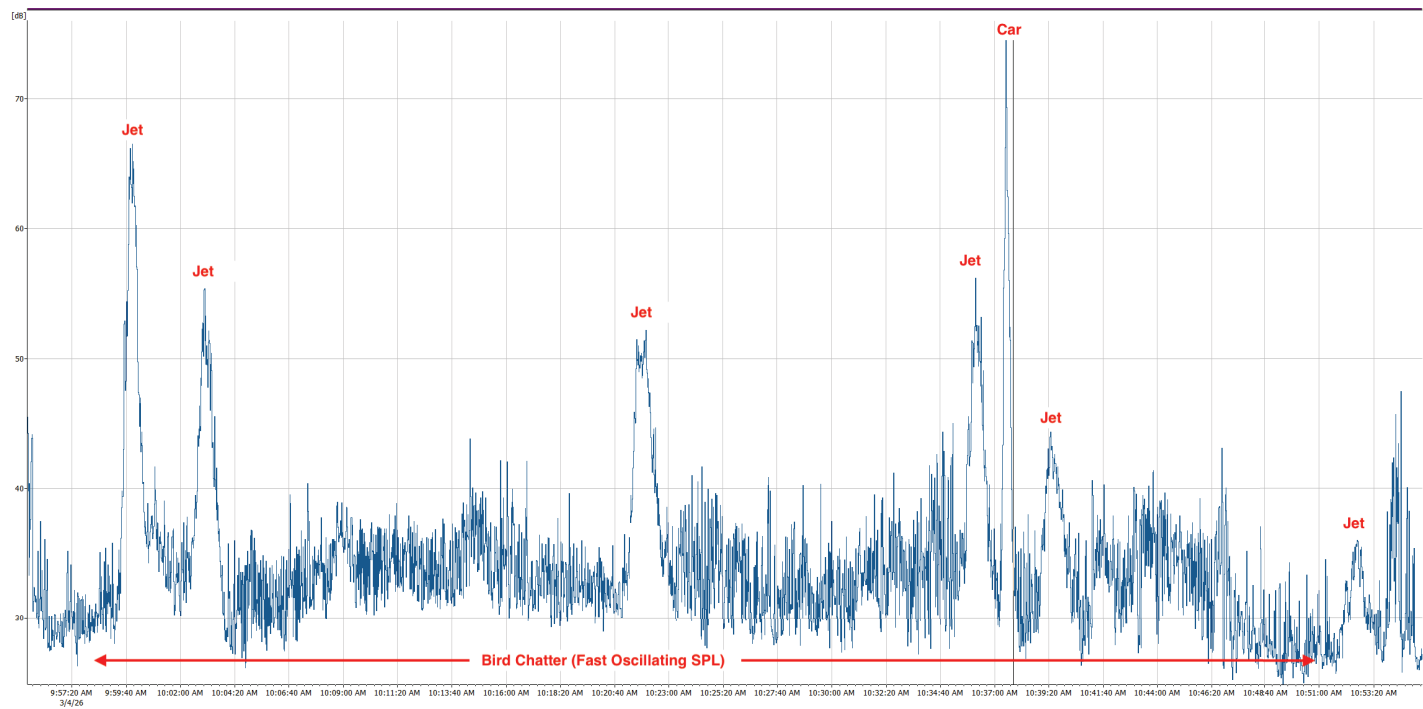
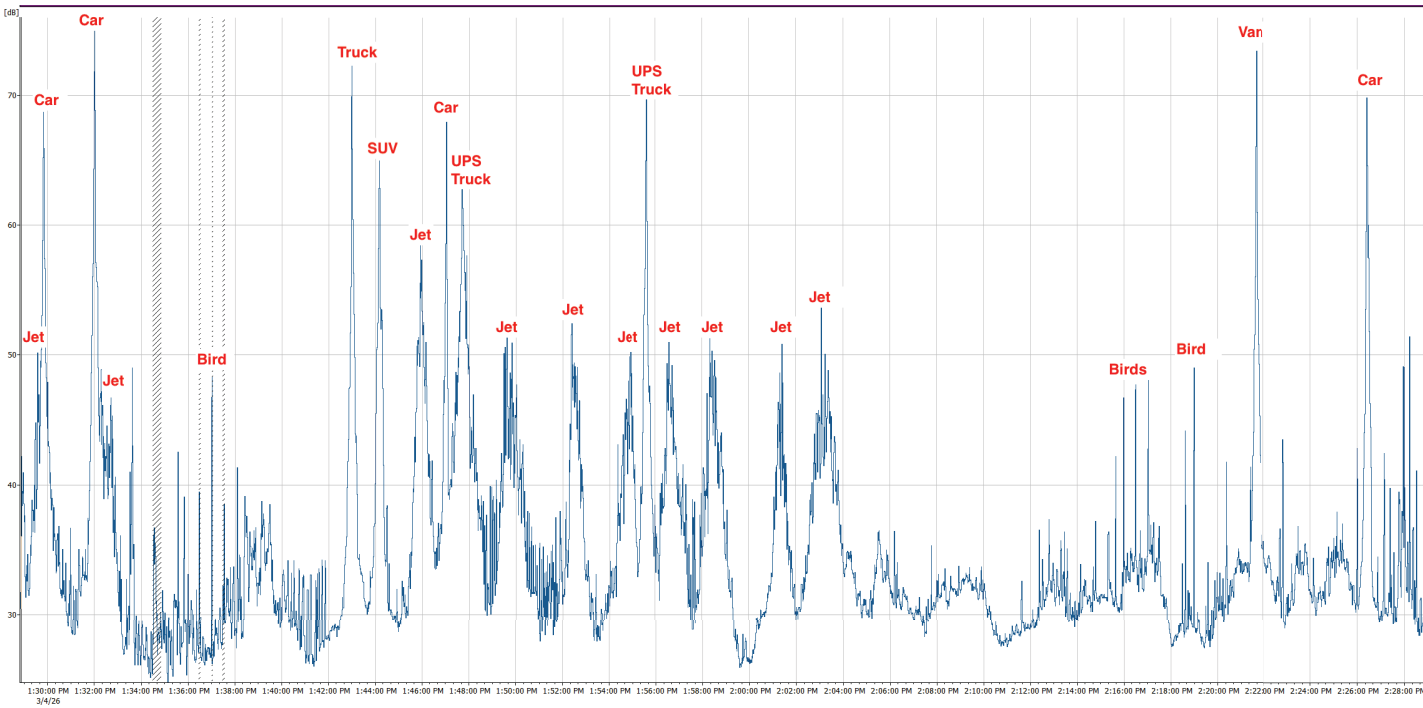


FIGURE 3: PROJECT SAND LODGE SITE NOISE MONITORING LOCATION 7 TIME HISTORY PLOT





SOUND LEVEL TERMINOLOGY

3. SOUND LEVEL TERMINOLOGY

A-Weighted Sound Level

Research on human response to sound shows that perceived loudness varies with frequency (pitch). To account for this, sound level meters use an electrical weighting network that approximates the sensitivity of the human ear. This is known as the A-weighting network.

When sound is measured using a sound level meter with A-weighting applied, the result is expressed as a single value in decibels, or dBA. The A-weighted sound level is widely used in environmental noise studies because it provides a practical representation of how humans perceive sound across different frequencies. Most environmental noise metrics reference A-weighted measurements, and this metric is used exclusively in this study.

Sound Level Descriptors

Because A-weighted sound levels fluctuate over time, the data must be summarized using statistical descriptors that characterize both average conditions and short-term variations. The exposure at each monitoring location is described using the following metrics:

- L_n - The sound level exceeded n percent of the measurement period.
- L_{max} - The maximum sound level recorded during a measurement period.
- L_{min} - The minimum sound level recorded during a measurement period.
- L_{eq} - The equivalent continuous sound level that would contain the same total sound energy as the varying sound levels measured over the same time period.





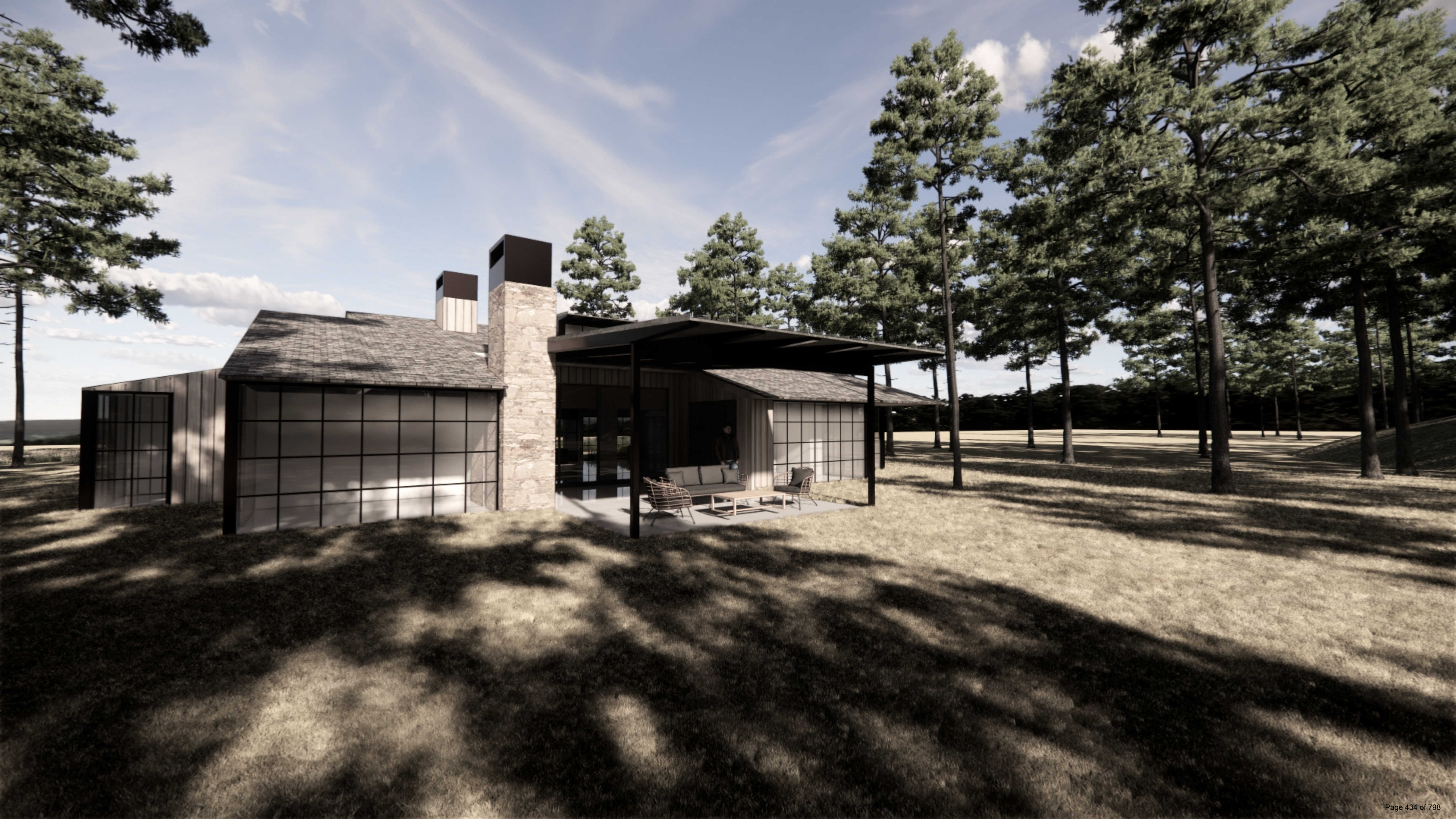








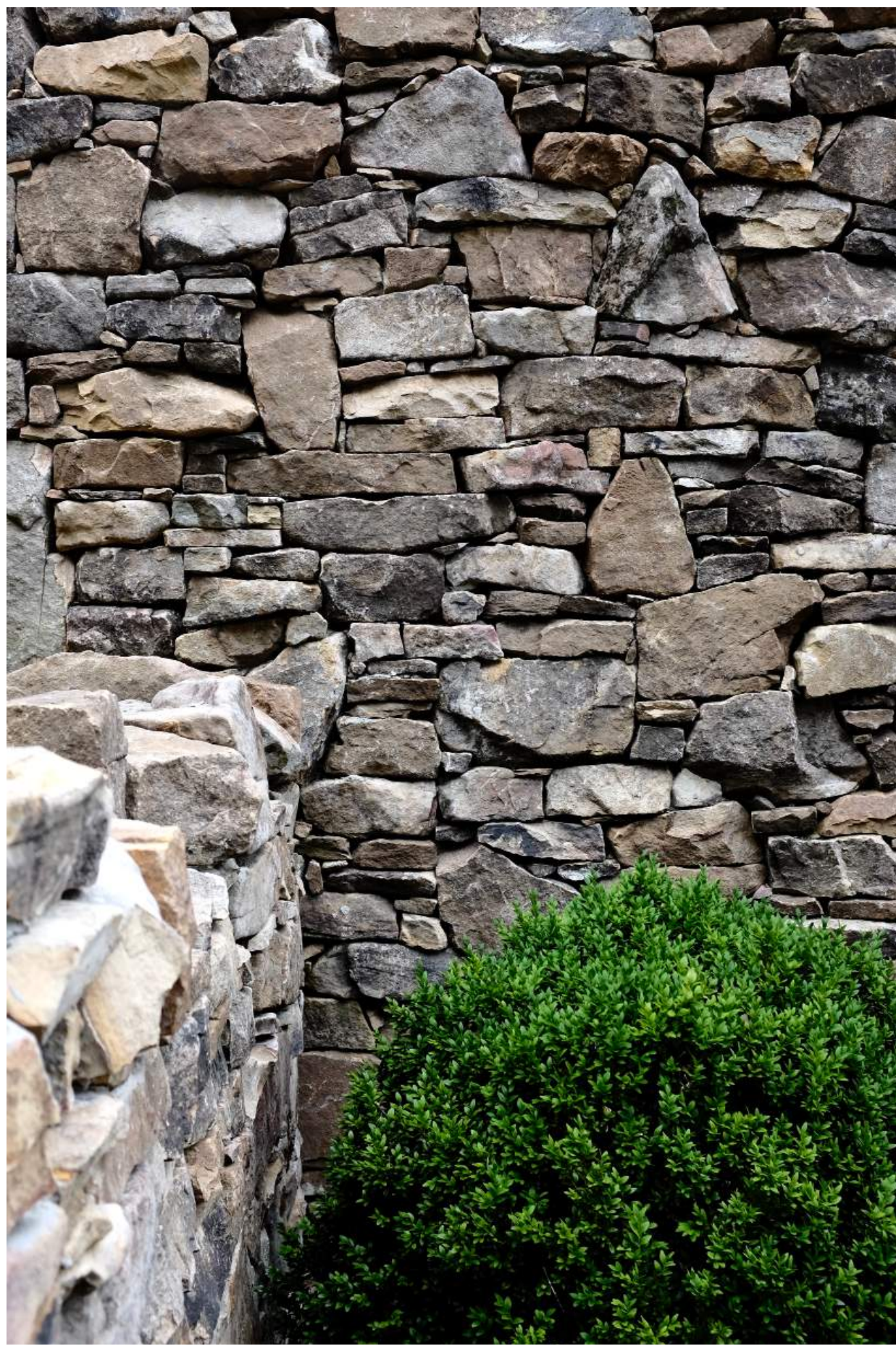












Natural Stone



Natural Wood Siding



Metal Roofing



Green Roof



Exterior Steel Accents



Wellbeing Pool



Stone Landscape Steps



Native Grasses Landscaping



Native Plants Landscaping

TRAFFIC IMPACT STUDY

Prepared For
COWETA COUNTY

PROJECT SAND
MINOR IMPACT STUDY
COWETA COUNTY, GA

June 2, 2026



Report Submitted: June 2, 2026

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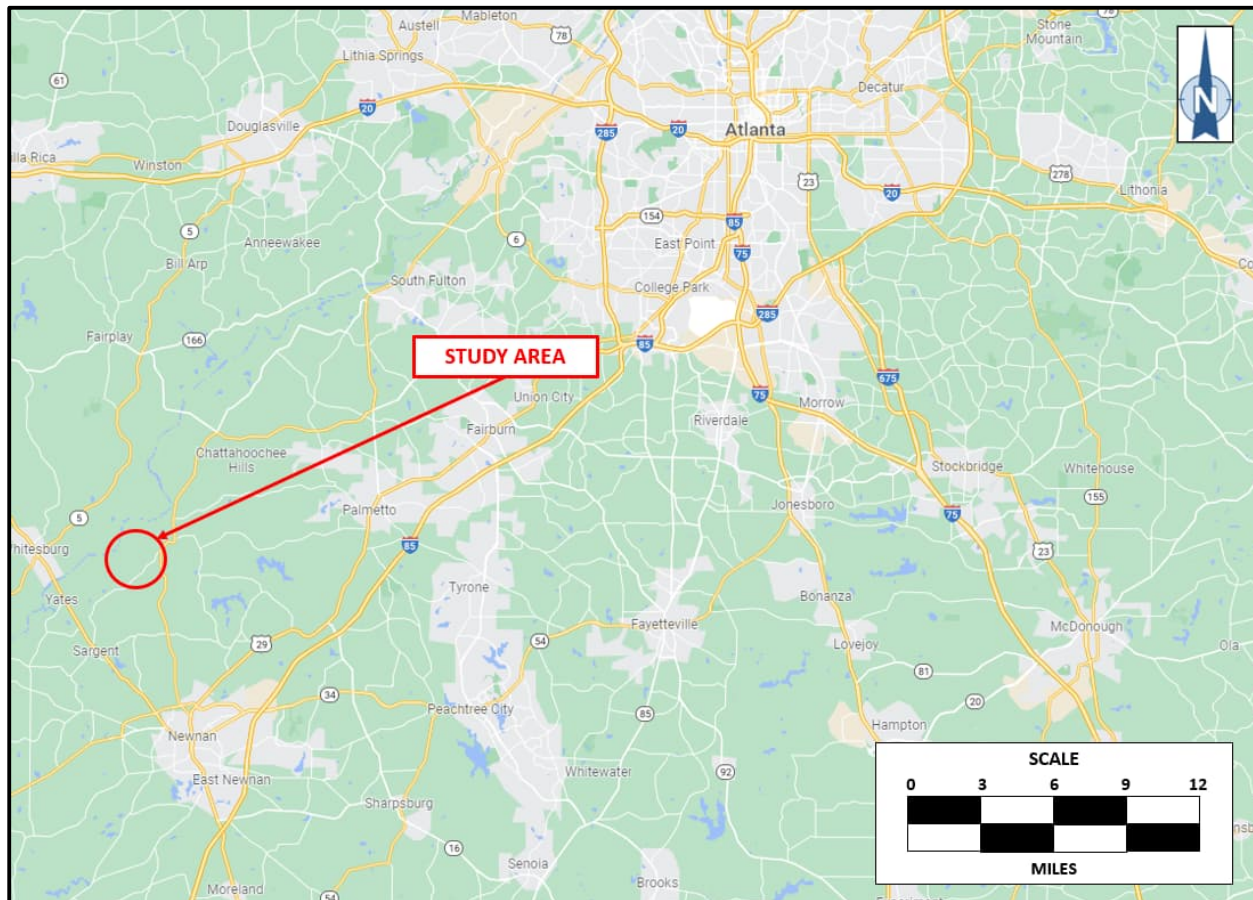
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INTRODUCTION

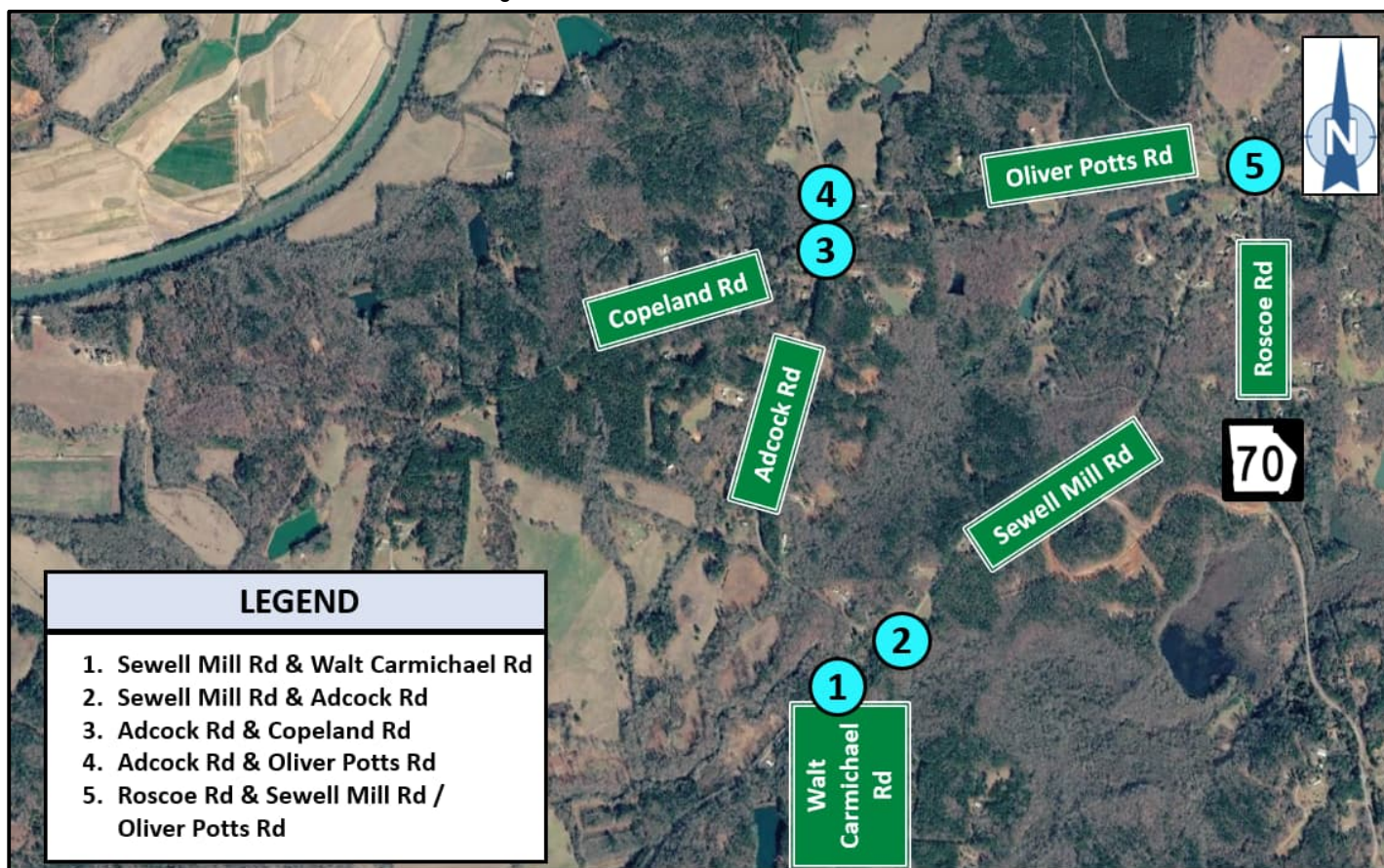
This study includes an analysis of the traffic related impacts of a golf course and related facilities that is proposed to be constructed on Copeland Road. The location for the development is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



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

Figure 2: STUDY INTERSECTIONS MAP



PROPOSED DEVELOPMENT

The proposed development consists of an 18-hole golf course, with a 23 KSF clubhouse, a two-story 22 KSF lodge, a 10 KSF wellness center, four villas totaling 4.8 KSF, a 2.7 KSF practice facility, and a 12 KSF maintenance building. The site plan proposes four points of access on Copeland Road. The development is proposed to be fully built out by 2028.

Figure 3 below illustrates the access points for the development. A larger site plan with the entire golf course is also provided in Appendix A.

Figure 3: SITE PLAN



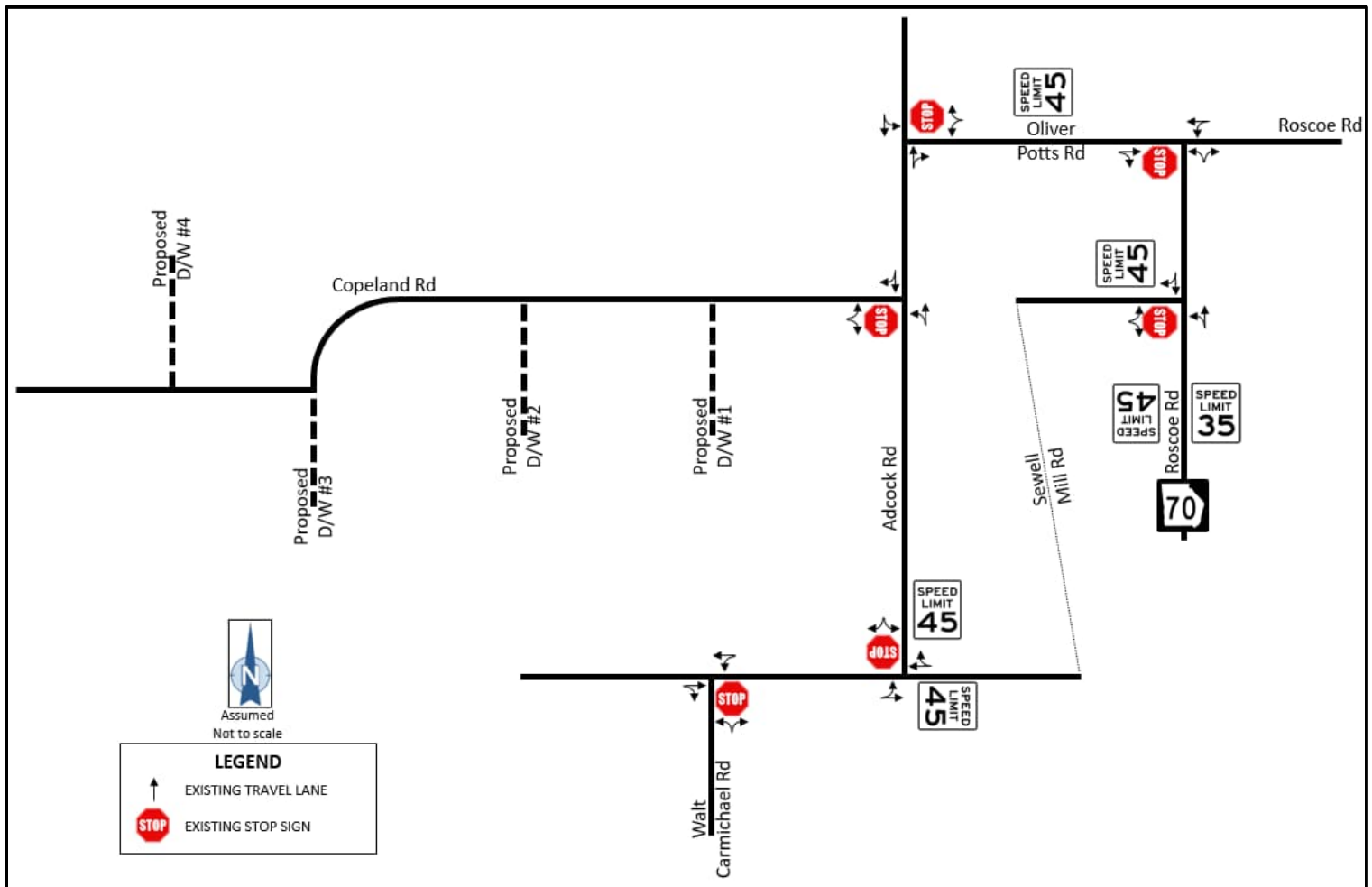
EXISTING CONDITIONS

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

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

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

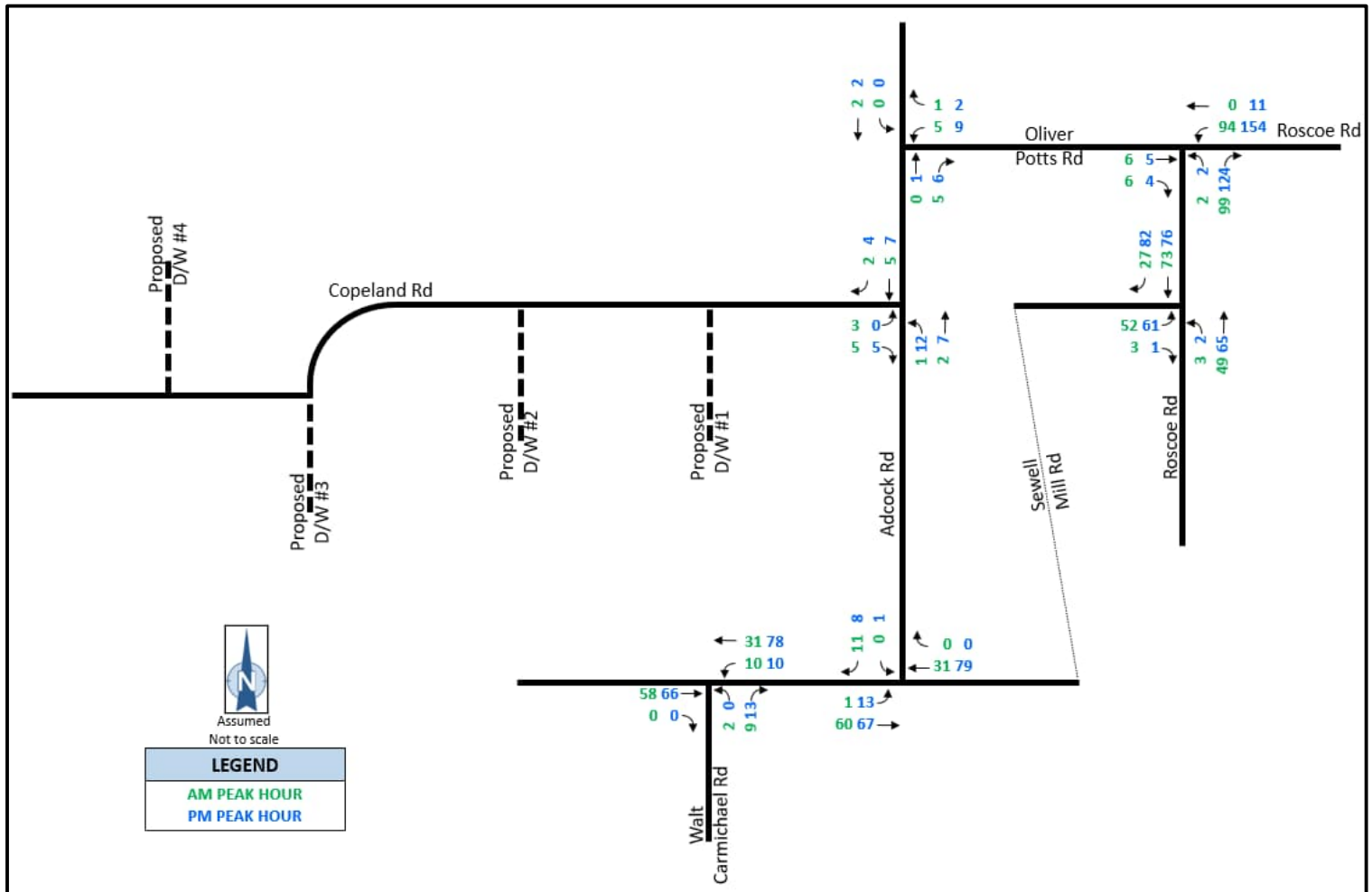
Figure 4: EXISTING CONDITIONS



EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, May 5, 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.

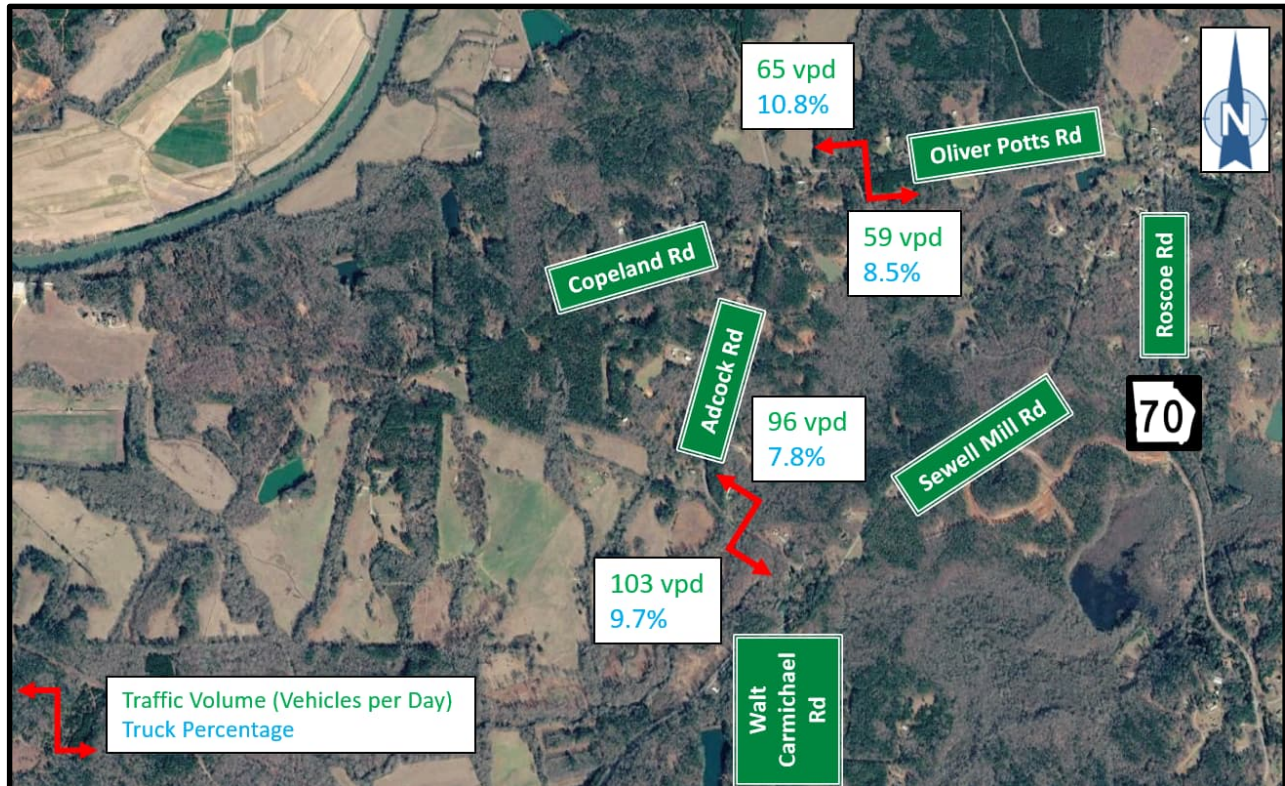
Figure 5: EXISTING TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

Two Automatic Traffic Recorders (ATRs) were placed in the study area to collect bi-directional traffic data on May 5, 2026. The recorded daily volumes and truck percentages are shown in Figure 6 below. The ATR data is provided in Appendix C.

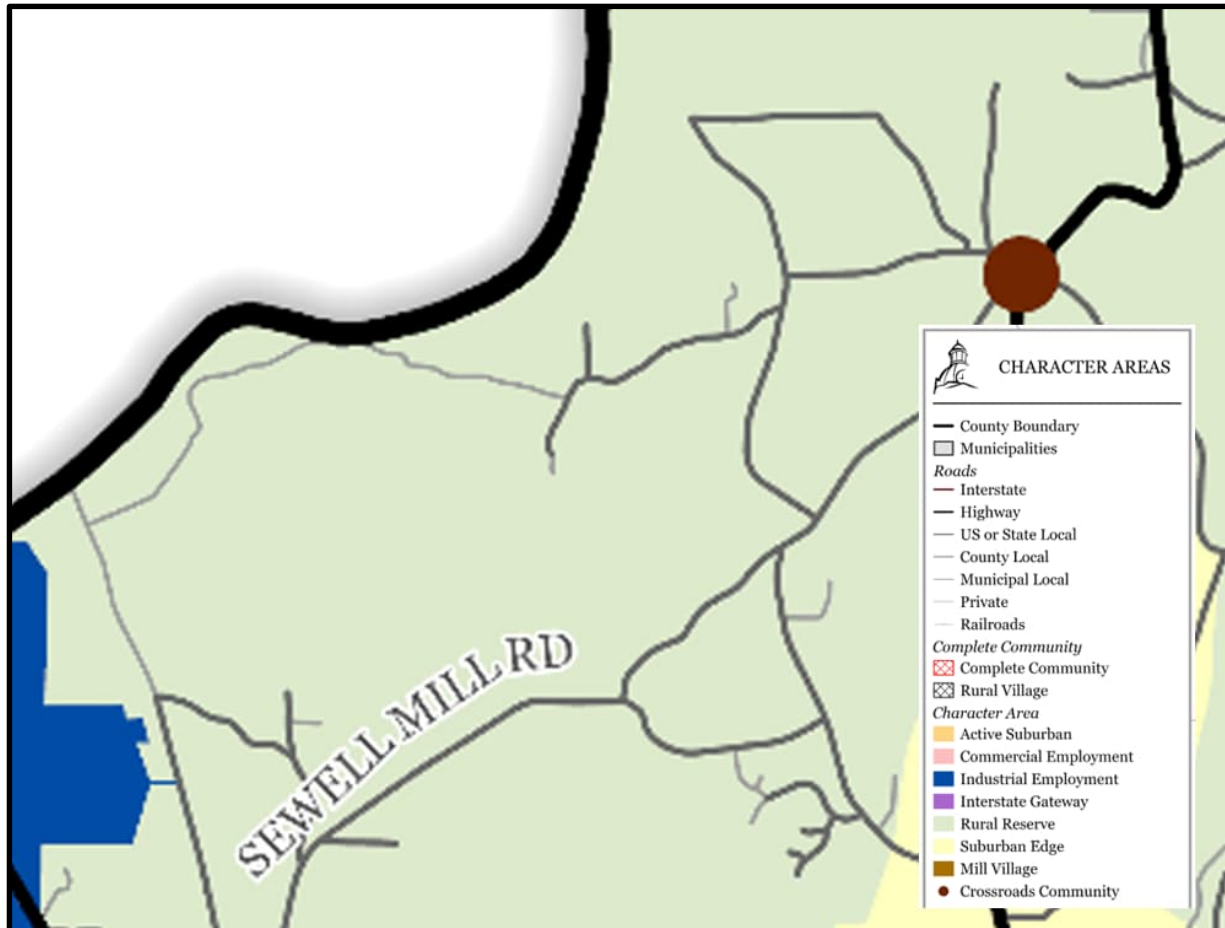
Figure 6: ATR DATA



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 2046 Comprehensive Plan Update as a part of the Character Area Map.

Figure 7: LAND-USE CATEGORY

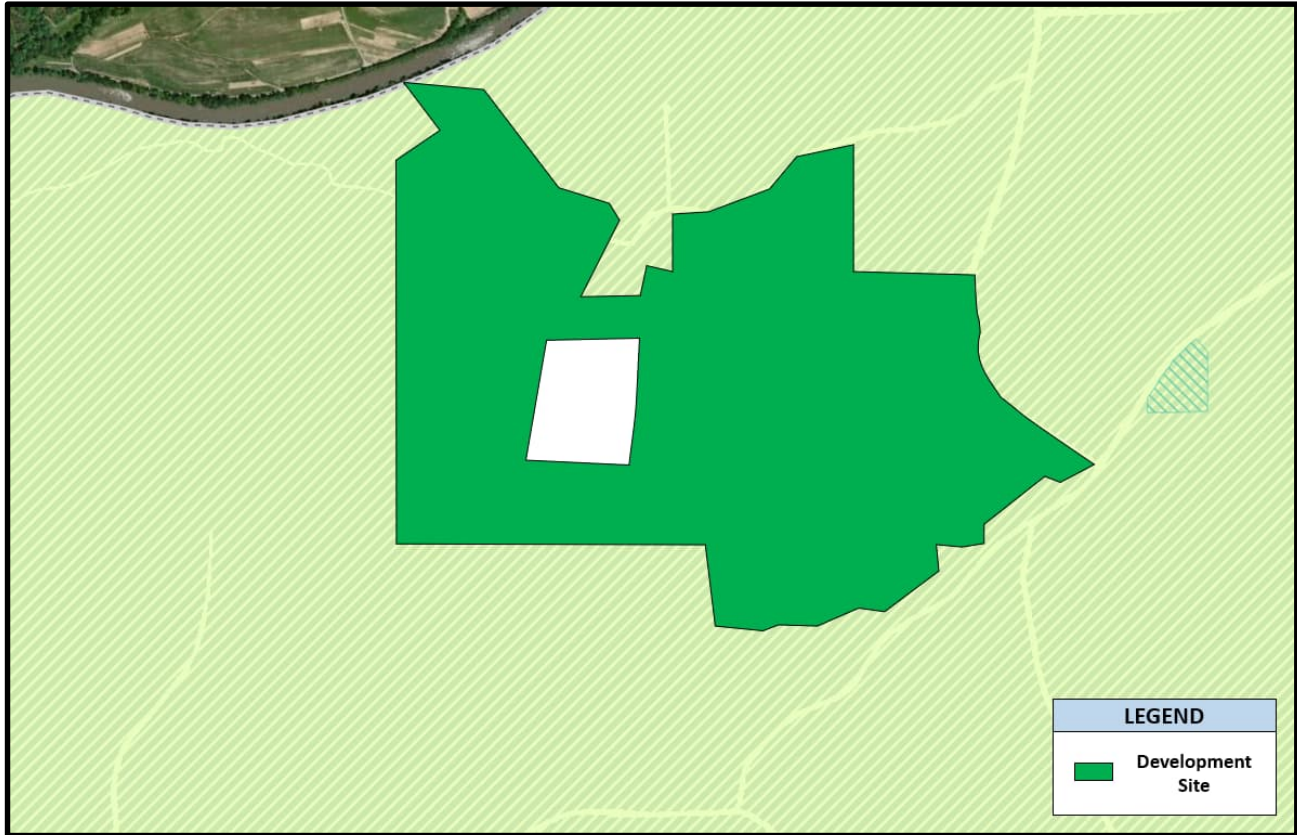


According to Figure 7, the area in which the development is located is categorized as a Rural Reserve.

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 “RC”, Low-Density Rural Conservation District, according to the Coweta County Code of Ordinances.

TRAFFIC PROJECTION METHODOLOGY

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

CENSUS DATA

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

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

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

Source: ARC population forecast Coweta County 2050

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

HISTORIC TRAFFIC DATA

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

Figure 9: GDOT COUNT STATIONS



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

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

Table 2: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 077-0284	GDOT Count Station 077-8140
2010	1327	
2011	-	
2012	1194	
2013	-	
2014	1522	
2015	1560*	558
2016	1479	540*
2017	1310*	560*
2018	1468	550*
2019	1680	597
2020	1310*	570*
2021	1533	600*
2022	1450*	600*
2023	1480*	635
2024	1450	680*
2025	-	891

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

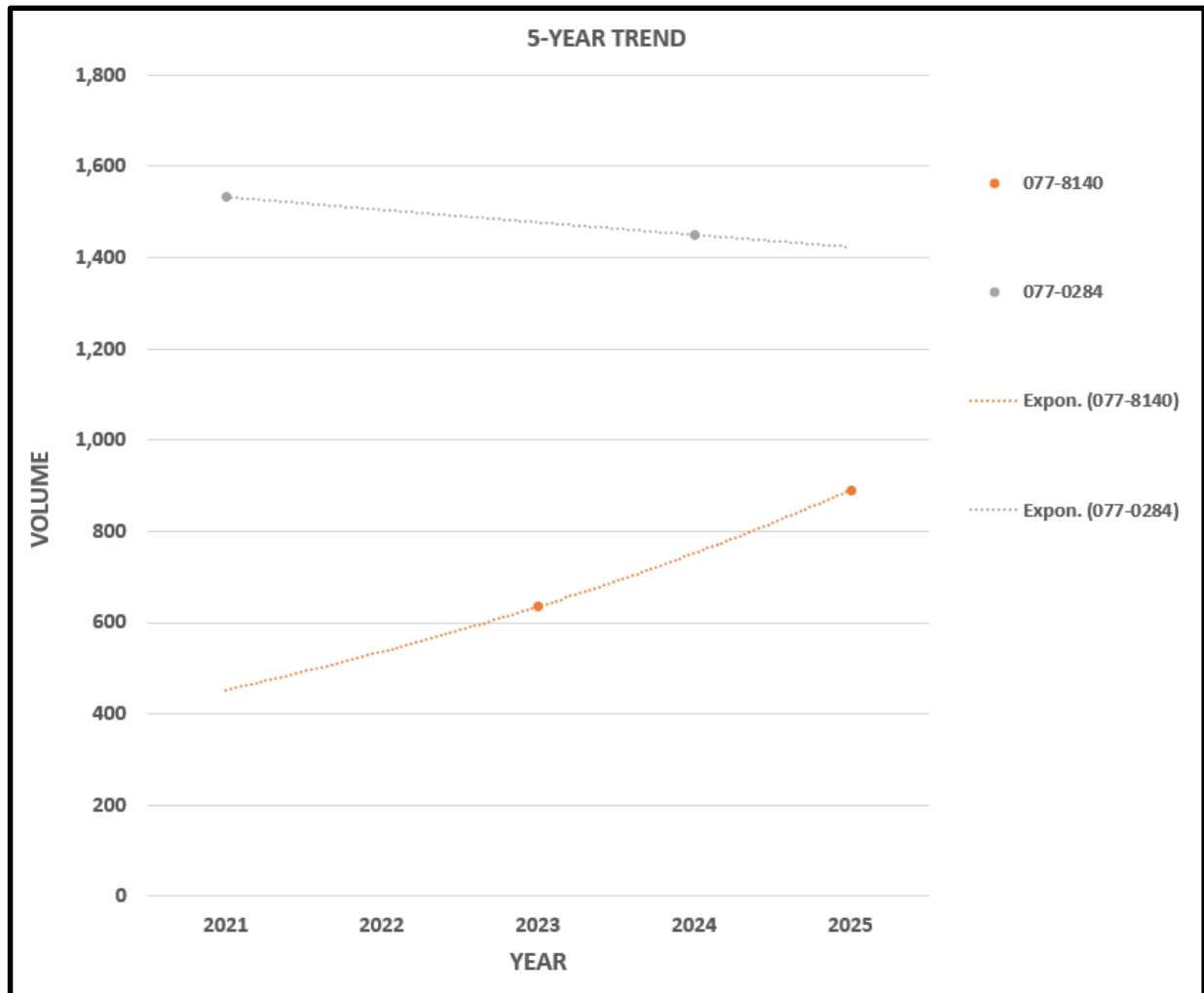


Figure 11: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS

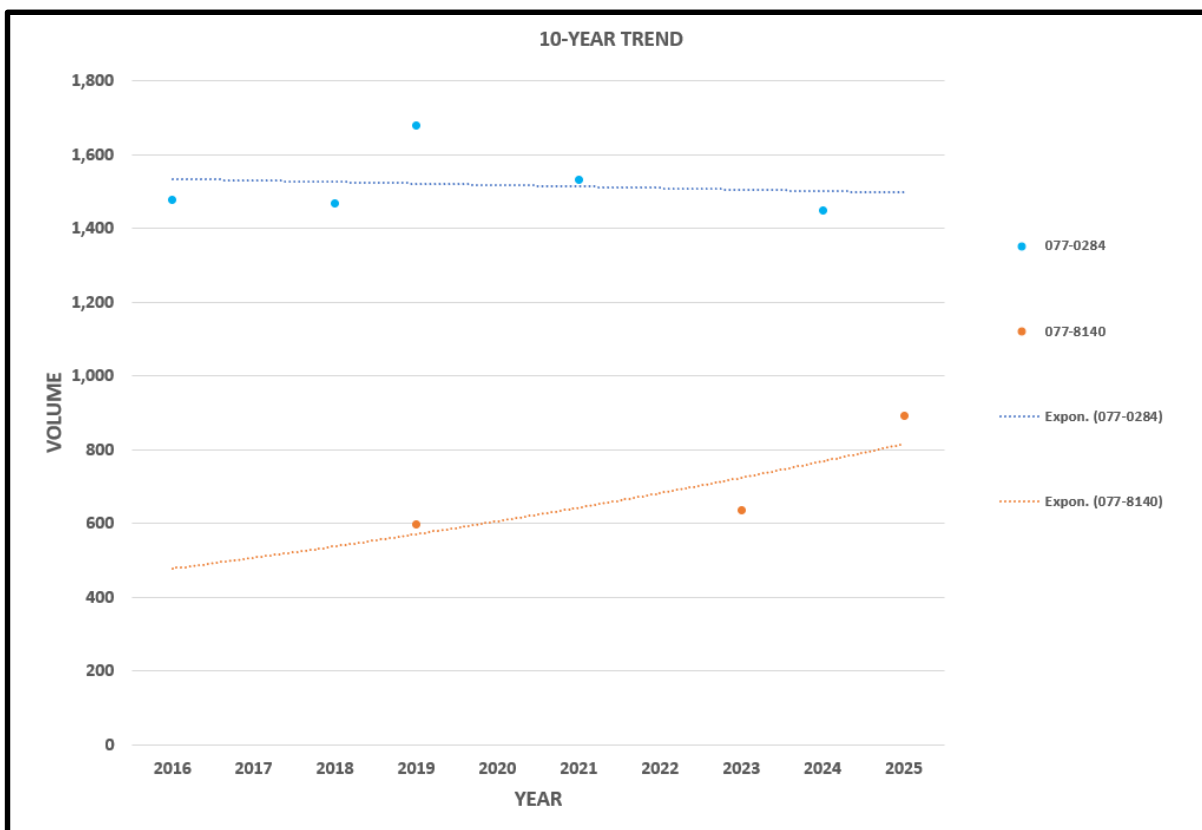
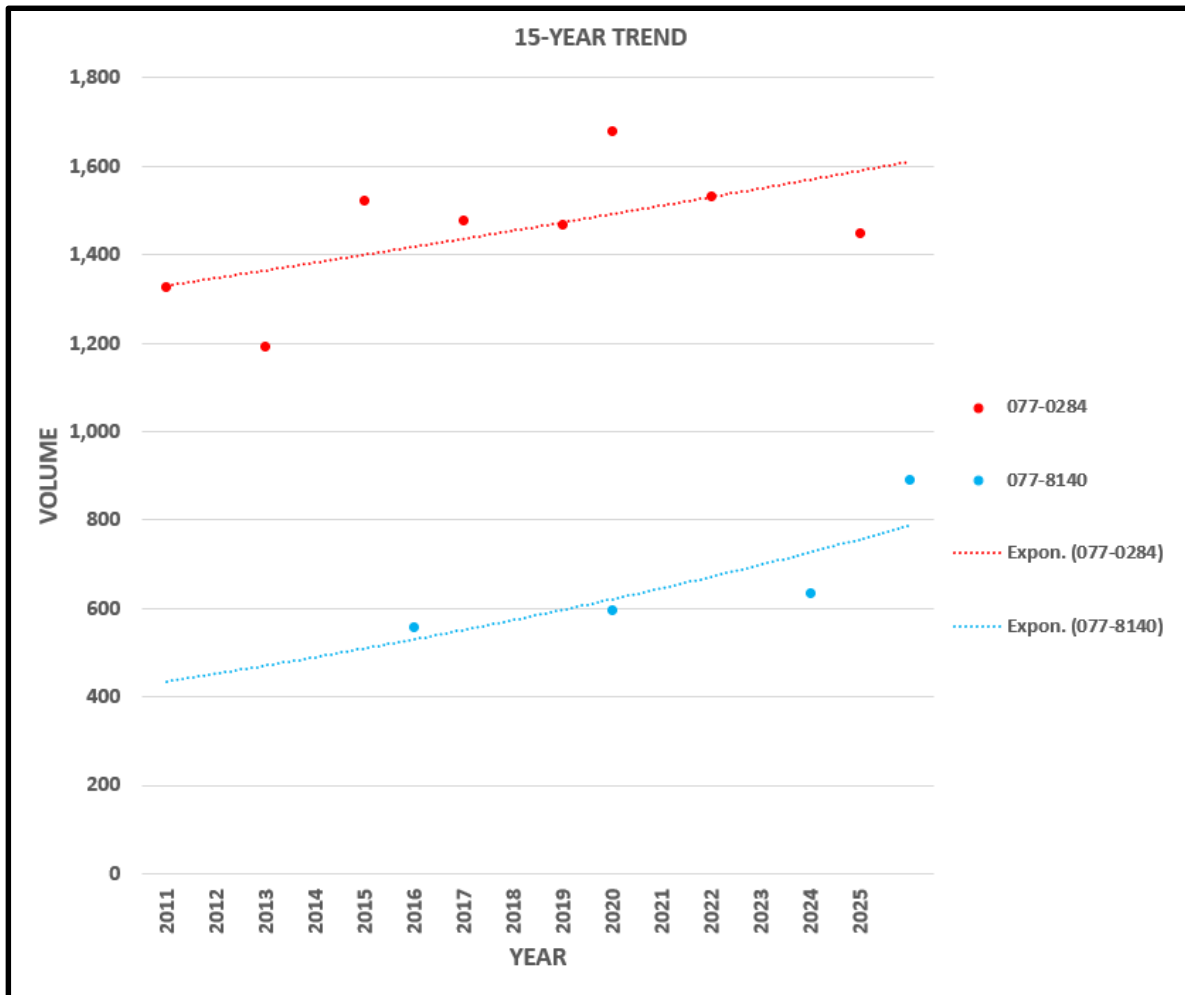


Figure 12: 15-YEAR TREND LINES FOR GDOT COUNT STATIONS



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
077-0284	-1.11%	-0.20%	1.30%
077-8140	7.01%	4.09%	3.17%
Blended Trend Rates from Count Stations	1.45%	1.15%	1.89%

Note: Rates are calculated based on annual compounding.

GROWTH RATE

The ARC projects an annual population growth rate of 1.4% per year for Coweta County through 2050. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 1.45% for the past five years, 1.15% for the past ten years, and 1.89% for the past fifteen years.

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

GROWTH FACTOR

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

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

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 (2028) – n=2

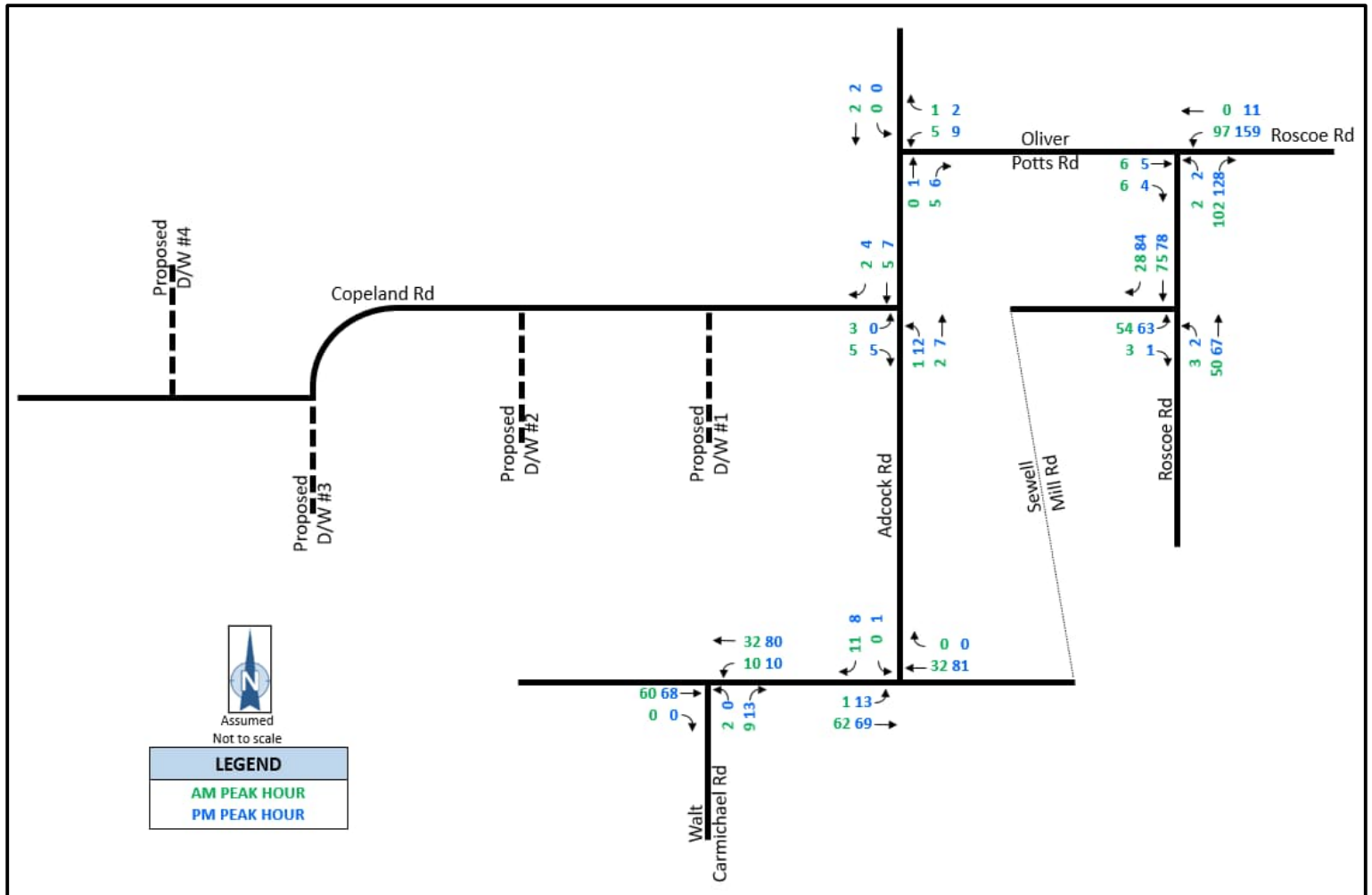
Growth factors are provided in Table 4.

Table 4: GROWTH FACTOR

PROJECTED YEAR
Build Year (2028)
1.03

Figure 13 on the following page shows the estimated background growth traffic volumes at the study intersections for the Build Year (2028).

Figure 13: PROJECTED 2028 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.

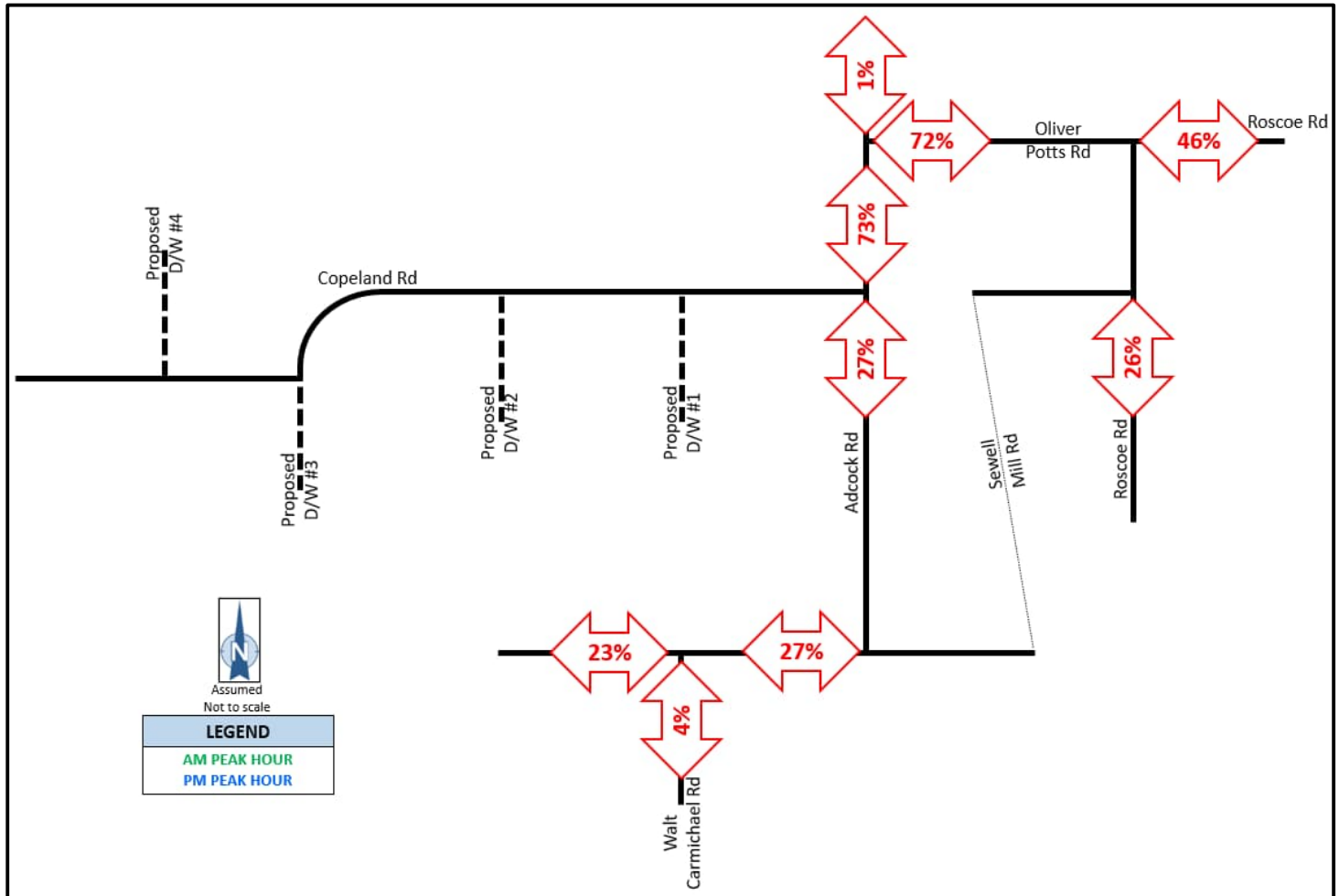
Table 5: TRIP GENERATION

ITE CODE	DESCRIPTION	SIZE	DAILY 2-WAY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
430	Golf Course	18 holes	548	24	6	30	28	25	53

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

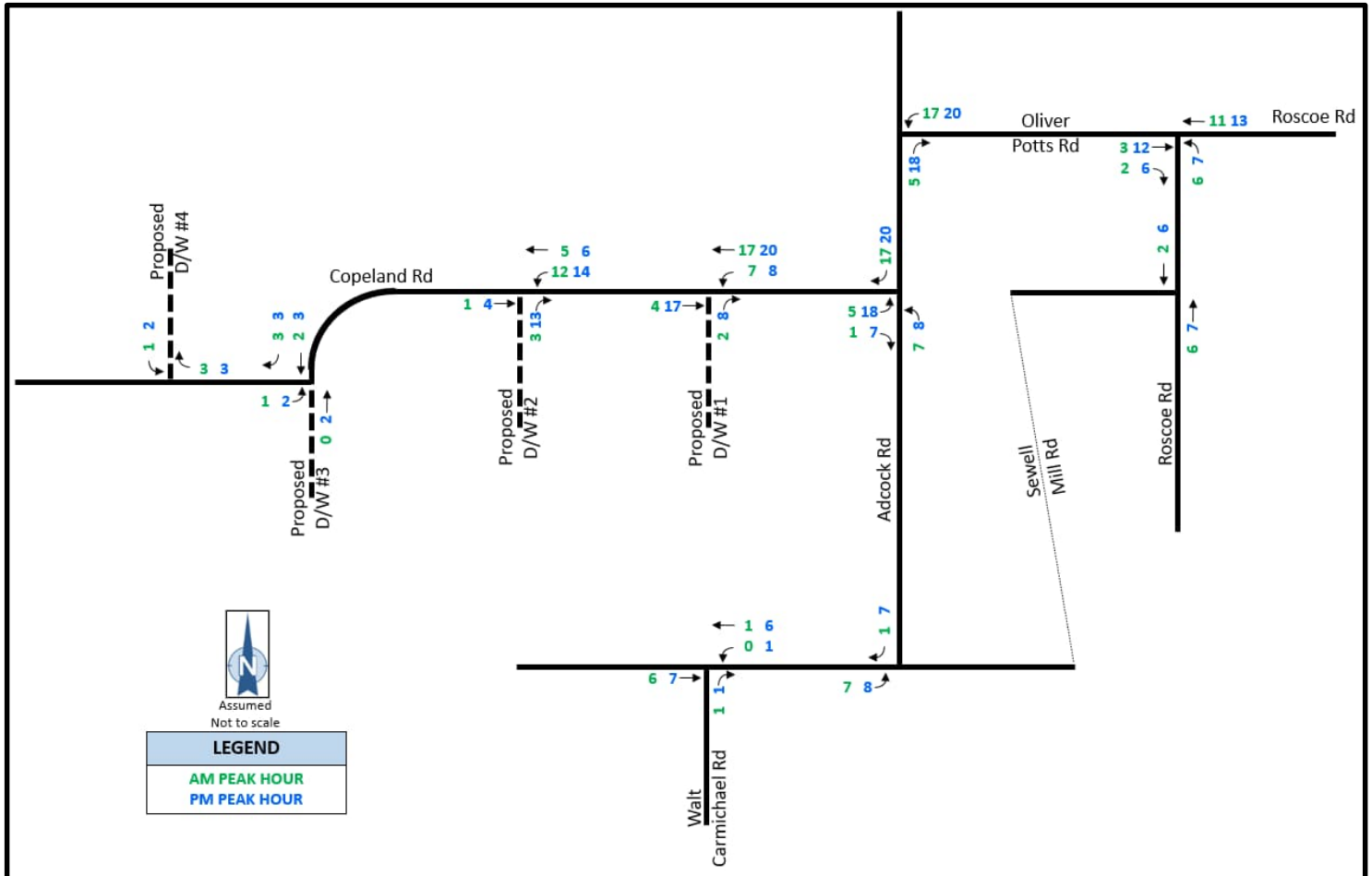
To & From	%	AM		PM	
		IN	OUT	IN	OUT
North on Adcock Rd	1%	0	0	0	0
East on Roscoe Rd	46%	11	3	13	12
South on Roscoe Rd	26%	6	2	7	6
West on Sewell Mill Rd	23%	6	1	7	6
South on Walt Carmichael Rd	4%	1	0	1	1
Total Trips	100%	24	6	28	25

Based on the provided site plan, it was assumed that 30% of all trips would use Driveway #1, 50% would use Driveway #2, 10% would use Driveway #3, and 10% would use Driveway #4.

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



TURN LANE ANALYSIS, SITE DRIVEWAYS

Considerations were made for the site driveways 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 driveways. 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

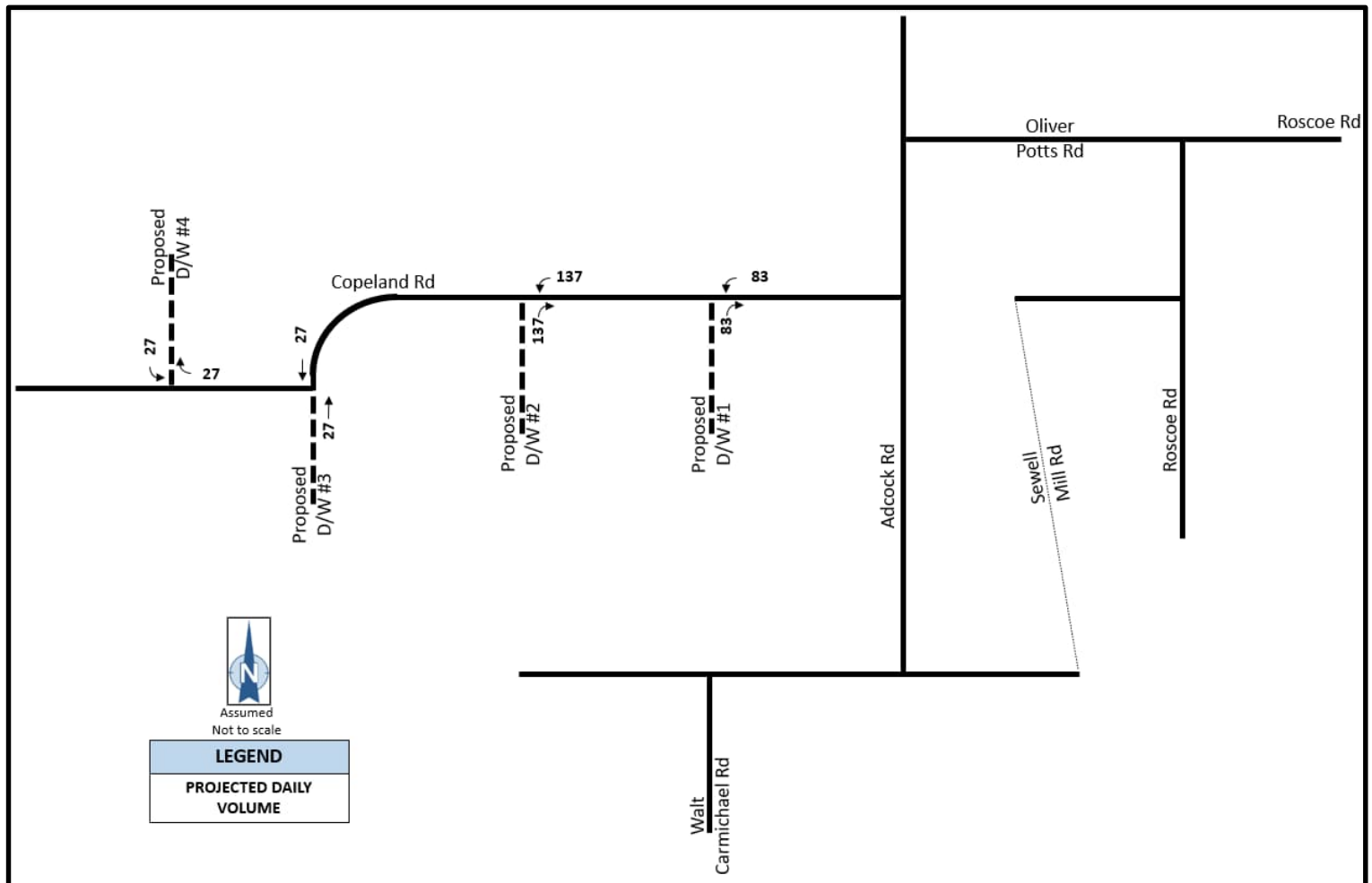
Figure 18: MINIMUM VOLUMES REQUIRING LEFT TURN LANES

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, there are no movements that meet the threshold for a turn lane. Therefore, no turn lanes were evaluated at the development driveways 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 (2026)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	-	-
	WBL/T	A (1.8)	A (0.8)
	NBL/R	A (8.9)	A (8.8)
Sewell Mill Rd @ Adcock Rd	EBL/T	A (0.1)	A (1.2)
	WBT/R	-	-
	SBL/R	A (8.5)	A (8.9)
Adcock Rd @ Copeland Rd	EBL/R	A (8.5)	A (8.4)
	NBL/T	A (2.4)	A (4.6)
	SBT/R	-	-
Adcock Rd @ Oliver Potts Rd	WBL/R	A (8.7)	A (8.6)
	NBT/R	-	-
	SBL/T	-	-
Roscoe Rd @ Oliver Potts Rd	EBT/R	-	A (8.4)
	WBL/T	-	-
	NBL/R	-	-
Roscoe Rd @ Sewell Mill Rd	EBL/R	A (9.6)	B (10.1)
	NBL/T	A (0.4)	A (0.2)
	SBT/R	-	-

∴ A (0.0)

Capacity analysis results under Existing conditions indicate that the intersections operate at LOS 'B' or better on all approaches 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 (2026)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	3
Sewell Mill Rd @ Adcock Rd	EBL/T	0	0
	WBT/R	0	0
	SBL/R	0	0
Adcock Rd @ Copeland Rd	EBL/R	0	0
	NBL/T	0	0
	SBT/R	0	0
Adcock Rd @ Oliver Potts Rd	WBL/R	0	0
	NBT/R	0	0
	SBL/T	0	0
Roscoe Rd @ Oliver Potts Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0
Roscoe Rd @ Sewell Mill Rd	EBL/R	5	8
	NBL/T	0	0
	SBT/R	0	0

25 ft = 1 car

PROJECTED NO-BUILD CONDITIONS

The intersections were evaluated under projected No-Build conditions, with existing geometry and 2028 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 (2028)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	-	-
	WBL/T	A (1.8)	A (0.8)
	NBL/R	A (8.9)	A (8.8)
Sewell Mill Rd @ Adcock Rd	EBL/T	A (0.1)	A (1.2)
	WBT/R	-	-
	SBL/R	A (8.5)	A (8.9)
Adcock Rd @ Copeland Rd	EBL/R	A (8.5)	A (8.4)
	NBL/T	A (2.4)	A (4.6)
	SBT/R	-	-
Adcock Rd @ Oliver Potts Rd	WBL/R	A (8.7)	A (68.6)
	NBT/R	-	-
	SBL/T	-	-
Roscoe Rd @ Oliver Potts Rd	EBT/R	-	A (8.4)
	WBL/T	-	-
	NBL/R	-	-
Roscoe Rd @ Sewell Mill Rd	EBL/R	A (9.6)	B (10.2)
	NBL/T	A (0.4)	A (0.2)
	SBT/R	-	-

∴ A (0.0)

Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS 'B' or better on all approaches during both peak hours through 2028.

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 (2028)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	5
Sewell Mill Rd @ Adcock Rd	EBL/T	0	0
	WBT/R	0	0
	SBL/R	0	0
Adcock Rd @ Copeland Rd	EBL/R	0	0
	NBL/T	0	0
	SBT/R	0	0
Adcock Rd @ Oliver Potts Rd	WBL/R	0	0
	NBT/R	0	0
	SBL/T	0	0
Roscoe Rd @ Oliver Potts Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0
Roscoe Rd @ Sewell Mill Rd	EBL/R	5	8
	NBL/T	0	0
	SBT/R	0	0

25 ft = 1 car

PROJECTED BUILD CONDITIONS

The intersections were evaluated under projected Build conditions, with projected geometry and projected 2028 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 (2028)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	-	-
	WBL/T	A (1.8)	A (0.8)
	NBL/R	A (8.9)	A (8.9)
Sewell Mill Rd @ Adcock Rd	EBL/T	A (0.1)	A (1.8)
	WBT/R	-	-
	SBL/R	A (8.5)	A (8.9)
Adcock Rd @ Copeland Rd	EBL/R	A (8.7)	A (8.9)
	NBL/T	A (5.8)	A (5.5)
	SBT/R	-	-
Adcock Rd @ Oliver Potts Rd	WBL/R	A (8.7)	A (8.9)
	NBT/R	-	-
	SBL/T	-	-
Roscoe Rd @ Oliver Potts Rd	EBT/R	A (8.4)	A (8.5)
	WBL/T	-	-
	NBL/R	-	-
Roscoe Rd @ Sewell Mill Rd	EBL/R	A (9.7)	B (10.3)
	NBL/T	A (0.4)	A (0.2)
	SBT/R	-	-
Copeland Rd @ Driveway #1	EBT/R	-	-
	WBL/T	A (1.9)	A (1.3)
	NBL/R	A (8.4)	A (8.4)
Copeland Rd @ Driveway #2	EBT/R	-	-
	WBL/T	A (4.4)	A (2.8)
	NBL/R	A (8.4)	A (8.4)
Copeland Rd @ Driveway #3	EBL/R	-	-
	NBL/T	-	-
	SBT/R	-	-
Copeland Rd @ Driveway #4	EBL/R	-	-
	WBT/R	-	-
	SBL/R	A (8.6)	A (8.6)

- = A (0.0)

Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS 'B' during both peak hours through 2028.

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 (2028)	
		AM PEAK HOUR	PM PEAK HOUR
Sewell Mill Rd @ Walt Carmichael Rd	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	3
Sewell Mill Rd @ Adcock Rd	EBL/T	0	3
	WBT/R	0	0
	SBL/R	0	3
Adcock Rd @ Copeland Rd	EBL/R	3	3
	NBL/T	0	3
	SBT/R	0	0
Adcock Rd @ Oliver Potts Rd	WBL/R	3	3
	NBT/R	0	0
	SBL/T	0	0
Roscoe Rd @ Oliver Potts Rd	EBT/R	3	3
	WBL/T	0	0
	NBL/R	0	0
Roscoe Rd @ Sewell Mill Rd	EBL/R	5	8
	NBL/T	0	0
	SBT/R	0	0
Copeland Rd @ Driveway #1	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0
Copeland Rd @ Driveway #2	EBT/R	0	0
	WBL/T	0	0
	NBL/R	0	0
Copeland Rd @ Driveway #3	EBL/R	0	0
	NBL/T	0	0
	SBT/R	0	0
Copeland Rd @ Driveway #4	EBL/R	0	0
	WBT/R	0	0
	SBL/R	0	0

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. Copeland Road, Adcock Road, Oliver Potts Road, and Walt Carmichael Road are classified as local roads, while Stewart Mill Road is classified as a minor collector and Roscoe Road is classified as a minor arterial.

FIGURE 20: ROADWAY CAPACITY TABLE

State Two-Way Arterials						Freeways					
Unsignalized (Uninterrupted Flow)						Group I (with urban area 500,000+ with 5 miles of CBD)					
Level of Service						Level of Service					
Lanes /Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2/undivided	8,900	13,900	18,300	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	73,000	101,600	125,400
6/divided	32,200	53,700	75,200	90,200	107,400	8	44,500	71,800	107,800	138,500	171,100
						10	55,600	89,800	134,700	173,200	213,600
						12	65,200	105,400	158,100	203,200	250,500
Interrupted Flow						Group II (with urban area 500,000+ not included in Group I)					
Class I (> 2 signalized intersections per mile)						Level of Service					
Level of Service						Lanes	A	B	C	D	E
Lanes /Divided	A**	B	C	D**	E**	4	20,900	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	49,300	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)					
Level of Service						Level of Service					
Lanes /Divided	A**	B**	C	D	E	Lanes	A**	B**	C	D	E
2/undivided	N/A	N/A	9,900	14,300	16,200	2/undivided	N/A	N/A	8,600	14,600	16,000
4/divided	N/A	N/A	22,300	32,500	34,300	4/divided	N/A	N/A	15,800	31,700	33,900
6/divided	N/A	N/A	35,500	48,300	51,700	6/divided	N/A	N/A	20,800	47,800	51,000
8/divided	N/A	N/A	44,700	60,100	63,400						
Class III (> 4.5 signalized intersections per mile but not in CBD)						Other Signalized Roadways (Signalized Intersection Analysis)					
Level of Service						Level of Service					
Lanes /Divided	A**	B**	C	D	E	Lanes	A**	B**	C	D	E
2/undivided	N/A	N/A	3,300	12,100	15,800	2/undivided	N/A	N/A	4,800	10,900	11,300
4/divided	N/A	N/A	7,800	27,800	33,600	4/divided	N/A	N/A	11,600	23,800	25,400
6/divided	N/A	N/A	12,100	43,300	50,500						
8/divided	N/A	N/A	15,300	54,200	62,100						
Class IV (> 4.5 signalized intersections per mile within CBD)						Adjustments (Divided/Undivided)					
Level of Service						(After corresponding two-way volumes by indicated percentage)					
Lanes /Divided	A**	B**	C	D	E	Lanes	Median	Left Turn	Right Turn	Adjustment	
2/undivided	N/A	N/A	3,700	13,800	15,300	2	divided	Yes	Factor	-5%	
4/divided	N/A	N/A	8,900	29,300	32,600	2	undivided	No		-20%	
6/divided	N/A	N/A	14,000	45,500	49,000	Multi	undivided	Yes		-5%	
8/divided	N/A	N/A	17,500	56,200	60,100	Multi	undivided	No		-25%	
* This table is based on the 1997 Highway Capacity Manual and data generated by the Florida DOT. For the purposes of GRTA review this table can be used for Level of Service Analysis in Section 2.2.						One-Way					
** Cannot be achieved.						(After corresponding two-way volumes by indicated percentage)					
*** Volumes are comparable because intersection capacities have been reached.						One-Way	Equivalent	Adjustment			
						Lanes	2-Way Lanes	Factor			
						2	4	-40%			
						3	6	-40%			
						4	8	-40%			
						5	8	-25%			

CLASSIFICATION LEGEND

- Copeland Road
- Adcock Road
- Oliver Potts Road
- Walt Carmichael Road
- Sewell Mill Road
- Roscoe Road/SR 60

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

- Copeland Road, Adcock Road, Oliver Potts Road, Walt Carmichael Road, & Sewell Mill Road – 14,600 – 20% adjustment factor = 11,680 vehicles per day
- Roscoe Road – 24,800 – 20% adjustment factor = 19,840 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		2028 BACKGROUND		DEVELOPMENT VOLUME	
		VOLUME	%	VOLUME	%	VOLUME	%
Copeland Rd	11,680	182**	1.6%	187	1.6%	548	4.7%
Adcock Rd		199	1.7%	205	1.8%	400	3.4%
Oliver Potts Rd		124	1.1%	128	1.1%	394	3.4%
Walt Carmichael Rd		150***	1.3%	155	1.3%	22	0.2%
Sewell Mill Rd		904*	7.7%	931	8.0%	148	1.3%
Roscoe Rd	19,480	1,494*	7.7%	1,539	7.9%	252	1.3%

*: Existing volume estimated based on the existing ADT from the GDOT count station and the background growth rate

**: Existing volume estimated based on the TMC data and the K-factor from the ATR data on Adcock Road, which was determined to be 11.6%

***: Existing volume estimated based on the TMC data and the K-factor at GDOT station #077-8140, which was found to be 15.3%

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 a development consisting of an 18-hole golf course, with a 23 KSF clubhouse, a two story 22 KSF lodge, a 10 KSF wellness center, four villas totaling 4.8 KSF, a 2.7 KSF practice facility, and a 12 KSF maintenance building. The site plan proposes four points of access on Copeland Road. The development is proposed to be fully built out by 2028.
- Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, May 5, 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.
- Two Automatic Traffic Recorders (ATRs) were placed in the study area to collect bi-directional traffic data on Tuesday, May 5, 2026. Bi-directional ATR data was collected to record daily volumes and truck percentages.
 - o Adcock Road
 - Northbound: daily volume of 96 vehicles per day, and average truck percentage of 7.8%
 - Southbound: daily volume of 103 vehicles per day, and average truck percentage of 9.7%
 - o Oliver Potts Road
 - Eastbound: daily volume of 59 vehicles per day, and average truck percentage of 8.5%
 - Westbound: daily volume of 65 vehicles per day, and average truck percentage of 10.8%
- The development is in a “Rural Reserve” Land Use Category.
- The development is in the ‘RC’ Zoning District that is listed as a Low-Density Rural Conservation District.
- Based on census data, GDOT count station data, and the area, an annual growth rate of 1.5% was established for the study.
- The development is projected to generate 548 total daily trips (274 entering and exiting).
 - o The AM peak hour produces 30 total trips (24 entering, 6 exiting).
 - o The PM peak hour produces 53 total trips (28 entering, 25 exiting).
- Based on the projected turning movements, there are no movements that meet the threshold for a turn lane. Therefore, no turn lanes were evaluated at the development driveways for the Build scenario.
- Capacity analysis results under Existing conditions indicate that the intersections operate at LOS ‘B’ or better on all approaches during both peak hours.

- Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS 'B' or better on all approaches during both peak hours through 2028.
- Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS 'B' or better on all approaches during both peak hours through 2028.
- Table 14 demonstrates all the study roadways are projected to remain under capacity with the addition of the development volumes.

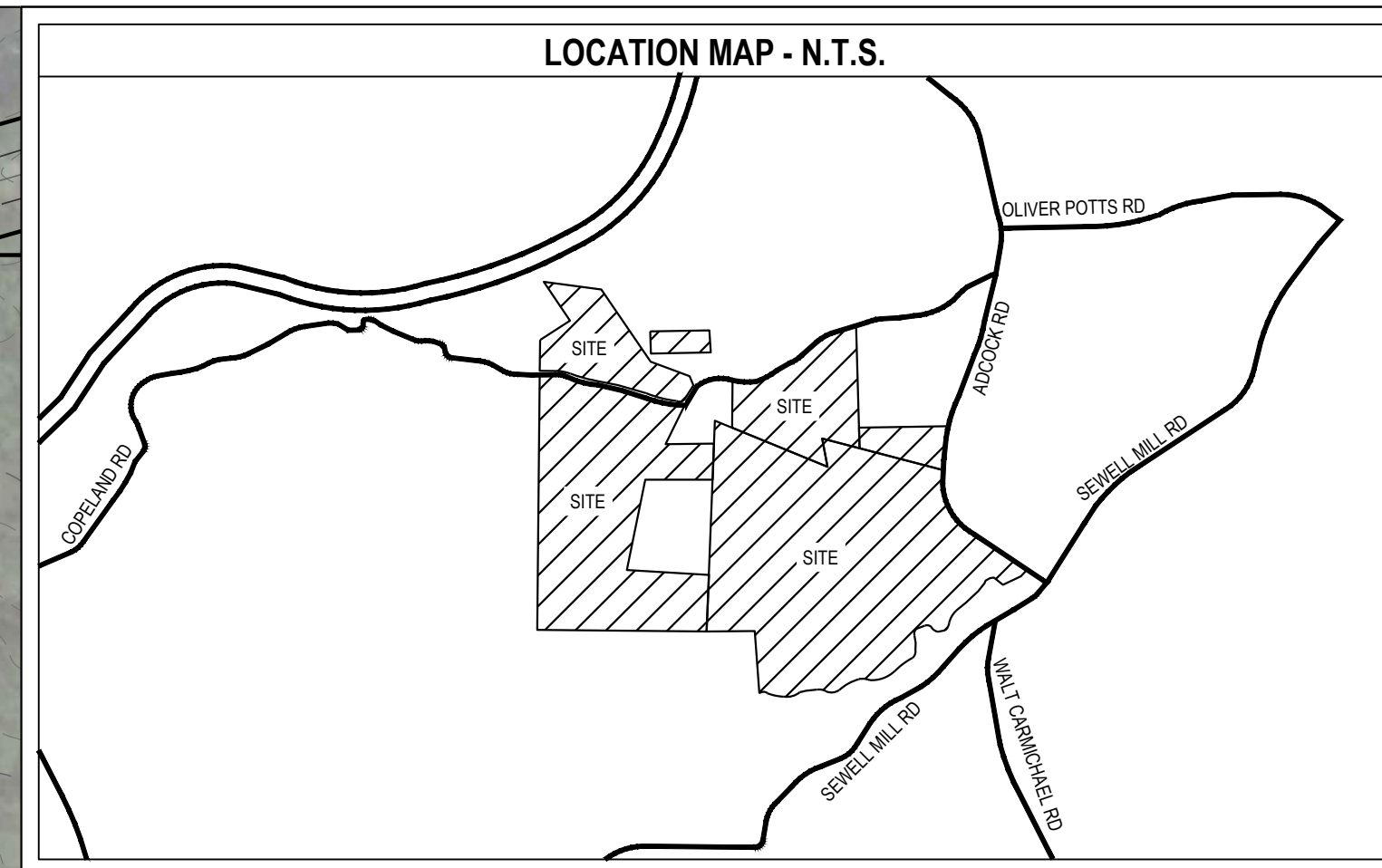
APPENDICES

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

APPENDIX A

SITE PLAN





Pape-Dawson company
TEL 770.452.7849 FAX 770.452.0086
2951 FLOWERS ROAD SOUTH, STE
119 ATLANTA, GEORGIA 30341
WWW.EBERLY.NET
▼
LAND PLANNING
▼
CIVIL ENGINEERING
▼
LANDSCAPE ARCHITECTURE

SITE DATA

ZONING USE:	RC	45.39 ACRES (SUP ONLY)
TOTAL AREA:		
COWETA COUNTY, GA		
LAND LOT:	226, 227, 234, 255	DISTRICT 6
PARCEL ID:	04452546001	

BUILDING SETBACKS:

FRONT:	50 FT
BACK:	25 FT
SIDE:	50 FT

BUILDING DATA

CLUBHOUSE BUILDING HEIGHT:	50 FT
WELLBEING CENTER:	25 FT
LODGE:	55 FT
COTTAGE:	35 FT

PARKING DATA

PARKING PROVIDED:	
TOTAL PROVIDED:	160 SPACES
TOTAL ADVAN:	5 SPACES

UTILITY PROVIDERS

WATER:	COWETA COUNTY
SEWER:	SEPTIC

PARKING DATA		
PARKING PROVIDED		
TOTAL PROVIDED:	160	SPACES
TOTAL ADA/VAN:	5	SPACES

UTILITY PROVIDERS
WATER: COWETA COUNTY
SEWER: SEPTIC

PROJECT SAND

COWEIA COUNTY, GEORGIAREVISION[illegible]

SITE PLAN

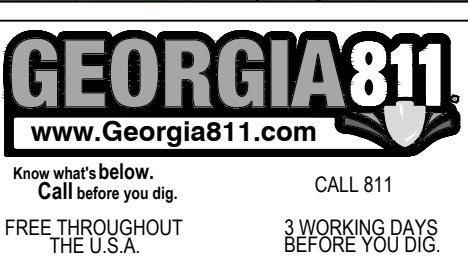
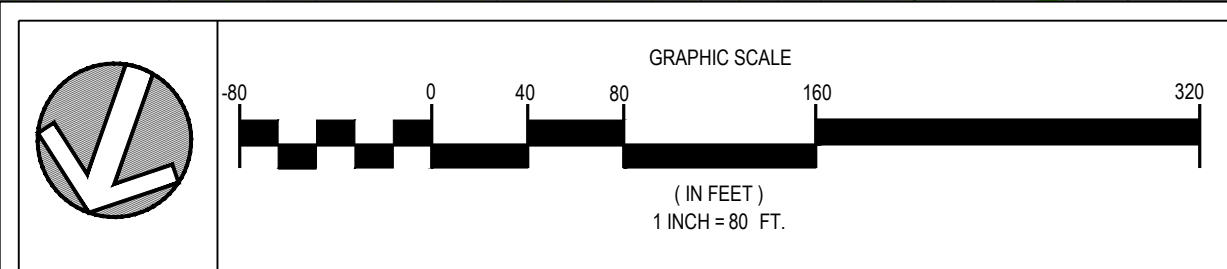
SCALE	1" = 8'
DATE:	10/30/2025
DRAWN BY:	P. BERHANE TESFOM
PROJECT ENGINEER:	T. FLATEL P.E.
QA/QC REVIEWER:	W. REED P.E.

25.

SHEET NUMBER

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NSTRUCTION

NOT ISSUED FOR
CONSTRUCTION



APPENDIX B

TURNIN MOVEMENT DATA





(303) 216-2439
www.alltrafficdata.net

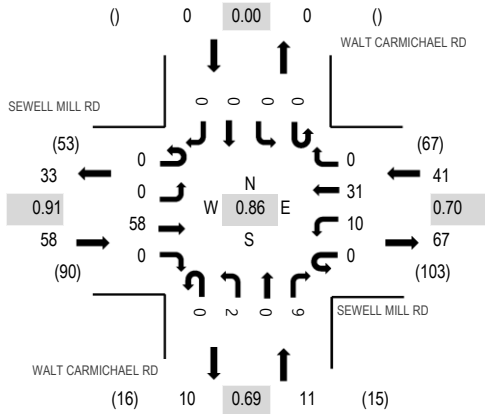
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Date: Tuesday, May 5, 2026

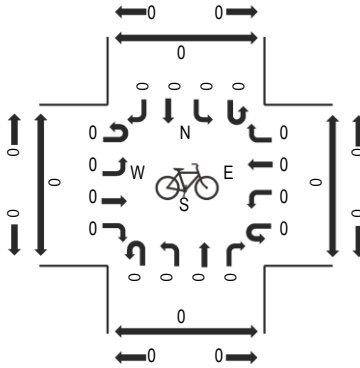
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Peak 15-Minutes: 07:30 AM - 07:45 AM

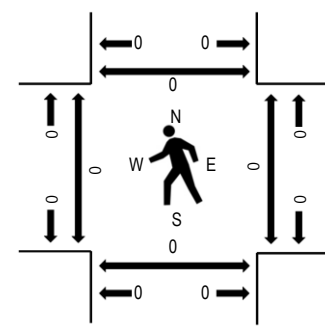
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL MILL RD Eastbound				SEWELL MILL RD Westbound				WALT CARMICHAEL RD Northbound				WALT CARMICHAEL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	8	0	0	1	6	0	0	0	0	1	0	0	0	0	16	104	0	0	0	0
7:15 AM	0	0	16	0	0	3	8	0	0	1	0	3	0	0	0	0	31	110	0	0	0	0
7:30 AM	0	0	14	0	0	4	11	0	0	1	0	2	0	0	0	0	32	99	0	0	0	0
7:45 AM	0	0	15	0	0	1	8	0	0	0	0	1	0	0	0	0	25	80	0	0	0	0
8:00 AM	0	0	13	0	0	2	4	0	0	0	0	3	0	0	0	0	22	68	0	0	0	0
8:15 AM	0	0	11	0	0	2	6	0	0	0	0	1	0	0	0	0	20		0	0	0	0
8:30 AM	0	0	8	0	0	2	3	0	0	0	0	0	0	0	0	0	13		0	0	0	0
8:45 AM	0	0	5	0	0	1	5	0	0	0	0	2	0	0	0	0	13		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	56	0	0	10	31	0	0	1	0	9	0	0	0	0	107
Mediums	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Total	0	0	58	0	0	10	31	0	0	2	0	9	0	0	0	0	110

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%				0.0%				9.1%				0.0%			2.7%
Heavy Vehicle %	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
Peak Hour Factor		0.91				0.70				0.69				0.00			0.86
Peak Hour Factor	0.00	0.00	0.91	0.00	0.00	0.63	0.75	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	0.00	0.86



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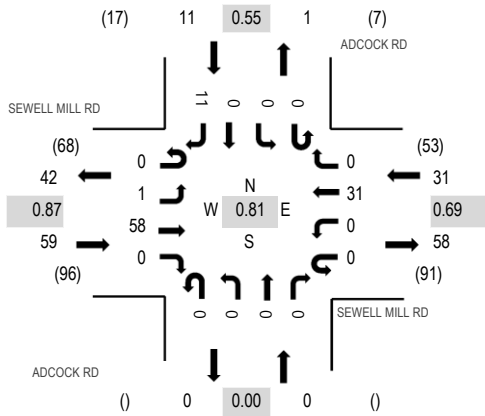
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Date: Tuesday, May 5, 2026

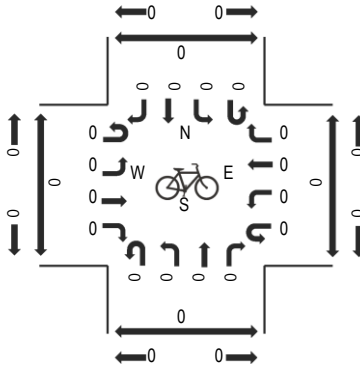
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Peak 15-Minutes: 07:30 AM - 07:45 AM

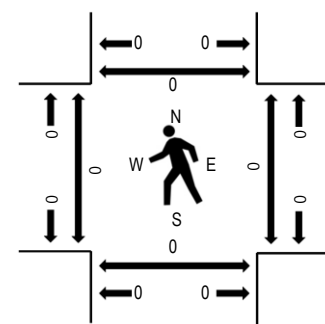
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL MILL RD Eastbound				SEWELL MILL RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	1	15	98	0	0	0	0
7:15 AM	0	0	16	0	0	0	9	0	0	0	0	0	0	0	0	3	28	101	0	0	0	0
7:30 AM	0	0	14	0	0	0	12	0	0	0	0	0	0	0	0	5	31	93	0	0	0	0
7:45 AM	0	1	16	0	0	0	6	0	0	0	0	0	0	0	0	1	24	78	0	0	0	0
8:00 AM	0	0	12	0	0	0	4	0	0	0	0	0	0	0	0	2	18	68	0	0	0	0
8:15 AM	0	1	11	0	0	0	6	0	0	0	0	0	0	0	0	2	20		0	0	0	0
8:30 AM	0	2	7	0	0	0	4	1	0	0	0	0	0	1	0	1	16		0	0	0	0
8:45 AM	0	2	6	0	0	0	5	0	0	0	0	0	0	0	0	1	14		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	56	0	0	0	30	0	0	0	0	0	0	0	11	98	
Mediums	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	
Total	0	1	58	0	0	0	31	0	0	0	0	0	0	0	11	101	

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%				3.2%				0.0%				0.0%			3.0%
Heavy Vehicle %	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%
Peak Hour Factor		0.87				0.69				0.00				0.55			0.81
Peak Hour Factor	0.00	0.63	0.91	0.00	0.00	0.00	0.69	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.55	0.81



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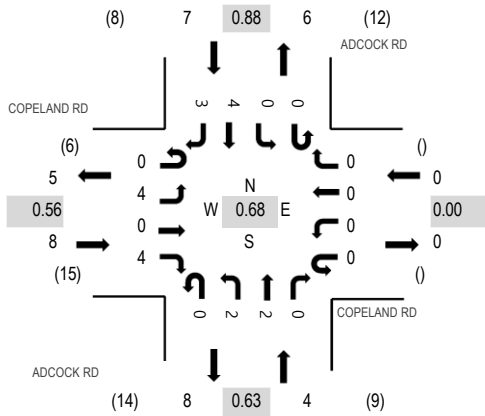
Location: 3 ADCOCK RD & COPELAND RD AM

Date: Tuesday, May 5, 2026

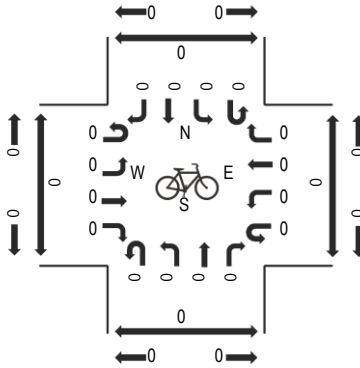
Peak Hour: 07:30 AM - 08:30 AM

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

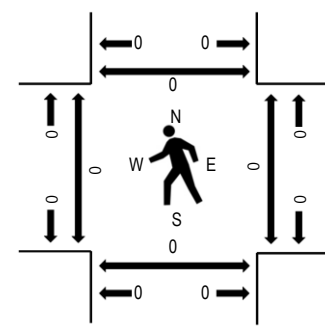
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COPELAND RD Eastbound				COPELAND RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	18	0	0	0	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	4	18	0	0	0	0
7:30 AM	0	1	0	3	0	0	0	0	0	0	1	0	0	0	1	1	7	19	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	15	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	14	0	0	0	0
8:15 AM	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	5		0	0	0	0
8:30 AM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3		0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	3		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	0	4	0	0	0	0	0	2	2	0	0	0	4	3	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	2	2	0	0	0	4	3	19

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%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.56				0.00				0.63				0.88			0.68
Peak Hour Factor	0.00	1.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.75	0.00	0.00	0.00	0.63	0.75	0.68



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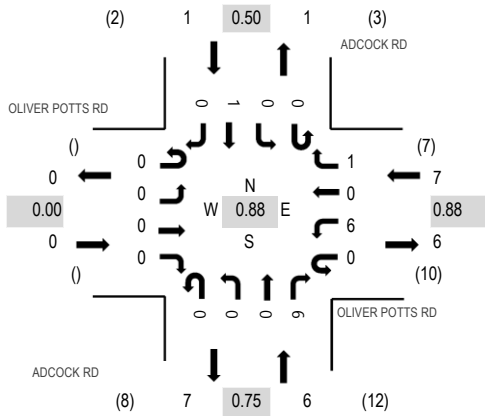
Location: 4 ADCOCK RD & OLIVER POTTS RD AM

Date: Tuesday, May 5, 2026

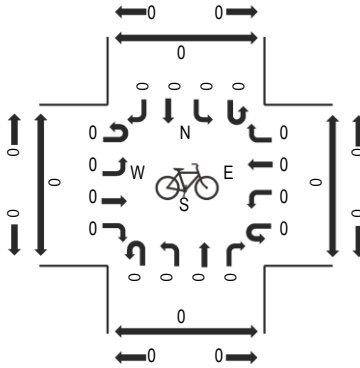
Peak Hour: 07:30 AM - 08:30 AM

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

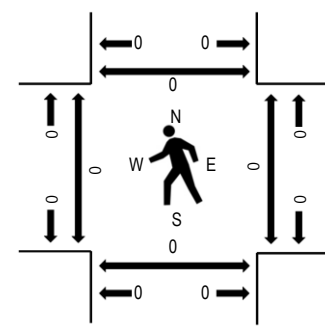
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLIVER POTTS RD Eastbound				OLIVER POTTS RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	11	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	13	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	14	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	12	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	4	10	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	6	0	0	0	0	0	6	0	0	1	0	13
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	1	0	0	0	6	0	0	1	0	14

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	7.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%
Peak Hour Factor																	0.88
Peak Hour Factor	0.00				0.00	0.75	0.00	0.25	0.00	0.00	0.50	0.75	0.00	0.00	0.50	0.00	0.88



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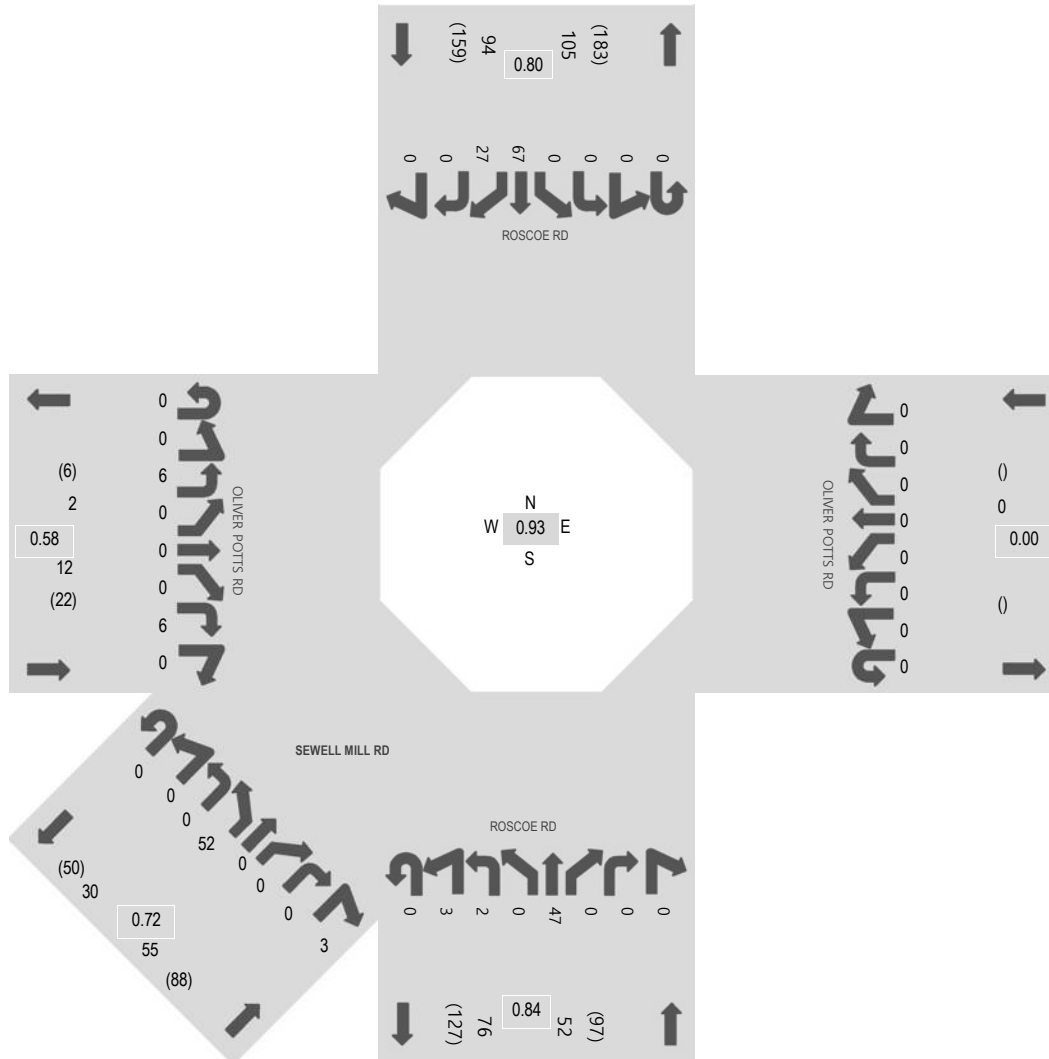
Location: 5 ROSCOE RD & OLIVER POTTS RD AM

Date: Tuesday, May 5, 2026

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

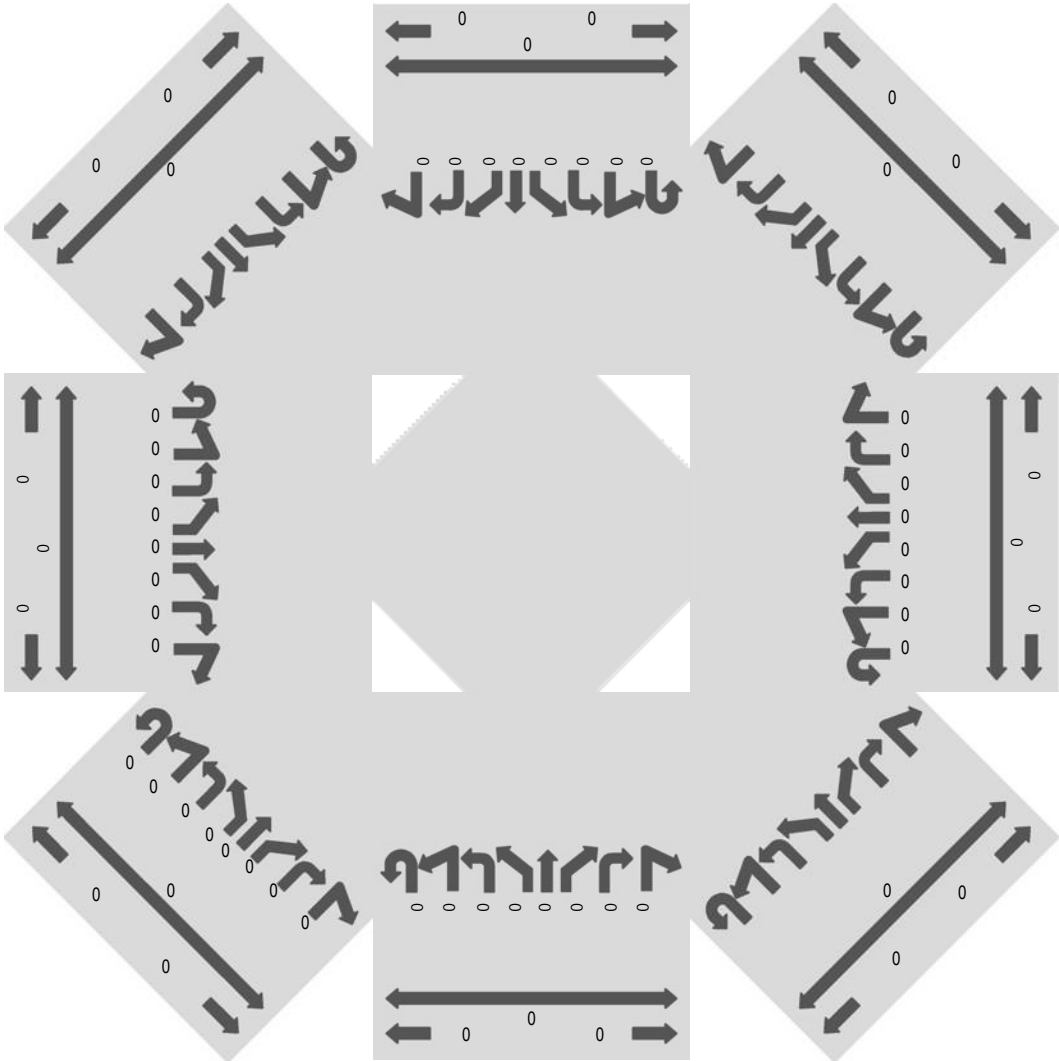
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - Motorized Vehicles

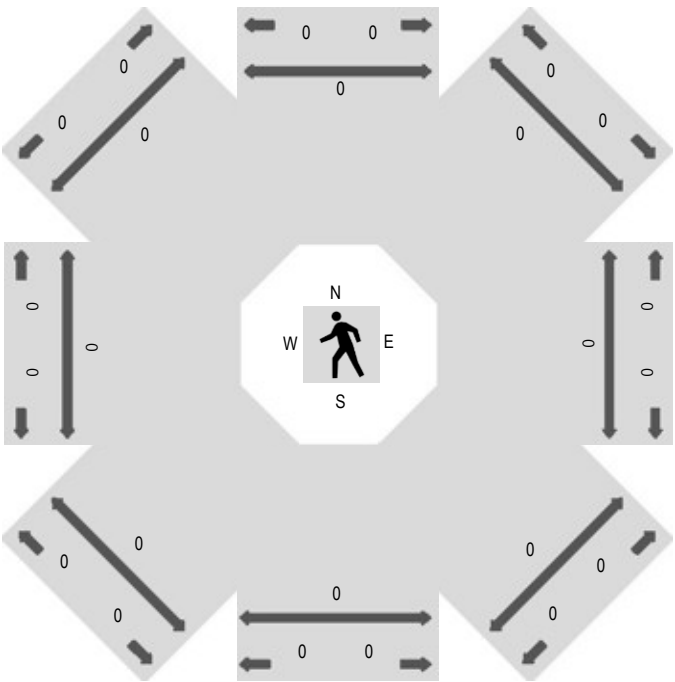


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
7:00 AM	0	0	0	0	0	0	0	0									0	2	1	0	7	0	0	0	0	0	0	7	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0									0	2	0	0	14	0	0	0	0	0	0	18	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0									0	0	0	0	13	0	0	0	0	0	0	4	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0									0	1	1	0	13	0	0	0	0	0	0	15	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0									0	0	1	0	7	0	0	0	0	0	0	15	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0									0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0									0	1	3	0	13	0	0	0	0	0	0	8	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									0	6	6	0	85	0	0	0	0	0	0	85	0	0	0	3
Peak Hour	0	0	0	0	0	0	0	0									0	3	2	0	47	0	0	0	0	0	0	52	0	0	0	3

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
7:00 AM	0	0	3	0	0	0	0	0									0	0	0	0	9	5	0	0									34	200
7:15 AM	0	0	2	0	0	0	0	0									0	0	0	0	14	6	0	0									57	213
7:30 AM	0	0	2	0	0	0	4	0									0	0	0	0	18	12	0	0									54	204
7:45 AM	0	0	1	0	0	0	2	0									0	0	0	0	17	5	0	0									55	183
8:00 AM	0	0	1	0	0	0	0	0									0	0	0	0	18	4	0	0									47	166
8:15 AM	0	0	3	0	0	0	1	0									0	0	0	0	17	5	0	0									48	
8:30 AM	0	0	0	0	0	0	2	0									0	0	0	0	14	3	0	0									33	
8:45 AM	0	0	1	0	0	0	0	0									0	0	0	0	8	4	0	0									38	
Count Total	0	0	13	0	0	0	9	0									0	0	0	0	115	44	0	0									366	
Peak Hour	0	0	6	0	0	0	6	0									0	0	0	0	67	27	0	0									213	

Peak Rolling Hour Flow Rates

Vehicle Type	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Lights	0	0	0	0	0	0	0	0									0	3	2	0	46	0	0	0	0	0	0	51	0	0	0	3
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									0	3	2	0	47	0	0	0	0	0	0	52	0	0	0	3

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0								1	
Lights	0	0	6	0	0	0	0	6									0	0	0	0	66	27	0	0								210	
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0								2	
Count Total	0	0	6	0	0	0	0	6									0	0	0	0	67	27	0	0								213	

Heavy Vehicle Percentage and Peak Hour Factor

	Westbound								Northwestbound								Northbound								Northeastbound										
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR			
HV%	0.0%																1.9%								1.8%										
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%
PHF	0.00																0.84								0.72										
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00									0.00	0.63	0.33	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.00	0.75
	Eastbound								Southeastbound								Southbound								Southwestbound								Total		
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR			
HV%	0.0%																1.1%																1.4%		
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%									1.4%		
PHF	0.58																0.80																0.93		
PHF	0.00	0.00	0.67	0.00	0.00	0.00	0.44	0.00									0.00	0.00	0.00	0.00	0.97	0.58	0.00	0.00									0.93		



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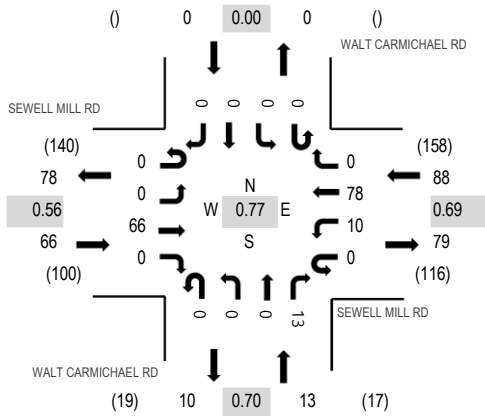
Location: 1 WALT CARMICHAEL RD & SEWELL MILL RD PM

Date: Tuesday, May 5, 2026

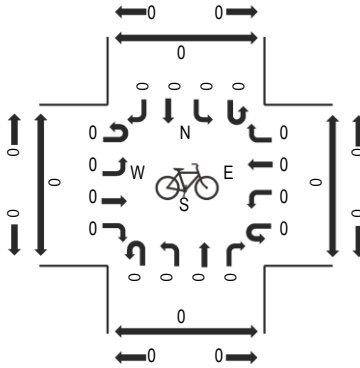
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

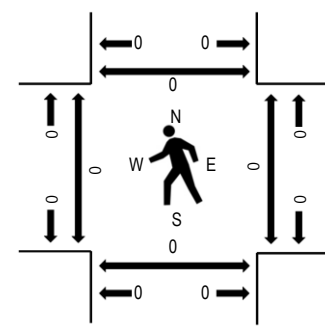
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL MILL RD Eastbound				SEWELL MILL RD Westbound				WALT CARMICHAEL RD Northbound				WALT CARMICHAEL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	11	0	0	2	18	0	0	0	0	1	0	0	0	0	32	139	0	0	0	0
4:45 PM	0	0	10	0	0	1	19	0	0	0	0	2	0	0	0	0	32	161	0	0	0	0
5:00 PM	0	0	7	0	0	3	15	0	0	0	0	3	0	0	0	0	28	167	0	0	0	0
5:15 PM	0	0	10	0	0	6	27	0	0	0	0	4	0	0	0	0	47	164	0	0	0	0
5:30 PM	0	0	31	0	0	1	17	0	0	0	0	5	0	0	0	0	54	136	0	0	0	0
5:45 PM	0	0	18	0	0	0	19	0	0	0	0	1	0	0	0	0	38		0	0	0	0
6:00 PM	0	0	11	0	0	2	11	0	0	0	0	1	0	0	0	0	25		0	0	0	0
6:15 PM	0	0	1	1	0	3	14	0	0	0	0	0	0	0	0	0	19		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	1	0	0	0	0	0	0	0	0	0	1
Lights	0	0	63	0	0	10	76	0	0	0	0	12	0	0	0	0	161
Mediums	0	0	3	0	0	0	1	0	0	0	0	1	0	0	0	0	5
Total	0	0	66	0	0	10	78	0	0	0	0	13	0	0	0	0	167

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 %																	3.6%
Heavy Vehicle %	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	3.6%
Peak Hour Factor																	0.77
Peak Hour Factor	0.00	0.00	0.56	0.25	0.00	0.50	0.73	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.77



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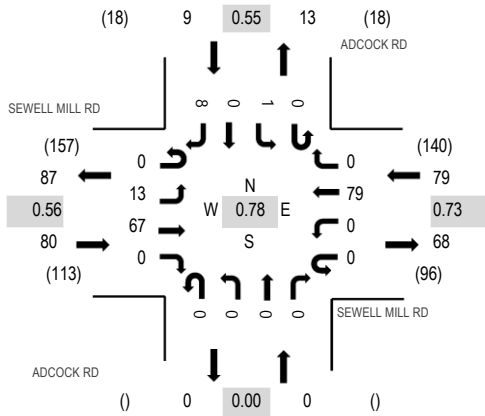
Location: 2 ADCOCK RD & SEWELL MILL RD PM

Date: Tuesday, May 5, 2026

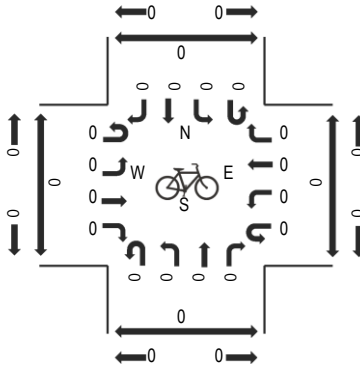
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

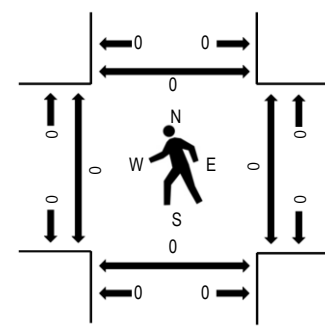
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL MILL RD Eastbound				SEWELL MILL RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	3	7	0	0	0	18	0	0	0	0	0	0	0	0	2	30	133	0	0	0	0
4:45 PM	0	1	10	0	0	0	18	0	0	0	0	0	0	0	0	2	31	157	0	0	0	0
5:00 PM	0	2	9	0	0	0	16	0	0	0	0	0	0	0	0	3	30	168	0	0	0	0
5:15 PM	0	4	8	0	0	0	27	0	0	0	0	0	0	0	0	3	42	163	0	0	0	0
5:30 PM	0	5	31	0	0	0	17	0	0	0	0	0	0	0	0	1	54	138	0	0	0	0
5:45 PM	0	2	19	0	0	0	19	0	0	0	0	0	0	1	0	1	42		0	0	0	0
6:00 PM	0	1	9	0	0	0	10	0	0	0	0	0	0	0	0	5	25		0	0	0	0
6:15 PM	0	0	2	0	0	0	15	0	0	0	0	0	0	0	0	0	17		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	1	0	0	0	0	0	0	0	0	0	1
Lights	0	12	64	0	0	0	77	0	0	0	0	0	0	1	0	8	162
Mediums	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	5
Total	0	13	67	0	0	0	79	0	0	0	0	0	0	1	0	8	168

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 %		5.0%				2.5%				0.0%				0.0%			3.6%
Heavy Vehicle %	0.0%	7.7%	4.5%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%
Peak Hour Factor		0.56				0.73				0.00				0.55			0.78
Peak Hour Factor	0.00	0.65	0.54	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.78



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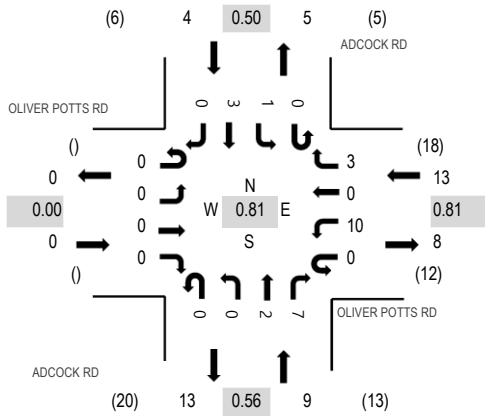
Location: 4 ADCOCK RD & OLIVER POTTS RD PM

Date: Tuesday, May 5, 2026

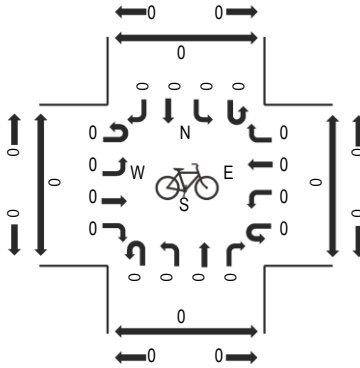
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

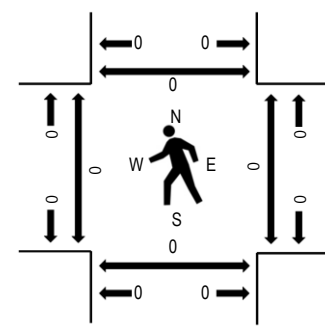
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

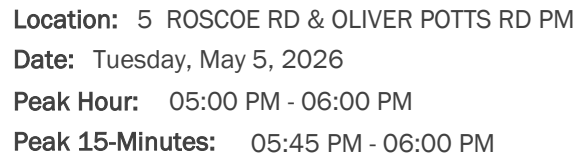
Interval Start Time	OLIVER POTTS RD Eastbound				OLIVER POTTS RD Westbound				ADCOCK RD Northbound				ADCOCK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	0	0	0	1	0	1	0	0	1	3	0	0	2	0	8	26	0	0	0	0
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	1	0	1	1	0	6	19	0	0	0	0
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	6	20	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	6	15	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	11	0	0	0	0
5:45 PM	0	0	0	0	0	3	0	0	0	0	0	2	0	0	2	0	7		0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		0	0	0	0
6:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0

Peak Rolling Hour Flow Rates

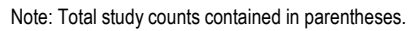
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	10	0	2	0	0	2	6	0	0	3	0	23
Mediums	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	3
Total	0	0	0	0	0	10	0	3	0	0	2	7	0	1	3	0	26

Heavy Vehicle Percentage and Peak Hour Factor

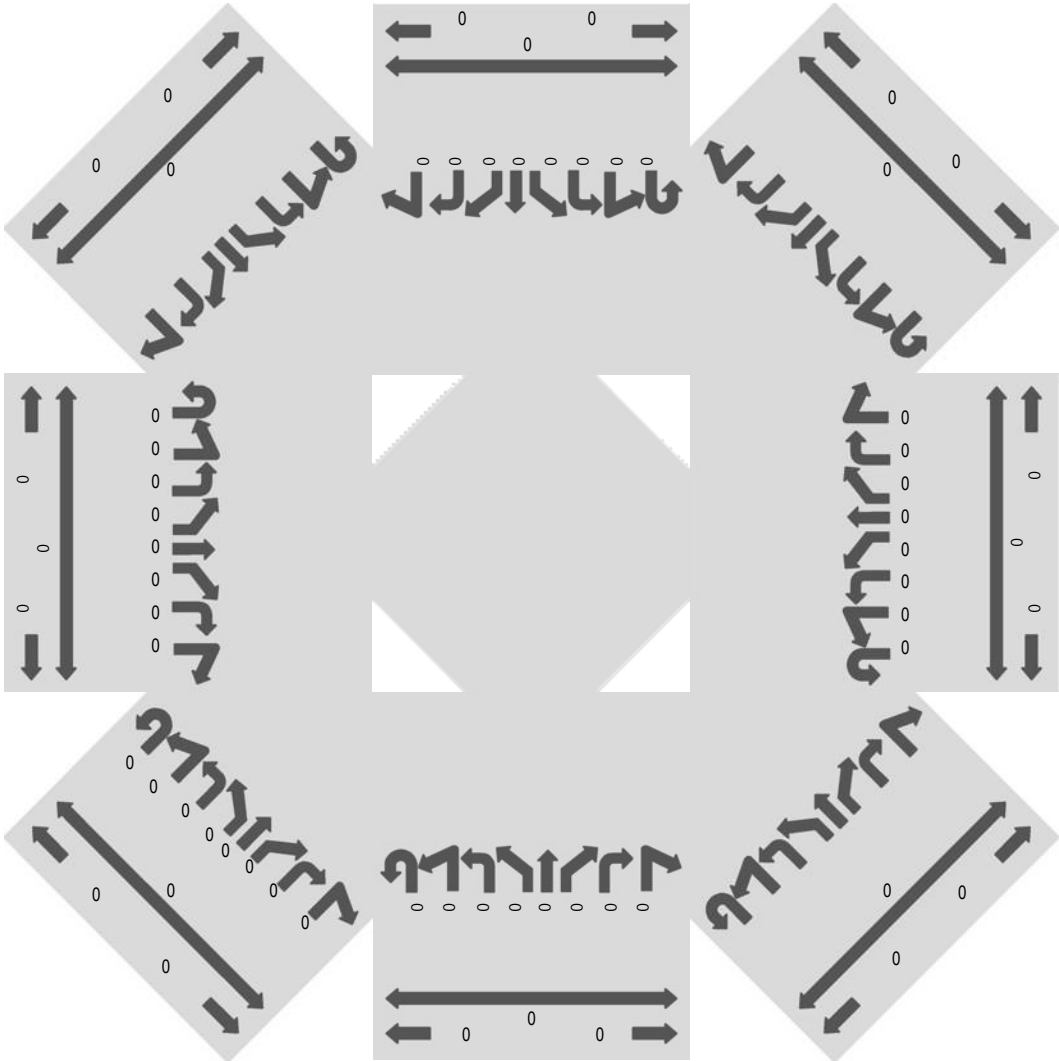
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				7.7%				11.1%				25.0%			11.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	14.3%	0.0%	100.0%	0.0%	0.0%	11.5%
Peak Hour Factor		0.00				0.81				0.56				0.50			0.81
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.38	0.00	0.00	0.50	0.58	0.00	0.25	0.38	0.00	0.81



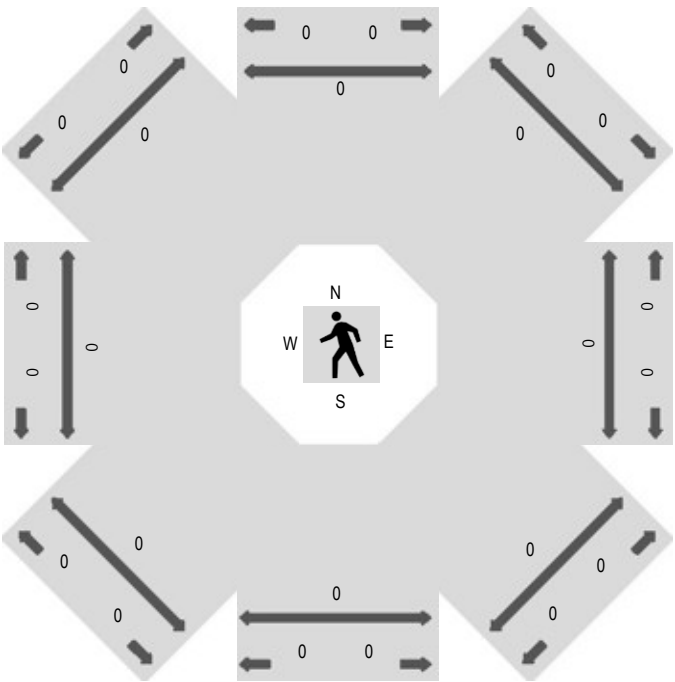
Peak 15-Minutes: 05:45 PM - 06:00 PM



Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
4:30 PM	0	0	0	0	0	0	0	0									0	1	1	0	14	0	0	0	0	1	0	5	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0									0	0	1	0	14	0	0	0	0	0	0	9	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0									0	1	0	0	16	0	0	0	0	1	0	6	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0									0	1	0	0	16	0	0	0	0	0	0	10	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0									0	0	1	0	8	0	0	0	0	0	0	27	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0									0	0	0	0	24	0	0	0	0	0	0	17	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0									0	0	0	0	10	0	0	0	0	0	0	13	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0									0	1	1	0	11	0	0	0	0	0	0	3	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									0	4	4	0	113	0	0	0	0	2	0	90	0	0	0	3
Peak Hour	0	0	0	0	0	0	0	0									0	2	1	0	64	0	0	0	0	1	0	60	0	0	0	1

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
4:30 PM	0	0	2	0	0	0	2	1									0	0	0	0	18	16	7	0									68	289
4:45 PM	0	0	1	0	0	0	2	1									0	0	0	0	26	19	3	0									76	293
5:00 PM	0	0	2	0	0	0	1	0									0	0	0	0	22	17	2	0									69	303
5:15 PM	0	0	1	0	0	0	0	0									0	0	0	0	13	31	4	0									76	277
5:30 PM	0	0	0	0	0	0	1	1									0	0	0	0	19	13	2	0									72	242
5:45 PM	0	0	2	0	0	0	0	1									0	0	0	0	20	19	3	0									86	
6:00 PM	0	0	1	0	0	0	0	0									0	0	0	0	8	9	0	0									43	
6:15 PM	0	0	0	0	0	0	0	0									0	0	0	0	12	13	0	0									41	
Count Total	0	0	9	0	0	0	6	4									0	0	0	0	138	137	21	0									531	
Peak Hour	0	0	5	0	0	0	2	2									0	0	0	0	74	80	11	0									303	

Peak Rolling Hour Flow Rates

Vehicle Type	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0									0	2	1	0	63	0	0	0	0	1	0	58	0	0	0	1
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									0	2	1	0	64	0	0	0	0	1	0	60	0	0	0	1

Vehicle Type	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
Articulated Trucks	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0								0	
Lights	0	0	5	0	0	0	2	2									0	0	0	0	74	80	11	0								300	
Mediums	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0								3	
Count Total	0	0	5	0	0	0	2	2									0	0	0	0	74	80	11	0								303	

Heavy Vehicle Percentage and Peak Hour Factor

	Westbound								Northwestbound								Northbound								Northeastbound										
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR			
HV%	0.0%																1.5%								3.2%										
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%
PHF	0.00																0.70								0.64										
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00									0.00	0.75	0.50	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.62	0.00	0.00	0.00	0.25	
	Eastbound								Southeastbound								Southbound								Southwestbound										
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR			
HV%	0.0%																0.0%																		
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%											
PHF	0.65																0.93																		
PHF	0.00	0.00	0.75	0.00	0.00	0.00	0.63	0.50									0.00	0.00	0.00	0.00	0.77	0.67	0.57	0.00											
																																	Total		

APPENDIX C

ATR DATA





All Traffic Data Services

1 - ADCOCK RD NORTH OF SEWELL MILL RD

NB	Time	Lights	Mediums	Trucks	Total
	5/5/2026	0	0	0	0
	5/5/2026 12:15:00 AM	0	0	0	0
	5/5/2026 12:30:00 AM	0	0	0	0
	5/5/2026 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 1:00:00 AM	0	0	0	0
	5/5/2026 1:15:00 AM	0	0	0	0
	5/5/2026 1:30:00 AM	0	0	0	0
	5/5/2026 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 2:00:00 AM	0	0	0	0
	5/5/2026 2:15:00 AM	0	0	0	0
	5/5/2026 2:30:00 AM	0	0	0	0
	5/5/2026 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 3:00:00 AM	0	0	0	0
	5/5/2026 3:15:00 AM	0	0	0	0
	5/5/2026 3:30:00 AM	0	0	0	0
	5/5/2026 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 4:00:00 AM	0	0	0	0
	5/5/2026 4:15:00 AM	0	0	0	0
	5/5/2026 4:30:00 AM	0	0	0	0
	5/5/2026 4:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 5:00:00 AM	0	0	0	0
	5/5/2026 5:15:00 AM	0	0	0	0
	5/5/2026 5:30:00 AM	0	0	0	0
	5/5/2026 5:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 6:00:00 AM	0	0	0	0
	5/5/2026 6:15:00 AM	1	0	0	1
	5/5/2026 6:30:00 AM	0	1	0	1
	5/5/2026 6:45:00 AM	0	0	0	0
	Hour	1	1	0	2
	5/5/2026 7:00:00 AM	0	0	0	0
	5/5/2026 7:15:00 AM	0	0	0	0
	5/5/2026 7:30:00 AM	0	0	0	0
	5/5/2026 7:45:00 AM	1	0	0	1
	Hour	1	0	0	1
	5/5/2026 8:00:00 AM	0	0	0	0
	5/5/2026 8:15:00 AM	1	0	0	1
	5/5/2026 8:30:00 AM	2	1	0	3
	5/5/2026 8:45:00 AM	2	0	0	2
	Hour	5	1	0	6
	5/5/2026 9:00:00 AM	0	0	0	0
	5/5/2026 9:15:00 AM	2	0	0	2
	5/5/2026 9:30:00 AM	0	1	0	1
	5/5/2026 9:45:00 AM	1	0	0	1
	Hour	3	1	0	4
	5/5/2026 10:00:00 AM	2	0	0	2
	5/5/2026 10:15:00 AM	0	0	0	0
	5/5/2026 10:30:00 AM	1	0	0	1
	5/5/2026 10:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	5/5/2026 11:00:00 AM	0	0	0	0
	5/5/2026 11:15:00 AM	1	1	0	2
	5/5/2026 11:30:00 AM	0	1	0	1
	5/5/2026 11:45:00 AM	0	0	0	0
	Hour	1	2	0	3
	Total	14	5	0	19
	Percentage	73.7%	26.3%	0.0%	



All Traffic Data Services

1 - ADCOCK RD NORTH OF SEWELL MILL RD

NB	Time	Lights	Mediums	Trucks	Total
	5/5/2026 12:00:00 PM	2	0	0	2
	5/5/2026 12:15:00 PM	0	1	0	1
	5/5/2026 12:30:00 PM	0	1	0	1
	5/5/2026 12:45:00 PM	0	0	0	0
	Hour	2	2	0	4
	5/5/2026 1:00:00 PM	1	0	0	1
	5/5/2026 1:15:00 PM	0	0	0	0
	5/5/2026 1:30:00 PM	0	0	0	0
	5/5/2026 1:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 2:00:00 PM	2	0	0	2
	5/5/2026 2:15:00 PM	5	0	0	5
	5/5/2026 2:30:00 PM	1	0	0	1
	5/5/2026 2:45:00 PM	4	0	0	4
	Hour	12	0	0	12
	5/5/2026 3:00:00 PM	1	1	0	2
	5/5/2026 3:15:00 PM	3	0	0	3
	5/5/2026 3:30:00 PM	3	0	0	3
	5/5/2026 3:45:00 PM	4	0	0	4
	Hour	11	1	0	12
	5/5/2026 4:00:00 PM	3	0	0	3
	5/5/2026 4:15:00 PM	3	1	0	4
	5/5/2026 4:30:00 PM	2	1	0	3
	5/5/2026 4:45:00 PM	1	0	0	1
	Hour	9	2	0	11
	5/5/2026 5:00:00 PM	2	0	0	2
	5/5/2026 5:15:00 PM	4	0	0	4
	5/5/2026 5:30:00 PM	4	1	0	5
	5/5/2026 5:45:00 PM	2	0	0	2
	Hour	12	1	0	13
	5/5/2026 6:00:00 PM	1	0	0	1
	5/5/2026 6:15:00 PM	0	0	0	0
	5/5/2026 6:30:00 PM	0	0	0	0
	5/5/2026 6:45:00 PM	2	0	0	2
	Hour	3	0	0	3
	5/5/2026 7:00:00 PM	3	0	0	3
	5/5/2026 7:15:00 PM	2	0	0	2
	5/5/2026 7:30:00 PM	1	0	0	1
	5/5/2026 7:45:00 PM	1	0	0	1
	Hour	7	0	0	7
	5/5/2026 8:00:00 PM	2	0	0	2
	5/5/2026 8:15:00 PM	1	0	0	1
	5/5/2026 8:30:00 PM	1	0	0	1
	5/5/2026 8:45:00 PM	2	0	0	2
	Hour	6	0	0	6
	5/5/2026 9:00:00 PM	3	0	0	3
	5/5/2026 9:15:00 PM	2	0	0	2
	5/5/2026 9:30:00 PM	1	0	0	1
	5/5/2026 9:45:00 PM	0	0	0	0
	Hour	6	0	0	6
	5/5/2026 10:00:00 PM	1	0	0	1
	5/5/2026 10:15:00 PM	1	0	0	1
	5/5/2026 10:30:00 PM	0	0	0	0
	5/5/2026 10:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 11:00:00 PM	0	0	0	0
	5/5/2026 11:15:00 PM	0	0	0	0
	5/5/2026 11:30:00 PM	0	0	0	0
	5/5/2026 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	71	6	0	77
	Percentage	92.2%	7.8%	0.0%	
	Grand Total	85	11	0	96
	Percentage	88.5%	11.5%	0.0%	



All Traffic Data Services

1 - ADCOCK RD NORTH OF SEWELL MILL RD

SB	Time	Lights	Mediums	Trucks	Total
	5/5/2026	0	0	0	0
	5/5/2026 12:15:00 AM	0	0	0	0
	5/5/2026 12:30:00 AM	0	0	0	0
	5/5/2026 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 1:00:00 AM	0	0	0	0
	5/5/2026 1:15:00 AM	0	0	0	0
	5/5/2026 1:30:00 AM	0	0	0	0
	5/5/2026 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 2:00:00 AM	0	0	0	0
	5/5/2026 2:15:00 AM	0	0	0	0
	5/5/2026 2:30:00 AM	0	0	0	0
	5/5/2026 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 3:00:00 AM	0	0	0	0
	5/5/2026 3:15:00 AM	0	0	0	0
	5/5/2026 3:30:00 AM	0	0	0	0
	5/5/2026 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 4:00:00 AM	0	0	0	0
	5/5/2026 4:15:00 AM	1	0	0	1
	5/5/2026 4:30:00 AM	2	0	0	2
	5/5/2026 4:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	5/5/2026 5:00:00 AM	0	0	0	0
	5/5/2026 5:15:00 AM	0	0	0	0
	5/5/2026 5:30:00 AM	3	0	0	3
	5/5/2026 5:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	5/5/2026 6:00:00 AM	1	0	0	1
	5/5/2026 6:15:00 AM	1	0	0	1
	5/5/2026 6:30:00 AM	1	1	0	2
	5/5/2026 6:45:00 AM	1	1	0	2
	Hour	4	2	0	6
	5/5/2026 7:00:00 AM	1	0	0	1
	5/5/2026 7:15:00 AM	3	0	0	3
	5/5/2026 7:30:00 AM	5	0	0	5
	5/5/2026 7:45:00 AM	1	0	0	1
	Hour	10	0	0	10
	5/5/2026 8:00:00 AM	2	0	0	2
	5/5/2026 8:15:00 AM	2	0	0	2
	5/5/2026 8:30:00 AM	2	0	0	2
	5/5/2026 8:45:00 AM	1	0	0	1
	Hour	7	0	0	7
	5/5/2026 9:00:00 AM	1	0	0	1
	5/5/2026 9:15:00 AM	4	0	0	4
	5/5/2026 9:30:00 AM	1	1	0	2
	5/5/2026 9:45:00 AM	0	0	0	0
	Hour	6	1	0	7
	5/5/2026 10:00:00 AM	2	0	1	3
	5/5/2026 10:15:00 AM	1	1	0	2
	5/5/2026 10:30:00 AM	0	0	0	0
	5/5/2026 10:45:00 AM	1	0	0	1
	Hour	4	1	1	6
	5/5/2026 11:00:00 AM	0	0	0	0
	5/5/2026 11:15:00 AM	0	0	0	0
	5/5/2026 11:30:00 AM	1	0	0	1
	5/5/2026 11:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	Total	38	4	1	43
	Percentage	88.4%	9.3%	2.3%	



All Traffic Data Services

1 - ADCOCK RD NORTH OF SEWELL MILL RD

SB	Time	Lights	Mediums	Trucks	Total
	5/5/2026 12:00:00 PM	0	0	0	0
	5/5/2026 12:15:00 PM	1	0	0	1
	5/5/2026 12:30:00 PM	1	1	0	2
	5/5/2026 12:45:00 PM	4	1	0	5
	Hour	6	2	0	8
	5/5/2026 1:00:00 PM	0	0	0	0
	5/5/2026 1:15:00 PM	0	0	0	0
	5/5/2026 1:30:00 PM	1	1	0	2
	5/5/2026 1:45:00 PM	2	1	0	3
	Hour	3	2	0	5
	5/5/2026 2:00:00 PM	1	0	0	1
	5/5/2026 2:15:00 PM	0	0	0	0
	5/5/2026 2:30:00 PM	0	0	0	0
	5/5/2026 2:45:00 PM	1	0	0	1
	Hour	2	0	0	2
	5/5/2026 3:00:00 PM	2	1	0	3
	5/5/2026 3:15:00 PM	0	0	0	0
	5/5/2026 3:30:00 PM	1	0	0	1
	5/5/2026 3:45:00 PM	1	0	0	1
	Hour	4	1	0	5
	5/5/2026 4:00:00 PM	0	0	0	0
	5/5/2026 4:15:00 PM	2	0	0	2
	5/5/2026 4:30:00 PM	2	0	0	2
	5/5/2026 4:45:00 PM	2	0	0	2
	Hour	6	0	0	6
	5/5/2026 5:00:00 PM	3	0	0	3
	5/5/2026 5:15:00 PM	3	0	0	3
	5/5/2026 5:30:00 PM	1	0	0	1
	5/5/2026 5:45:00 PM	2	0	0	2
	Hour	9	0	0	9
	5/5/2026 6:00:00 PM	5	0	0	5
	5/5/2026 6:15:00 PM	0	0	0	0
	5/5/2026 6:30:00 PM	2	0	0	2
	5/5/2026 6:45:00 PM	0	0	0	0
	Hour	7	0	0	7
	5/5/2026 7:00:00 PM	1	0	0	1
	5/5/2026 7:15:00 PM	2	0	0	2
	5/5/2026 7:30:00 PM	5	0	0	5
	5/5/2026 7:45:00 PM	4	0	0	4
	Hour	12	0	0	12
	5/5/2026 8:00:00 PM	1	0	0	1
	5/5/2026 8:15:00 PM	2	0	0	2
	5/5/2026 8:30:00 PM	1	0	0	1
	5/5/2026 8:45:00 PM	0	0	0	0
	Hour	4	0	0	4
	5/5/2026 9:00:00 PM	1	0	0	1
	5/5/2026 9:15:00 PM	1	0	0	1
	5/5/2026 9:30:00 PM	0	0	0	0
	5/5/2026 9:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 10:00:00 PM	0	0	0	0
	5/5/2026 10:15:00 PM	0	0	0	0
	5/5/2026 10:30:00 PM	0	0	0	0
	5/5/2026 10:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 11:00:00 PM	0	0	0	0
	5/5/2026 11:15:00 PM	0	0	0	0
	5/5/2026 11:30:00 PM	0	0	0	0
	5/5/2026 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	55	5	0	60
	Percentage	91.7%	8.3%	0.0%	
	Grand Total	93	9	1	103
	Percentage	90.3%	8.7%	1.0%	



All Traffic Data Services

2 - OLIVER POTTS RD EAST OF ADCOCK RD

EB	Time	Lights	Mediums	Trucks	Total
	5/5/2026	0	0	0	0
	5/5/2026 12:15:00 AM	0	0	0	0
	5/5/2026 12:30:00 AM	0	0	0	0
	5/5/2026 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 1:00:00 AM	0	0	0	0
	5/5/2026 1:15:00 AM	0	0	0	0
	5/5/2026 1:30:00 AM	0	0	0	0
	5/5/2026 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 2:00:00 AM	0	0	0	0
	5/5/2026 2:15:00 AM	0	0	0	0
	5/5/2026 2:30:00 AM	0	0	0	0
	5/5/2026 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 3:00:00 AM	0	0	0	0
	5/5/2026 3:15:00 AM	0	0	0	0
	5/5/2026 3:30:00 AM	0	0	0	0
	5/5/2026 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 4:00:00 AM	0	0	0	0
	5/5/2026 4:15:00 AM	1	0	0	1
	5/5/2026 4:30:00 AM	1	0	0	1
	5/5/2026 4:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 5:00:00 AM	1	0	0	1
	5/5/2026 5:15:00 AM	0	0	0	0
	5/5/2026 5:30:00 AM	0	0	0	0
	5/5/2026 5:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 6:00:00 AM	1	0	0	1
	5/5/2026 6:15:00 AM	3	0	0	3
	5/5/2026 6:30:00 AM	2	0	0	2
	5/5/2026 6:45:00 AM	2	0	0	2
	Hour	8	0	0	8
	5/5/2026 7:00:00 AM	2	0	0	2
	5/5/2026 7:15:00 AM	1	0	0	1
	5/5/2026 7:30:00 AM	2	0	0	2
	5/5/2026 7:45:00 AM	1	0	0	1
	Hour	6	0	0	6
	5/5/2026 8:00:00 AM	1	0	0	1
	5/5/2026 8:15:00 AM	2	0	0	2
	5/5/2026 8:30:00 AM	1	0	0	1
	5/5/2026 8:45:00 AM	0	0	0	0
	Hour	4	0	0	4
	5/5/2026 9:00:00 AM	0	0	0	0
	5/5/2026 9:15:00 AM	0	0	0	0
	5/5/2026 9:30:00 AM	1	0	0	1
	5/5/2026 9:45:00 AM	1	0	0	1
	Hour	2	0	0	2
	5/5/2026 10:00:00 AM	0	0	0	0
	5/5/2026 10:15:00 AM	0	0	0	0
	5/5/2026 10:30:00 AM	0	0	0	0
	5/5/2026 10:45:00 AM	1	0	0	1
	Hour	1	0	0	1
	5/5/2026 11:00:00 AM	1	0	1	2
	5/5/2026 11:15:00 AM	0	0	0	0
	5/5/2026 11:30:00 AM	3	0	0	3
	5/5/2026 11:45:00 AM	0	0	0	0
	Hour	4	0	1	5
	Total	28	0	1	29
	Percentage	96.6%	0.0%	3.4%	



All Traffic Data Services

2 - OLIVER POTTS RD EAST OF ADCOCK RD

EB	Time	Lights	Mediums	Trucks	Total
	5/5/2026 12:00:00 PM	0	0	0	0
	5/5/2026 12:15:00 PM	0	0	0	0
	5/5/2026 12:30:00 PM	1	0	0	1
	5/5/2026 12:45:00 PM	1	0	0	1
	Hour	2	0	0	2
	5/5/2026 1:00:00 PM	0	0	0	0
	5/5/2026 1:15:00 PM	0	0	0	0
	5/5/2026 1:30:00 PM	0	0	0	0
	5/5/2026 1:45:00 PM	1	0	0	1
	Hour	1	0	0	1
	5/5/2026 2:00:00 PM	1	0	0	1
	5/5/2026 2:15:00 PM	1	0	0	1
	5/5/2026 2:30:00 PM	0	1	0	1
	5/5/2026 2:45:00 PM	0	0	0	0
	Hour	2	1	0	3
	5/5/2026 3:00:00 PM	0	1	0	1
	5/5/2026 3:15:00 PM	3	0	0	3
	5/5/2026 3:30:00 PM	2	0	0	2
	5/5/2026 3:45:00 PM	0	0	0	0
	Hour	5	1	0	6
	5/5/2026 4:00:00 PM	1	0	0	1
	5/5/2026 4:15:00 PM	0	0	0	0
	5/5/2026 4:30:00 PM	2	1	0	3
	5/5/2026 4:45:00 PM	1	1	0	2
	Hour	4	2	0	6
	5/5/2026 5:00:00 PM	2	0	0	2
	5/5/2026 5:15:00 PM	1	0	0	1
	5/5/2026 5:30:00 PM	1	0	0	1
	5/5/2026 5:45:00 PM	2	0	0	2
	Hour	6	0	0	6
	5/5/2026 6:00:00 PM	1	0	0	1
	5/5/2026 6:15:00 PM	0	0	0	0
	5/5/2026 6:30:00 PM	0	0	0	0
	5/5/2026 6:45:00 PM	1	0	0	1
	Hour	2	0	0	2
	5/5/2026 7:00:00 PM	2	0	0	2
	5/5/2026 7:15:00 PM	0	0	0	0
	5/5/2026 7:30:00 PM	0	0	0	0
	5/5/2026 7:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 8:00:00 PM	0	0	0	0
	5/5/2026 8:15:00 PM	1	0	0	1
	5/5/2026 8:30:00 PM	0	0	0	0
	5/5/2026 8:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 9:00:00 PM	0	0	0	0
	5/5/2026 9:15:00 PM	0	0	0	0
	5/5/2026 9:30:00 PM	0	0	0	0
	5/5/2026 9:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 10:00:00 PM	0	0	0	0
	5/5/2026 10:15:00 PM	0	0	0	0
	5/5/2026 10:30:00 PM	1	0	0	1
	5/5/2026 10:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 11:00:00 PM	0	0	0	0
	5/5/2026 11:15:00 PM	0	0	0	0
	5/5/2026 11:30:00 PM	0	0	0	0
	5/5/2026 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	26	4	0	30
	Percentage	86.7%	13.3%	0.0%	
	Grand Total	54	4	1	59
	Percentage	91.5%	6.8%	1.7%	



All Traffic Data Services

2 - OLIVER POTTS RD EAST OF ADCOCK RD

WB	Time	Lights	Mediums	Trucks	Total
	5/5/2026	0	0	0	0
	5/5/2026 12:15:00 AM	0	0	0	0
	5/5/2026 12:30:00 AM	0	0	0	0
	5/5/2026 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 1:00:00 AM	0	0	0	0
	5/5/2026 1:15:00 AM	0	0	0	0
	5/5/2026 1:30:00 AM	0	0	0	0
	5/5/2026 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 2:00:00 AM	0	0	0	0
	5/5/2026 2:15:00 AM	0	0	0	0
	5/5/2026 2:30:00 AM	0	0	0	0
	5/5/2026 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 3:00:00 AM	0	0	0	0
	5/5/2026 3:15:00 AM	0	0	0	0
	5/5/2026 3:30:00 AM	0	0	0	0
	5/5/2026 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 4:00:00 AM	0	0	0	0
	5/5/2026 4:15:00 AM	0	0	0	0
	5/5/2026 4:30:00 AM	1	0	0	1
	5/5/2026 4:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 5:00:00 AM	0	0	0	0
	5/5/2026 5:15:00 AM	0	0	0	0
	5/5/2026 5:30:00 AM	0	0	0	0
	5/5/2026 5:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/5/2026 6:00:00 AM	1	0	0	1
	5/5/2026 6:15:00 AM	0	0	0	0
	5/5/2026 6:30:00 AM	1	1	0	2
	5/5/2026 6:45:00 AM	0	0	0	0
	Hour	2	1	0	3
	5/5/2026 7:00:00 AM	0	0	0	0
	5/5/2026 7:15:00 AM	0	0	0	0
	5/5/2026 7:30:00 AM	2	0	0	2
	5/5/2026 7:45:00 AM	2	0	0	2
	Hour	4	0	0	4
	5/5/2026 8:00:00 AM	1	1	0	2
	5/5/2026 8:15:00 AM	1	0	0	1
	5/5/2026 8:30:00 AM	0	0	0	0
	5/5/2026 8:45:00 AM	0	0	0	0
	Hour	2	1	0	3
	5/5/2026 9:00:00 AM	1	0	0	1
	5/5/2026 9:15:00 AM	1	0	0	1
	5/5/2026 9:30:00 AM	1	0	0	1
	5/5/2026 9:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	5/5/2026 10:00:00 AM	1	0	0	1
	5/5/2026 10:15:00 AM	1	0	0	1
	5/5/2026 10:30:00 AM	0	0	0	0
	5/5/2026 10:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 11:00:00 AM	0	0	0	0
	5/5/2026 11:15:00 AM	1	0	0	1
	5/5/2026 11:30:00 AM	0	0	0	0
	5/5/2026 11:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	Total	15	2	0	17
	Percentage	88.2%	11.8%	0.0%	

2 - OLIVER POTTS RD EAST OF ADCOCK RD

WB	Time	Lights	Mediums	Trucks	Total
	5/5/2026 12:00:00 PM	0	0	0	0
	5/5/2026 12:15:00 PM	1	0	0	1
	5/5/2026 12:30:00 PM	1	0	0	1
	5/5/2026 12:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 1:00:00 PM	0	0	0	0
	5/5/2026 1:15:00 PM	0	0	0	0
	5/5/2026 1:30:00 PM	1	1	0	2
	5/5/2026 1:45:00 PM	1	0	0	1
	Hour	2	1	0	3
	5/5/2026 2:00:00 PM	0	0	0	0
	5/5/2026 2:15:00 PM	2	0	0	2
	5/5/2026 2:30:00 PM	3	0	0	3
	5/5/2026 2:45:00 PM	0	0	0	0
	Hour	5	0	0	5
	5/5/2026 3:00:00 PM	3	1	0	4
	5/5/2026 3:15:00 PM	1	0	0	1
	5/5/2026 3:30:00 PM	2	0	0	2
	5/5/2026 3:45:00 PM	0	0	0	0
	Hour	6	1	0	7
	5/5/2026 4:00:00 PM	0	0	0	0
	5/5/2026 4:15:00 PM	3	0	0	3
	5/5/2026 4:30:00 PM	1	1	0	2
	5/5/2026 4:45:00 PM	3	0	0	3
	Hour	7	1	0	8
	5/5/2026 5:00:00 PM	4	0	0	4
	5/5/2026 5:15:00 PM	4	0	0	4
	5/5/2026 5:30:00 PM	0	0	0	0
	5/5/2026 5:45:00 PM	2	1	0	3
	Hour	10	1	0	11
	5/5/2026 6:00:00 PM	0	0	0	0
	5/5/2026 6:15:00 PM	2	0	0	2
	5/5/2026 6:30:00 PM	0	0	0	0
	5/5/2026 6:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 7:00:00 PM	1	0	0	1
	5/5/2026 7:15:00 PM	1	0	1	2
	5/5/2026 7:30:00 PM	0	0	0	0
	5/5/2026 7:45:00 PM	0	0	0	0
	Hour	2	0	1	3
	5/5/2026 8:00:00 PM	3	0	0	3
	5/5/2026 8:15:00 PM	0	0	0	0
	5/5/2026 8:30:00 PM	1	0	0	1
	5/5/2026 8:45:00 PM	0	0	0	0
	Hour	4	0	0	4
	5/5/2026 9:00:00 PM	1	0	0	1
	5/5/2026 9:15:00 PM	0	0	0	0
	5/5/2026 9:30:00 PM	1	0	0	1
	5/5/2026 9:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	5/5/2026 10:00:00 PM	0	0	0	0
	5/5/2026 10:15:00 PM	1	0	0	1
	5/5/2026 10:30:00 PM	0	0	0	0
	5/5/2026 10:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	5/5/2026 11:00:00 PM	0	0	0	0
	5/5/2026 11:15:00 PM	0	0	0	0
	5/5/2026 11:30:00 PM	0	0	0	0
	5/5/2026 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	43	4	1	48
	Percentage	89.6%	8.3%	2.1%	
	Grand Total	58	6	1	65
	Percentage	89.2%	9.2%	1.5%	

APPENDIX D

GDOT COUNT STATION DATA



0000077_0284 - 077-0284 - MP 005

County: COWETA
Route number: 00007000
LRS section: 0771007000
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.47687459, -84.81924473

Latest data is from February 2024



Site Data



Year	Month	Count type	Duration	ADT	Count
2024	February	Class	48 hours	1,450	2,900
2021	November	Class	48 hours	1,533	3,066
2019	November	Volume	48 hours	1,680	3,360
2018	June	Class	48 hours	1,468	2,937
2016	March	Volume	48 hours	1,479	2,958
2014	July	Volume	48 hours	1,522	3,044
2012	April	Volume	48 hours	1,194	2,388
2010	June	Class	48 hours	1,327	2,654

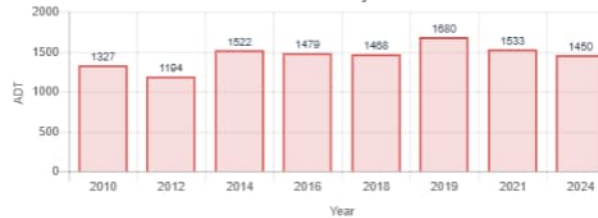
Annual Statistics

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	1,560	1,270	1,310	1,410	1,450	1,310	1,400	1,450	1,480	1,390
SU AADT	-	-	-	80	82	74	79	141	144	91
CU AADT	-	-	-	8	8	7	8	21	21	20
K-Factor	0.096	0.124	-	0.120	0.120	0.127	0.127	0.107	0.107	0.109
D-Factor	0.500	0.500	-	0.520	0.520	0.590	0.590	0.600	0.600	0.530
Future AADT	-	1,960	1,880	2,040	2,020	2,020	2,470	1,920	1,860	1,750

Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2026

1. Motorcycles 2 axes, 2 or 3 wheels.		0.31%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		66.55%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		25.07%
4. Buses 2- or 3-axle, full length.		0.72%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		5.28%
6. Single-unit trucks 3-axle, single-unit trucks.		0.59%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.00%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.93%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.52%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.03%
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%

0000077_8140 - 077-8140

County: COWETA
Route number: 00030700
LRS section: 0772030700
Functional class: 6R - Minor Collector (Rural)
Coordinates: 33.4821994175009, -84.8350589189504

Latest data from September 2025



Site Data



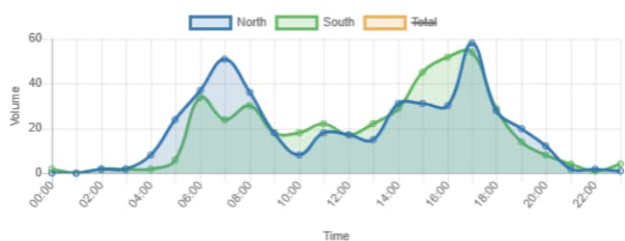
Count History

Year	Month	Count type	Duration	ADT	Count
2025	September	Class	48 hours	891	1,782
2023	February	Class	48 hours	635	1,270
2019	February	Class	48 hours	597	1,194
2015	April	Volume	48 hours	558	1,116

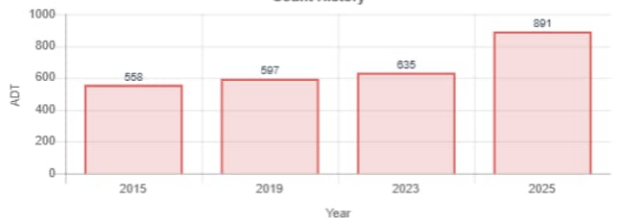
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	510	540	560	550	590	570	600	600	660	680
SU AADT	-	-	-	-	59	57	60	60	62	64
CU AADT	-	-	-	-	8	8	8	8	16	16
K-Factor	0.162	0.162	-	-	0.147	0.147	0.147	0.147	0.153	0.153
D-Factor	0.500	0.500	-	-	0.760	0.760	0.760	0.760	0.730	0.730
Future AADT	-	970	1,080	850	930	930	970	860	950	1,000

Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2026

1. Motorcycles 2 axes, 2 or 3 wheels.		0.56%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		52.97%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		33.16%
4. Buses 2- or 3-axle, full length.		1.12%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		8.75%
6. Single-unit trucks 3-axle, single-unit trucks.		1.12%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.22%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.91%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.17%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.00%
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:

430

LAND USE GROUP:

(400-499) Recreational

LAND USE:

430 - Golf Course

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Holes

TIME PERIOD:

Weekday

TRIP TYPE:

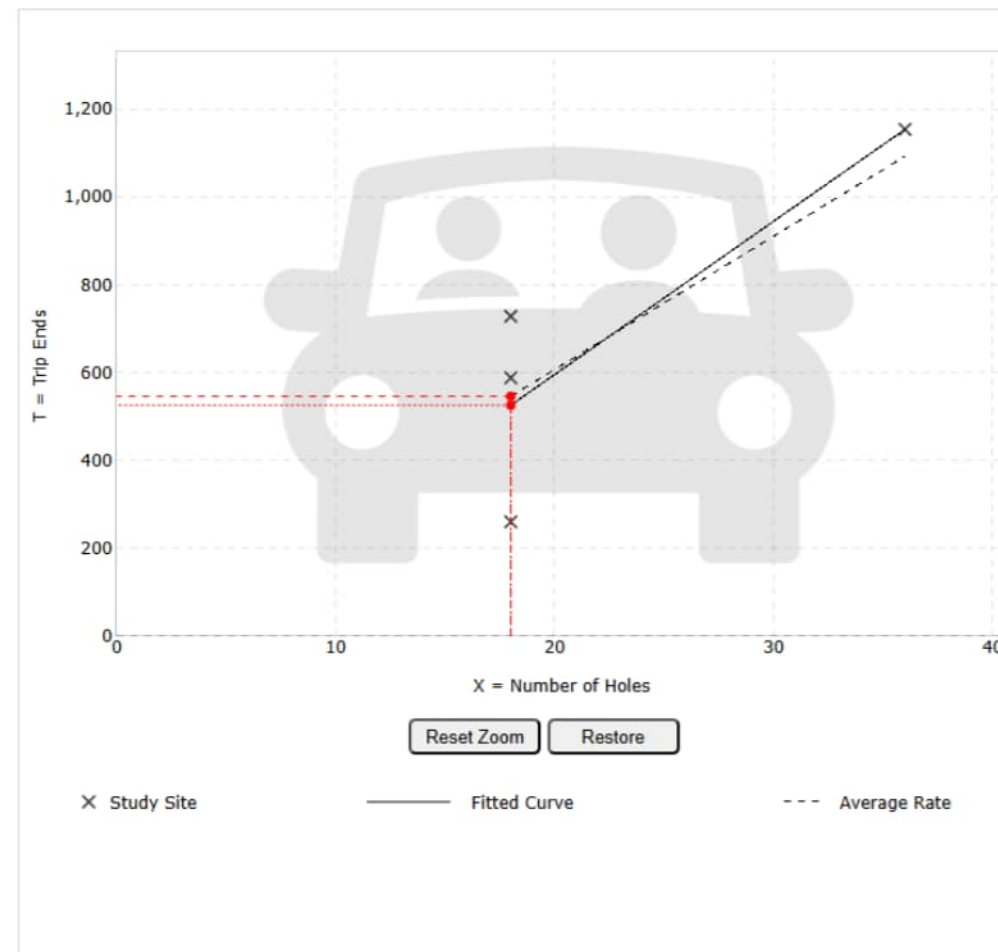
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

18 Calculate

Data Plot and Equation

Caution – Small Sample Size



Reset Zoom

Restore

X Study Site

— Fitted Curve

- - - Average Rate

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:

Golf Course (430) [Click for Description and Data Plots](#)

Independent Variable:

Holes

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

4

Avg. Num. of Holes:

23

Average Rate:

30.38

Range of Rates:

14.50 - 40.50

Standard Deviation:

9.88

Fitted Curve Equation:

$T = 34.93(X) - 102.33$

R^2 :

0.72

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 547 (Total), 273 (Entry), 274 (Exit)

Fitted Curve: 526 (Total), 263 (Entry), 263 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

430

LAND USE GROUP:

(400-499) Recreational

LAND USE :

430 - Golf Course

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Holes

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street

TRIP TYPE:

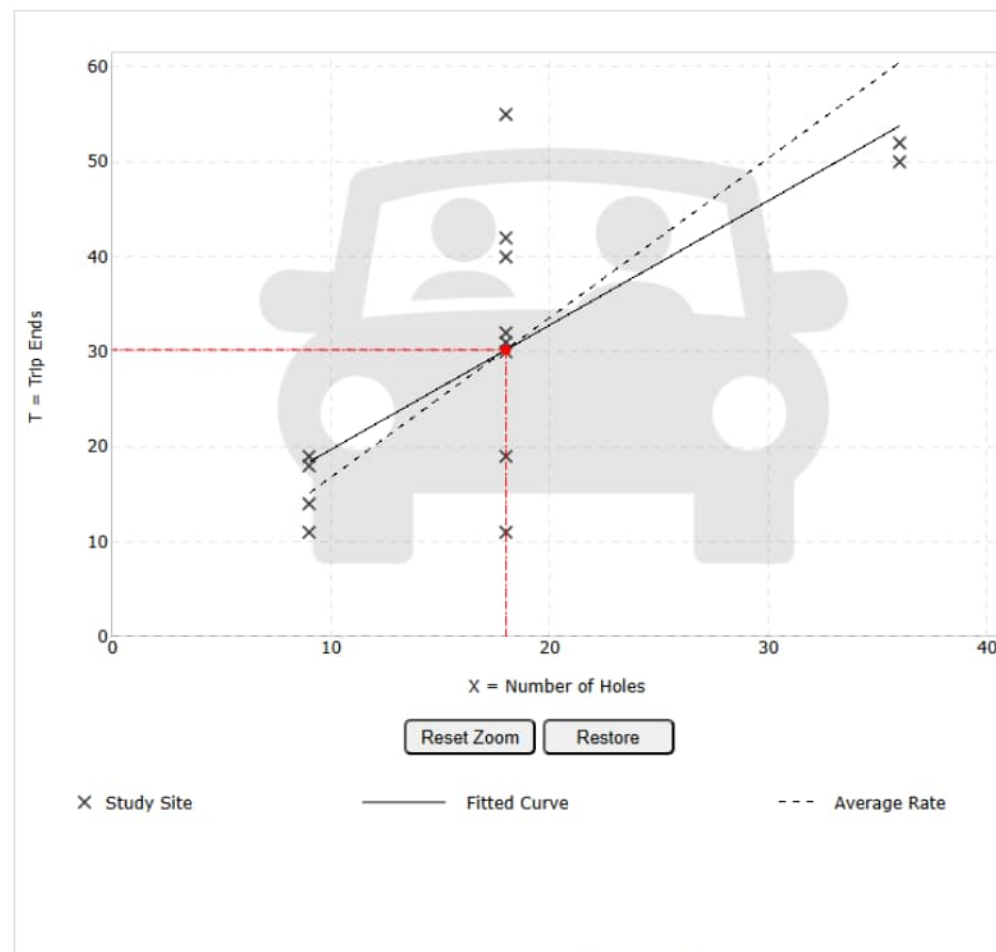
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

18

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:	Golf Course (430) Click for Description and Data Plots
Independent Variable:	Holes
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:	14
Avg. Num. of Holes:	18
Average Rate:	1.68
Range of Rates:	0.61 - 3.06
Standard Deviation:	0.60
Fitted Curve Equation:	$T = 1.31(X) + 6.62$
R ² :	0.54
Directional Distribution:	79% entering, 21% exiting
Calculated Trip Ends:	Average Rate: 30 (Total), 24 (Entry), 6 (Exit) Fitted Curve: 30 (Total), 24 (Entry), 6 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:

430

LAND USE GROUP:

(400-499) Recreational

LAND USE :

430 - Golf Course

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Holes

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street

TRIP TYPE:

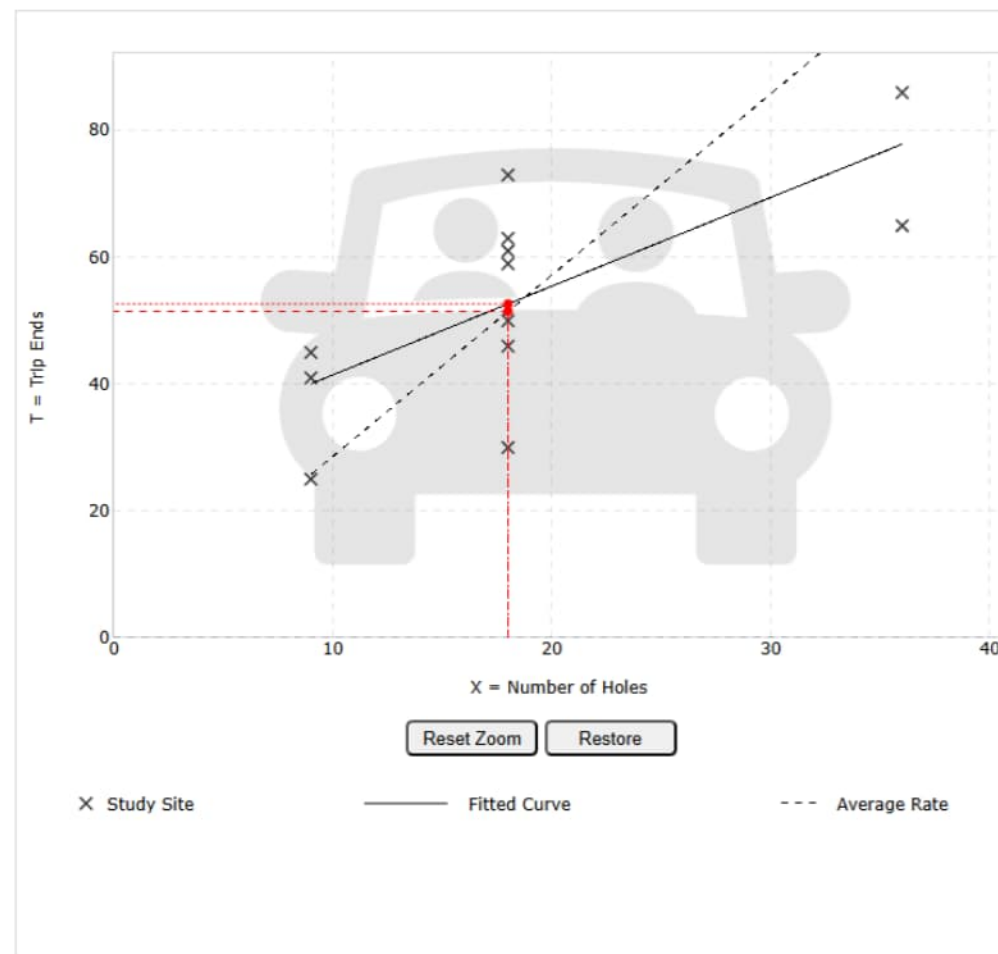
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

18

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:	Golf Course (430) Click for Description and Data Plots
Independent Variable:	Holes
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:	12
Avg. Num. of Holes:	19
Average Rate:	2.86
Range of Rates:	1.67 - 5.00
Standard Deviation:	0.94
Fitted Curve Equation:	$T = 1.40(X) + 27.46$
R ² :	0.51
Directional Distribution:	54% entering, 46% exiting
Calculated Trip Ends:	Average Rate: 51 (Total), 28 (Entry), 23 (Exit) Fitted Curve: 53 (Total), 28 (Entry), 25 (Exit)

APPENDIX F

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS



Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	58	0	10	31	2	9
Future Vol, veh/h	58	0	10	31	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	0	50	0
Mvmt Flow	67	0	12	36	2	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	67	0	127
Stage 1	-	-	-	-	67
Stage 2	-	-	-	-	59
Critical Hdwy	-	-	4.1	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.2	-	3.95
Pot Cap-1 Maneuver	-	-	1547	-	766
Stage 1	-	-	-	-	847
Stage 2	-	-	-	-	854
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1547	-	760
Mov Cap-2 Maneuver	-	-	-	-	760
Stage 1	-	-	-	-	847
Stage 2	-	-	-	-	848

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.79	8.85
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	947	-	-	439	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		W	
Traffic Vol, veh/h	1	60	31	0	0	11
Future Vol, veh/h	1	60	31	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	1	74	38	0	0	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	38	0	0 115 38
Stage 1	-	-	- 38 -
Stage 2	-	-	- 77 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1585	-	- 886 1039
Stage 1	-	-	- 989 -
Stage 2	-	-	- 952 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1585	-	- 886 1039
Mov Cap-2 Maneuver	-	-	- 886 -
Stage 1	-	-	- 989 -
Stage 2	-	-	- 952 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	8.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	1039
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
3: Adcock Rd & Copeland Rd

2026 - Existing Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	3	5	1	2	5	2
Future Vol, veh/h	3	5	1	2	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	2	3	8	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	16	9	11
Stage 1	9	-	-
Stage 2	6	-	-
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	1008	1078	1622
Stage 1	1019	-	-
Stage 2	1022	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	1007	1078	1622
Mov Cap-2 Maneuver	1007	-	-
Stage 1	1018	-	-
Stage 2	1022	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1050	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lumin8

Synchro 12 Report

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	1	0	5	0	2
Future Vol, veh/h	5	1	0	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	100	0	0	0	0
Mvmt Flow	6	1	0	6	0	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	6	3	0
Stage 1	3	-	-
Stage 2	2	-	-
Critical Hdwy	6.4	7.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	4.2	-
Pot Cap-1 Maneuver	1021	853	-
Stage 1	1025	-	-
Stage 2	1026	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1021	853	-
Mov Cap-2 Maneuver	1021	-	-
Stage 1	1025	-	-
Stage 2	1026	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.67	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	1628
HCM Lane V/C Ratio	-	-	0.007	-
HCM Ctrl Dly (s/v)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	6	94	0	2	99
Future Vol, veh/h	6	6	94	0	2	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	6	6	101	0	2	106

Major/Minor	Minor2	Major2		
Conflicting Flow All	202	0	0	0
Stage 1	202	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.11	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.209	-
Pot Cap-1 Maneuver	698	-	-	-
Stage 1	738	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	52	3	3	49	73	27
Future Vol, veh/h	52	3	3	49	73	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	2	1	0
Mvmt Flow	56	3	3	53	78	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	152	93	108	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	840	970	1496	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	970	1496	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.59	0.43	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	104	-	844	-	-
HCM Lane V/C Ratio	0.002	-	0.07	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	0	10	78	0	13
Future Vol, veh/h	66	0	10	78	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	0	0	3	0	8
Mvmt Flow	86	0	13	101	0	17

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	86	0	213	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1523	-	780	957
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1523	-	773	957
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.84	8.83
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	957	-	-	205	-
HCM Lane V/C Ratio	0.018	-	-	0.009	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		W	
Traffic Vol, veh/h	13	67	79	0	1	8
Future Vol, veh/h	13	67	79	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	4	3	0	0	0
Mvmt Flow	17	89	105	0	1	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	105	0	0	229	105
Stage 1	-	-	-	105	-
Stage 2	-	-	-	124	-
Critical Hdwy	4.18	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.272	-	-	3.5	3.3
Pot Cap-1 Maneuver	1449	-	-	763	955
Stage 1	-	-	-	924	-
Stage 2	-	-	-	907	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1449	-	-	754	955
Mov Cap-2 Maneuver	-	-	-	754	-
Stage 1	-	-	-	912	-
Stage 2	-	-	-	907	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.22	0	8.93
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	293	-	-	-	927
HCM Lane V/C Ratio	0.012	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.5	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	5	12	7	7	4
Future Vol, veh/h	0	5	12	7	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	8	0	14	0
Mvmt Flow	0	7	16	10	10	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	55	12	15	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	958	1074	1564	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1074	1564	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.37	4.63	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1137	-	1074	-	-
HCM Lane V/C Ratio	0.011	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	9	2	1	6	0	2
Future Vol, veh/h	9	2	1	6	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	13	3	1	8	0	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	8	6	0
Stage 1	6	-	-
Stage 2	3	-	-
Critical Hdwy	6.51	6.2	-
Critical Hdwy Stg 1	5.51	-	-
Critical Hdwy Stg 2	5.51	-	-
Follow-up Hdwy	3.599	3.3	-
Pot Cap-1 Maneuver	989	1083	-
Stage 1	994	-	-
Stage 2	997	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	989	1083	-
Mov Cap-2 Maneuver	989	-	-
Stage 1	994	-	-
Stage 2	997	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.64	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1623
HCM Lane V/C Ratio	-	-	0.015	-
HCM Ctrl Dly (s/v)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	5	4	154	11	2	124
Future Vol, veh/h	5	4	154	11	2	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	50	2
Mvmt Flow	6	5	175	13	2	141

Major/Minor	Minor2	Major2	
Conflicting Flow All	363	13	0
Stage 1	363	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	568	1074	-
Stage 1	628	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1074	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.38	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1074	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Ctrl Dly (s/v)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	61	1	2	65	76	82
Future Vol, veh/h	61	1	2	65	76	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	69	1	2	74	86	93

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	211	133	180	0	-	0
Stage 1	133	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	775	922	1408	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	773	922	1408	-	-	-
Mov Cap-2 Maneuver	773	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.11	0.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	54	-	775	-	-
HCM Lane V/C Ratio	0.002	-	0.091	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

APPENDIX G

CAPACITY ANALYSIS RESULTS - NO-BUILD CONDITIONS



Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	0	10	32	2	9
Future Vol, veh/h	60	0	10	32	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	0	50	0
Mvmt Flow	70	0	12	37	2	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	70	0	130
Stage 1	-	-	-	-	70
Stage 2	-	-	-	-	60
Critical Hdwy	-	-	4.1	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.2	-	3.95
Pot Cap-1 Maneuver	-	-	1544	-	762
Stage 1	-	-	-	-	844
Stage 2	-	-	-	-	853
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1544	-	756
Mov Cap-2 Maneuver	-	-	-	-	756
Stage 1	-	-	-	-	844
Stage 2	-	-	-	-	847

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.75	8.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	944	-	-	429	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	62	32	0	0	11
Future Vol, veh/h	1	62	32	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	1	77	40	0	0	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	40	0	-	0	119	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1583	-	-	-	882	1038
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1583	-	-	-	881	1038
Mov Cap-2 Maneuver	-	-	-	-	881	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	949	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.12	0		8.52		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	29	-	-	-	1038	
HCM Lane V/C Ratio	0.001	-	-	-	0.013	
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	3	5	1	2	5	2
Future Vol, veh/h	3	5	1	2	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	2	3	8	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	16	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	1008	1078	1622	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1007	1078	1622	-	-	-
Mov Cap-2 Maneuver	1007	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.47	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1050	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	5	1	0	5	0	2
Future Vol, veh/h	5	1	0	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	100	0	0	0	0
Mvmt Flow	6	1	0	6	0	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	6	3	0
Stage 1	3	-	-
Stage 2	2	-	-
Critical Hdwy	6.4	7.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	4.2	-
Pot Cap-1 Maneuver	1021	853	-
Stage 1	1025	-	-
Stage 2	1026	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1021	853	-
Mov Cap-2 Maneuver	1021	-	-
Stage 1	1025	-	-
Stage 2	1026	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.67	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	1628
HCM Lane V/C Ratio	-	-	0.007	-
HCM Ctrl Dly (s/v)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	6	6	97	0	2	102
Future Vol, veh/h	6	6	97	0	2	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	6	6	104	0	2	110

Major/Minor	Minor2	Major2		
Conflicting Flow All	209	0	0	0
Stage 1	209	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.11	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.209	-
Pot Cap-1 Maneuver	692	-	-	-
Stage 1	733	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	54	3	3	50	75	28
Future Vol, veh/h	54	3	3	50	75	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	2	1	0
Mvmt Flow	58	3	3	54	81	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	156	96	111	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	835	966	1492	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	834	966	1492	-	-	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.62	0.42	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	102	-	840	-	-
HCM Lane V/C Ratio	0.002	-	0.073	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	0	10	80	0	13
Future Vol, veh/h	68	0	10	80	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	0	0	3	0	8
Mvmt Flow	88	0	13	104	0	17

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	88	0	218	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	4.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1520	-	775	954
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1520	-	767	954
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.82	8.84
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	954	-	-	200	-
HCM Lane V/C Ratio	0.018	-	-	0.009	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	13	69	81	0	1	8
Future Vol, veh/h	13	69	81	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	4	3	0	0	0
Mvmt Flow	17	92	108	0	1	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	108	0	-	0	235	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.18	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.272	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1446	-	-	-	758	951
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1446	-	-	-	748	951
Mov Cap-2 Maneuver	-	-	-	-	748	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	904	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.19	0		8.95		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	285	-	-	-	924	
HCM Lane V/C Ratio	0.012	-	-	-	0.013	
HCM Ctrl Dly (s/v)	7.5	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	5	12	7	7	4
Future Vol, veh/h	0	5	12	7	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	8	0	14	0
Mvmt Flow	0	7	16	10	10	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	55	12	15	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	958	1074	1564	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1074	1564	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.37	4.63	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1137	-	1074	-	-
HCM Lane V/C Ratio	0.011	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	9	2	1	6	0	2
Future Vol, veh/h	9	2	1	6	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	13	3	1	8	0	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	8	6	0
Stage 1	6	-	-
Stage 2	3	-	-
Critical Hdwy	6.51	6.2	-
Critical Hdwy Stg 1	5.51	-	-
Critical Hdwy Stg 2	5.51	-	-
Follow-up Hdwy	3.599	3.3	-
Pot Cap-1 Maneuver	989	1083	-
Stage 1	994	-	-
Stage 2	997	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	989	1083	-
Mov Cap-2 Maneuver	989	-	-
Stage 1	994	-	-
Stage 2	997	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.64	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1623
HCM Lane V/C Ratio	-	-	0.015	-
HCM Ctrl Dly (s/v)	-	-	8.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	5	4	159	11	2	128
Future Vol, veh/h	5	4	159	11	2	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	50	2
Mvmt Flow	6	5	181	13	2	145

Major/Minor	Minor2	Major2		
Conflicting Flow All	374	13	0	0
Stage 1	374	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-
Pot Cap-1 Maneuver	560	1074	-	-
Stage 1	621	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1074	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.38	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1074	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Ctrl Dly (s/v)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	63	1	2	67	78	84
Future Vol, veh/h	63	1	2	67	78	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	72	1	2	76	89	95

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	217	136	184	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	769	918	1403	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	768	918	1403	-	-	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.17	0.22	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	52	-	770	-	-
HCM Lane V/C Ratio	0.002	-	0.094	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

APPENDIX H

CAPACITY ANALYSIS RESULTS - BUILD CONDITIONS



Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	58	0	10	31	2	9
Future Vol, veh/h	58	0	10	31	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	0	0	0	50	0
Mvmt Flow	67	0	12	36	2	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	67	0	127
Stage 1	-	-	-	-	67
Stage 2	-	-	-	-	59
Critical Hdwy	-	-	4.1	-	6.9
Critical Hdwy Stg 1	-	-	-	-	5.9
Critical Hdwy Stg 2	-	-	-	-	5.9
Follow-up Hdwy	-	-	2.2	-	3.95
Pot Cap-1 Maneuver	-	-	1547	-	766
Stage 1	-	-	-	-	847
Stage 2	-	-	-	-	854
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1547	-	760
Mov Cap-2 Maneuver	-	-	-	-	760
Stage 1	-	-	-	-	847
Stage 2	-	-	-	-	848

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.79	8.85
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	947	-	-	439	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	60	31	0	0	11
Future Vol, veh/h	1	60	31	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	1	74	38	0	0	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	38	0	-	0	115	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1585	-	-	-	886	1039
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	952	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	886	1039
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	952	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.12	0		8.51		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	30	-	-	-	-	1039
HCM Lane V/C Ratio	0.001	-	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.3	0	-	-	-	8.5
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	8	6	8	2	5	19
Future Vol, veh/h	8	6	8	2	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	9	13	3	8	30

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	51	23	38	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	28	-	-	-	-	-
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	963	1060	1586	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1060	1586	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.69	5.83	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	998	-	-
HCM Lane V/C Ratio	0.008	-	0.022	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	22	1	0	10	0	2
Future Vol, veh/h	22	1	0	10	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	100	0	0	0	0
Mvmt Flow	27	1	0	12	0	2
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	9	6	0	0	12	0
Stage 1	6	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	1017	850	-	-	1620	-
Stage 1	1022	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1017	850	-	-	1620	-
Mov Cap-2 Maneuver	1017	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.67	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 1009	1620	-		
HCM Lane V/C Ratio	-	- 0.028	-	-		
HCM Ctrl Dly (s/v)	-	- 8.7	0	-		
HCM Lane LOS	-	- A	A	-		
HCM 95th %tile Q(veh)	-	- 0.1	0	-		

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	4	
Traffic Vol, veh/h	9	8	97	11	8	102
Future Vol, veh/h	9	8	97	11	8	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	10	9	104	12	9	110

Major/Minor	Minor2	Major2		
Conflicting Flow All	220	12	0	0
Stage 1	220	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.11	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.209	-
Pot Cap-1 Maneuver	682	1075	-	-
Stage 1	725	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1075	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.41	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1075	-	-
HCM Lane V/C Ratio	0.017	-	-
HCM Ctrl Dly (s/v)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	54	3	3	56	77	28
Future Vol, veh/h	54	3	3	56	77	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	2	1	0
Mvmt Flow	58	3	3	60	83	30

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	165	98	113	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	826	964	1489	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	824	964	1489	-	-	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.68	0.38	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	92	-	831	-	-
HCM Lane V/C Ratio	0.002	-	0.074	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	0	7	20	0	2
Future Vol, veh/h	12	0	7	20	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	8	22	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	50	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1605	-	959	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	954	1067
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	981	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.88		8.38	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1067	-	-	467	-	
HCM Lane V/C Ratio	0.002	-	-	0.005	-	
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	12	8	0	3
Future Vol, veh/h	9	0	12	8	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	13	9	0	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	45	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1610	-	966	1072
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	958	1072
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	980	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		4.35		8.37	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1072	-	-	1080	-	
HCM Lane V/C Ratio	0.003	-	-	0.008	-	
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	9	0	0	0	2	6
Future Vol, veh/h	9	0	0	0	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	0	2	7

Major/Minor	Minor2	Major2		
Conflicting Flow All	5	5	-	0
Stage 1	5	5	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	1016	890	-	-
Stage 1	1018	891	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1016	0	-	-
Mov Cap-2 Maneuver	1016	0	-	-
Stage 1	1018	0	-	-
Stage 2	-	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Vol, veh/h	0	8	3	3	1	0
Future Vol, veh/h	0	8	3	3	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	3	3	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	7	0	-	0	14	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1614	-	-	-	1005	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1614	-	-	-	1005	1078
Mov Cap-2 Maneuver	-	-	-	-	1005	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1014	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.58		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1614	-	-	-	1005	
HCM Lane V/C Ratio	-	-	-	-	0.001	
HCM Ctrl Dly (s/v)	0	-	-	-	8.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	11	86	0	14
Future Vol, veh/h	75	0	11	86	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	5	0	0	3	0	8
Mvmt Flow	97	0	14	112	0	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	97
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1509
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1509
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.84	8.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	943	-	-	204	-
HCM Lane V/C Ratio	0.019	-	-	0.009	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		W	
Traffic Vol, veh/h	21	69	81	0	1	15
Future Vol, veh/h	21	69	81	0	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	4	3	0	0	0
Mvmt Flow	28	92	108	0	1	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	108	0	0	256	108
Stage 1	-	-	-	108	-
Stage 2	-	-	-	148	-
Critical Hdwy	4.18	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.272	-	-	3.5	3.3
Pot Cap-1 Maneuver	1446	-	-	737	951
Stage 1	-	-	-	921	-
Stage 2	-	-	-	884	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1446	-	-	722	951
Mov Cap-2 Maneuver	-	-	-	722	-
Stage 1	-	-	-	903	-
Stage 2	-	-	-	884	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.76	0	8.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	420	-	-	-	933
HCM Lane V/C Ratio	0.019	-	-	-	0.023
HCM Ctrl Dly (s/v)	7.5	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	18	12	20	7	7	24
Future Vol, veh/h	18	12	20	7	7	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	8	0	14	0
Mvmt Flow	25	16	27	10	10	33

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	90	26	42	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	915	1056	1529	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	898	1056	1529	-	-	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.94	5.48	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1333	-	955	-	-
HCM Lane V/C Ratio	0.018	-	0.043	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	29	2	1	24	0	2
Future Vol, veh/h	29	2	1	24	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	41	3	1	34	0	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	21	18	0
Stage 1	18	-	-
Stage 2	3	-	-
Critical Hdwy	6.51	6.2	-
Critical Hdwy Stg 1	5.51	-	-
Critical Hdwy Stg 2	5.51	-	-
Follow-up Hdwy	3.599	3.3	-
Pot Cap-1 Maneuver	973	1066	-
Stage 1	982	-	-
Stage 2	997	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	973	1066	-
Mov Cap-2 Maneuver	973	-	-
Stage 1	982	-	-
Stage 2	997	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.85	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	978	1589
HCM Lane V/C Ratio	-	-	0.045	-
HCM Ctrl Dly (s/v)	-	-	8.9	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	4	
Traffic Vol, veh/h	17	10	159	24	9	128
Future Vol, veh/h	17	10	159	24	9	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	50	2
Mvmt Flow	19	11	181	27	10	145

Major/Minor	Minor2	Major2	
Conflicting Flow All	389	27	0
Stage 1	389	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	549	1054	-
Stage 1	612	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1054	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.52	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1054	-	-
HCM Lane V/C Ratio	0.029	-	-
HCM Ctrl Dly (s/v)	8.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	63	1	2	74	84	84
Future Vol, veh/h	63	1	2	74	84	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	72	1	2	84	95	95

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	232	143	191	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	754	910	1395	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	753	910	1395	-	-	-
Mov Cap-2 Maneuver	753	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.28	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	47	-	755	-	-
HCM Lane V/C Ratio	0.002	-	0.096	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	0	8	36	0	8
Future Vol, veh/h	22	0	8	36	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	9	39	0	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	80	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1591	-	922	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1591	-	917	1053
Mov Cap-2 Maneuver	-	-	-	-	917	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	961	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.32		8.45	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1053	-	-	327	-	
HCM Lane V/C Ratio	0.008	-	-	0.005	-	
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	14	22	0	13
Future Vol, veh/h	9	0	14	22	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	15	24	0	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	10
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1610
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1610
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.82	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1072	-	-	700	-
HCM Lane V/C Ratio	0.013	-	-	0.009	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	7	0	0	2	3	19
Future Vol, veh/h	7	0	0	2	3	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	2	3	21

Major/Minor	Minor2	Major2		
Conflicting Flow All	14	14	-	0
Stage 1	14	14	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	1005	881	-	-
Stage 1	1009	884	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1005	0	-	-
Mov Cap-2 Maneuver	1005	0	-	-
Stage 1	1009	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Ctrl Dly, s/v		0
HCM LOS	-	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		Y	
Traffic Vol, veh/h	0	5	16	3	2	0
Future Vol, veh/h	0	5	16	3	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	17	3	2	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	21	0	0 24 19
Stage 1	-	-	- 19 -
Stage 2	-	-	- 5 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1595	-	- 991 1059
Stage 1	-	-	- 1004 -
Stage 2	-	-	- 1018 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1595	-	- 991 1059
Mov Cap-2 Maneuver	-	-	- 991 -
Stage 1	-	-	- 1004 -
Stage 2	-	-	- 1018 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.64
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1595	-	-	-	991
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Ctrl Dly (s/v)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: SPUSE 26-02

Name of Owner or Applicant: Dee Robinson (Sand to Significance, LLC)

Location of Property: Copeland Road, Newnan
Parcels # 044-5254-001 (45.339± acres)
Rezoning from RC (*Rural Conservation*) to RC w/SUP (*Rural Conservation with Special Use Permit*)
3rd District

I, the undersigned, hereby certify that I and/or members of my family **I DO or ~~I~~ DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

8-25-2026
Date


Signature of Official
1ST DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

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8-25-2026
Date

Bill McKenzie
Signature of Official

District 2
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

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Name of Owner or Applicant: Dee Robinson (Sand to Significance, LLC)

Location of Property: Copeland Road, Newnan
Parcels # 044-5254-001 (45.339± acres)
Rezoning from RC (*Rural Conservation*) to RC w/SUP (*Rural Conservation with Special Use Permit*)
3rd District

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8-25-2026
Date

Bob Blawie
Signature of Official

District 3
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

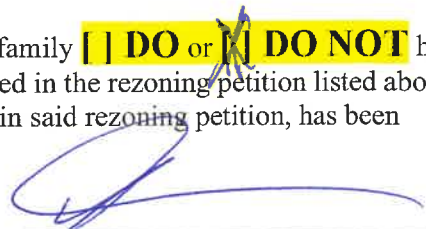
Rezoning Petition Number: SPUSE 26-02

Name of Owner or Applicant: Dee Robinson (Sand to Significance, LLC)

Location of Property: Copeland Road, Newnan
Parcels # 044-5254-001 (45.339± acres)
Rezoning from RC (*Rural Conservation*) to RC w/SUP (*Rural Conservation with Special Use Permit*)
3rd District

I, the undersigned, hereby certify that I and/or members of my family ☒ DO or ☒ DO NOT have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

8-25-2026
Date


Signature of Official

4th DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: SPUSE 26-02

Name of Owner or Applicant: Dee Robinson (Sand to Significance, LLC)

Location of Property: Copeland Road, Newnan
Parcels # 044-5254-001 (45.339± acres)
Rezoning from RC (*Rural Conservation*) to RC w/SUP (*Rural Conservation with Special Use Permit*)
3rd District

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

8-25-2026
Date

Alphonso Smith
Signature of Official

5th DISTRICT
Title: Commissioner

Explanation
(Please print or type)

Affidavit of Publication

STATE OF GEORGIA }
COUNTY OF COWETA }

SS

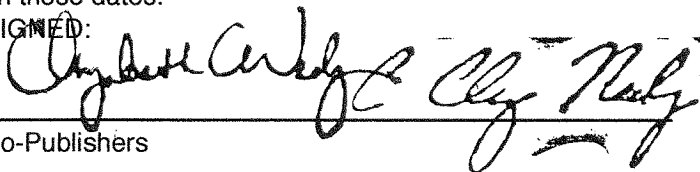
C. Clayton Neely & Elizabeth C. Neely, being duly sworn,
says:

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

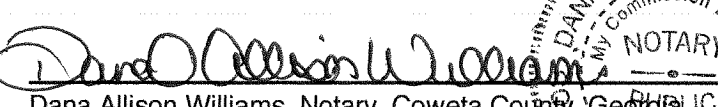
August 29, 2026

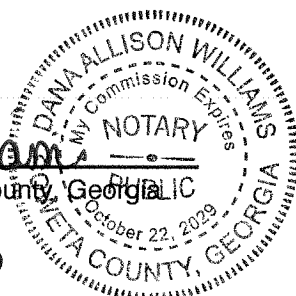
That said newspaper was regularly issued and circulated
on those dates.

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



Notice of Public Hearing

PETITION: SPUSE 26-002

Applicant: Dee Robinson (Sand to Significance, LLC) Notice is hereby given that the Board of Commissioners of Coweta County, Georgia will conduct a Public Hearing on the 22nd day of September at 6:00 o'clock P.M. at the County Commissioner's Meeting Room, on the second floor above the Tax Assessors Office in the County Administration Building, 37 Perry Street, on the amendment of the Zoning Ordinance of Coweta County, Georgia to wit: Be it ordained by the Board of Commissioners of Coweta County that the Zoning Ordinance and Zoning Map of said county be amended to change the following described property located off Copeland Road, Newnan (Parcel ID # 044-5254-001) from: Special Use Permit Request From: RC (Rural Conservation) To: RC-SUP (Rural Conservation-Special Use Permit) Proposed Use: A Private, Membership-Based Golf Development with Resort-Type Amenities Legal Description of Subject Property All that tract or parcel of land lying and being in Land Lots 226, 227, 254, & 255 of the Fifth Land District of Coweta County, Georgia, said tract or parcel of land being more fully shown and designated on a plat of survey prepared by Valentino and Associates, Inc. (Job #25-091; Drawing/File # 25-091), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528. Said tract or parcel of land contains 45.339 acres or 1,974,967 square feet. This ordinance shall take effect and be in force from and after its adoption, the public welfare demanding it. All ordinances and parts of ordinances in conflict herewith are repealed. This notice is given pursuant to Georgia Law. Board of Commissioners Coweta County, Georgia All individuals planning to attend and speak during the Public Hearing, may sign up at the table located in the lobby. The doors open to the public at 5:30pm prior to the start of the meeting at 6:00pm. Copies of the proposed rezoning request may be obtained at the Coweta County Community Development Department between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, or found on the Coweta County website. 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 of 48 hours. For information, please call (770)254-2608.
No:86000-8-29

02100746 00144654

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

Eschman, Lisa

From: Wayne Farmer [REDACTED]
Sent: Sunday, September 6, 2026 3:23 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Smith, Al; Eschman, Lisa; Reidelbach, John
Subject: Project Sand - Please vote NO

Follow Up Flag: Follow up
Flag Status: Flagged

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Caution! This message was sent from outside your organization.

My family has lived in the Roscoe Community for 41 years and as such I am asking you to **deny Project Sand and the proposed golf course.**

This is a rural community, and many of us chose to live here because of its quiet roads, open land, dark skies, wildlife, and rural character. A commercial golf development is not compatible with the community that exists here today.

I am also concerned that the Coweta County Comprehensive Plan is not being appropriately applied to this proposal. The County should be protecting the character and long-term interests of existing communities—not opening the door for commercial operations in rural neighborhoods.

This project appears to be designed to attract members and visitors from outside our community and potentially outside Georgia. Residents would experience the traffic, noise, lights, water consumption and other impacts, while many of the economic benefits could go elsewhere.

Approving the conditional/special-use permits could also establish a precedent for additional commercial development in the future.

Please don't sacrifice the rural character of our community for a development designed primarily to serve people who don't live here.

I respectfully ask you to vote **NO on Project Sand.**

Thank you for listening to the residents who will have to live with this decision.

Sincerely,
Wayne Farmer
137 Deer Trail
Newnan, GA 30263
[REDACTED]

Eschman, Lisa

From: Martha Farmer [REDACTED]
Sent: Sunday, September 6, 2026 2:51 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Reidelbach, John; Smith, Al; Eschman, Lisa
Subject: Don't Trade Our Community's Future for Project Sand

Follow Up Flag: Follow up
Flag Status: Flagged

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My family has lived in the Roscoe community for 41 years. We chose this area because of its rural character and quiet surroundings. We are extremely concerned that Project Sand will permanently change the community we call home.

There are too many unanswered questions surrounding this proposal to justify approving a commercial development of this magnitude in our rural community. Additionally, we don't believe that there has been full transparency from the project owners regarding the FULL scope of the development. Residents deserve complete transparency and confidence that every applicable ordinance and requirement has been followed before this project is approved.

I am concerned that the County is being asked to focus on the potential economic benefits of this golf course without adequately considering the long-term costs to the surrounding community.

The proposed development appears intended to attract members and visitors from outside the local area and potentially from other states. The project is seeking a Sales Manager specifically focused on selling memberships to people outside Georgia. See the job posting: [Membership Sales Director/General Manager – Robinson Hill/Good Trouble/ Project Sand – Job Atlanta, GA](#)

Meanwhile, local residents would live with the consequences: increased traffic, water consumption, noise, light pollution, additional demands on emergency services and the loss of our rural character.

There are also legitimate questions about the long-term viability of golf courses. Across the country more golf courses have closed than opened since 2005 and even some Coweta County courses have reduced their number of holes or sold property for other development.

What happens if this golf course is no longer financially viable?

We should not make a permanent change to our community based on a short-term promise of economic development.

Please look beyond the immediate proposal and consider what this decision could mean for our community decades from now. Consider the long-term consequences of this decision, not simply the

immediate economic promises associated with the project. Once the rural character of our community is changed, it cannot easily be restored.

I respectfully ask you to vote **NO** on this proposal and protect the rural community that so many Coweta County residents have worked hard to preserve.

Thank you for your consideration and your service to Coweta County.

Martha Farmer

137 Deer Trail

Newnan, GA 30263



Eschman, Lisa

From: Sheryl B [REDACTED]
Sent: Tuesday, September 8, 2026 7:17 PM
To: Blackburn, Bob; Fisher, Jeff; McKenzie, Bill; Reidelbach, John; Smith, Al; Fouts, Michael; Eschman, Lisa
Subject: Rezoning on Copeland Rd for Golf Course

Caution! This message was sent from outside your organization.

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Dear Coweta County Board of Commissioners, Ms. Eschman, Mr. Fouts,

I am writing a request to deny the approval for rezoning Copeland Rd from RC (Rural Conservation) to Conditional Use Permit and Special Use Permit for a Golf Course.

All of our neighbors are opposed to this with the following reasons why.

Most of us moved here or built here 20, 30, 40, even 50 plus years ago because of the small, quiet, beautiful, serene community. We pretty much all know each other.

We are very concerned that this will increase our property taxes significantly.

Traffic - currently Copeland Rd is a narrow, dead end road. The only traffic is the ones who live here, the mail carrier, and a few deliveries. That will increase to 548 2-way trips daily, probably more, depending on the event for that day. Staff, 350+ guests, large delivery trucks will contribute to this. Neighbors will no longer be able to walk for exercise, walk their dog, ride their bike, or even go to the mailbox, without taking a risk of being hit by a car.

Noise - Staff is scheduled to arrive at 4 am and begin getting the grass ready (mowing and blowing) before tee time. This conflicts with the county's noise ordinance. Not to mention how this will disturb the neighbors. The noise from all of the vehicles and large delivery trucks will be loud coming in and out at all hours of the day and night. Special events will also create a lot of noise. Currently, pretty much all we hear now are the birds singing.

Water - Currently, Copeland Rd has a small water line with no fire hydrants. The large amount of people at the golf course will consume a vast amount of water - drinking water, flushing toilets, laundry, and watering the grass. This will put a strain on existing neighbors water supply. Also, the use of Pesticides, Fertilizers will contaminate our water. Some of our neighbors on Lazy Lane are on well water.

Lights - The big, main parking lot is near the road, right across the street from neighbors. The tennis courts, clubhouse, wellness center, lodge, villas, and maintenance building will all have exterior lights on all night.

Flying golf balls will pose a safety and liability risk of damaging houses, cars, and people.

The size and location of the buildings and parking lots will eliminate any privacy that we currently have.

The plans for a golf course isn't just about hitting golf balls. This comprehensive plan also includes very large buildings that will consist of a two-story 22,000 sq ft lodge, a 23,000 sq ft clubhouse with dining, a 10,000 sq ft wellness center, four 1,200 sq ft villas, and a maintenance building. Additionally, the site contains an 18 hole green, four tennis courts, and associated parking.

The amount of people that will be at this facility, at any given time, will put a strain on our public services - EMS, Fire, and Law Enforcement.

Hollis Community website said that they welcome all concerns and feedback and that they would get back with us. Several neighbors, including myself, have all sent messages, but have gotten no response back from them.

Findings from the Community Development Department, dated Aug. 24, 2026, reported - "The proposed golf course development may affect the use and enjoyment of adjacent and nearby properties. Consideration should be given to the potential impacts of noise, traffic, drainage, lighting, privacy, golf ball exposure, visual character, and ongoing course maintenance, particularly for properties immediately adjacent to the development. The Board should consider the overall scale and intensity of the proposed golf development in relation to the surrounding properties and the intent of the RC (Rural Conservation) zoning district. This does NOT establish a low-impact land use. Therefore, the proposed development does NOT appear to be consistent with the rural character of the surrounding areas."

We would like to ask that each one of you, personally, ride out and see our small, quiet, beautiful, serene community, so that you can see, firsthand, what we are talking about, before making a decision that will change our lives forever.

Thank you for your time and consideration.

Sheryl Bowie
Copeland Rd
[REDACTED]

From: Lauren Hitt [REDACTED]
Sent: Tuesday, September 8, 2026 10:00 PM
To: Blackburn, Bob
Cc: Eschman, Lisa
Subject: Project Sand/ Hollins Community

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Dear Mr. Blackburn,

I am writing to you to express my serious concern about the proposed golf course next to my home at 274 Adcock Road.

I have lived here since 2019. I love my home and property. We have a horse barn that is open to our pasture that we have worked hard over the last few years to fence and organically establish grass. A creek runs through the middle of the pasture, providing my children endless opportunities to explore nature and an additional drinking water source for my horses. My children absolutely love playing in our backyard and exploring our property. We enjoy looking out the kitchen window to watch the deer graze and foxes raise their babies near the creek. I also loved viewing the meteor shower a few weeks ago from our back patio in the dark night sky. This property truly is my heaven on earth. I hope to be here for a long time.

However, I am very concerned that just about everything I love about our home is going to be stripped away from us if this golf course is approved and built. Here are just a few of my worries:

1. The potential 800% increased traffic will be extremely dangerous for my three small children who are ages 5, 3, and 1. They are supervised of course when outside, but God forbid, freak accidents can happen.
2. The golf course's herbicides, fertilizers, and pesticides will certainly transfer into the creek that crosses our entire property. Even though they have access to a clean water trough, I don't want my horses drinking the polluted water.
3. The golf course's proposed 18th hole backs right up to my open horse barn. I do not want hundreds of people watching me on a daily basis where I take care of my senior, 28 and 22 year old horses and teach my children the importance of animal husbandry.
4. Since the course will be next to one entire side of our property line, I'm very concerned about my horses (and perhaps even my children) being hit with stray golf balls.
5. I'm worried about people trespassing onto our property looking for these golf balls. This is an insurance liability nightmare as a horse owner.
6. I have a large garden and orchard in front of my horse barn. I use this garden to help feed my family. The pesticide and herbicide drift from the chemicals that will be sprayed to maintain quality golf course turf will certainly kill everything in my garden.

7. Lastly, the lights from the parking lot and facilities off Copeland Rd will prevent us from viewing the beautiful night sky. My back patio faces this direction, and the light pollution will be most definitely horrible.

I would love to have you stop by anytime to visit our home so you can too see why it is so important and special to us. Please vote no on this proposed golf course.

Thank you very much for your time,

Lauren Hitt



Eschman, Lisa

From: Cole McElroy [REDACTED]
Sent: Tuesday, September 8, 2026 10:15 AM
To: Smith, Al; Blackburn, Bob; Reidelbach, John; McKenzie, Bill; Fisher, Jeff
Cc: Eschman, Lisa; Fouts, Michael; Sewell, Ben
Subject: Please deny current Project Sand plans

Follow Up Flag: Follow up
Flag Status: Flagged

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Good morning Commissioners,

I am reaching out asking the board to deny the current proposed plan under Project Sand on the 22nd of this month. I am a resident of district 3 on Copeland road. Directly across from Project Sand's proposed location.

The following reasons should be taken into consideration for the denial of the SUP.

Comprehensive plan

The area is currently zoned RC and is part of the rural character places. The scale of the proposed golf course with lodging, wellness center, and villas are commercial and not rural conservation. This type of development goes against Coweta County's comprehensive plan.

Traffic

According to Project Sand's current plan, all traffic will be directed down Copeland rd. Per the traffic study, this would be an increase of over 500%. Copeland rd is a small dead end road that sees less than 150 cars a day. This will negatively impact all residents on Copeland rd along with residents on surrounding roads(Oliver Potts, Sewell Mill, and Adcock). Families on Copeland Rd walk in the evenings with their children and pets. This development would endanger resident's, their children, and pets.

Light pollution

My family's home is directly across from the proposed parking lot and wellness center. Per the county's comprehensive plan new non-residential development should designate parking and loading at the back of the buildings. This design strategy maintains the rural landscape by not cluttering the view-shed with parking lots and automobiles. Our home would be impacted by automobile headlights and the light pollution from the wellness center and parking lot.

Thank you for your time and consideration,

From: Cole McElroy [REDACTED]
Sent: Thursday, September 3, 2026 10:53 AM
To: Smith, Al; McKenzie, Bill; Reidelbach, John; Blackburn, Bob; Fisher, Jeff
Cc: Eschman, Lisa; Fouts, Michael; Sewell, Ben
Subject: Re: Request to deny Project Sand/Hollins Community

Follow Up Flag: Follow up
Flag Status: Flagged

Caution! This message was sent from outside your organization.

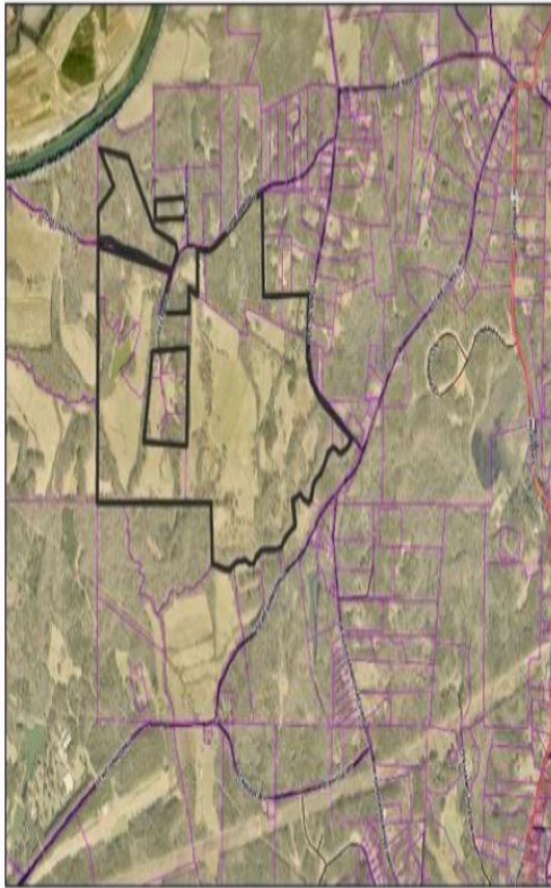
[Allow sender](#) | [Block sender](#) | [Report](#)

Good morning commissioners,

Following up with my third email in regards to denying Project Sand that comes before the board on September 22nd.

Approving the SUP for Project Sand would disrupt and forever affect all residents lives that live in the vicinity of the proposed project in the following ways:

Comprehensive Plan: A golf course with commercial amenities does fit the comprehensive plans rural places character area. This is not my opinion. This comes directly from the staff report on page 9, "**a golf course would not be considered a low impact land use. Additionally, the proposal does not appear to be in keeping with the surrounding rural area, based on a 350-member golf club, along with lodging and other services, requiring up to 75 staff**".



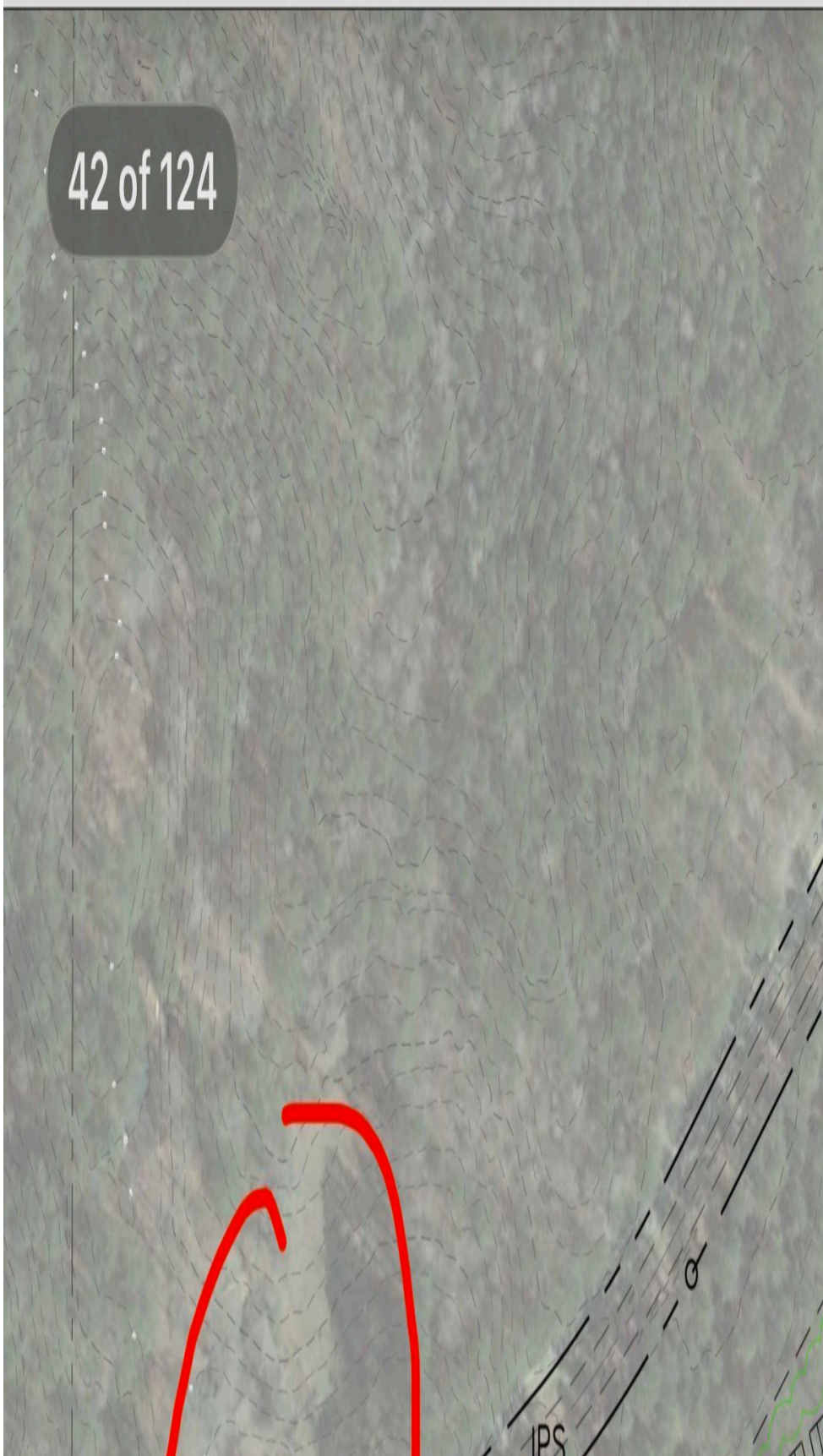
Significant effort should be taken to preserve the rural character and preserve agricultural resources.

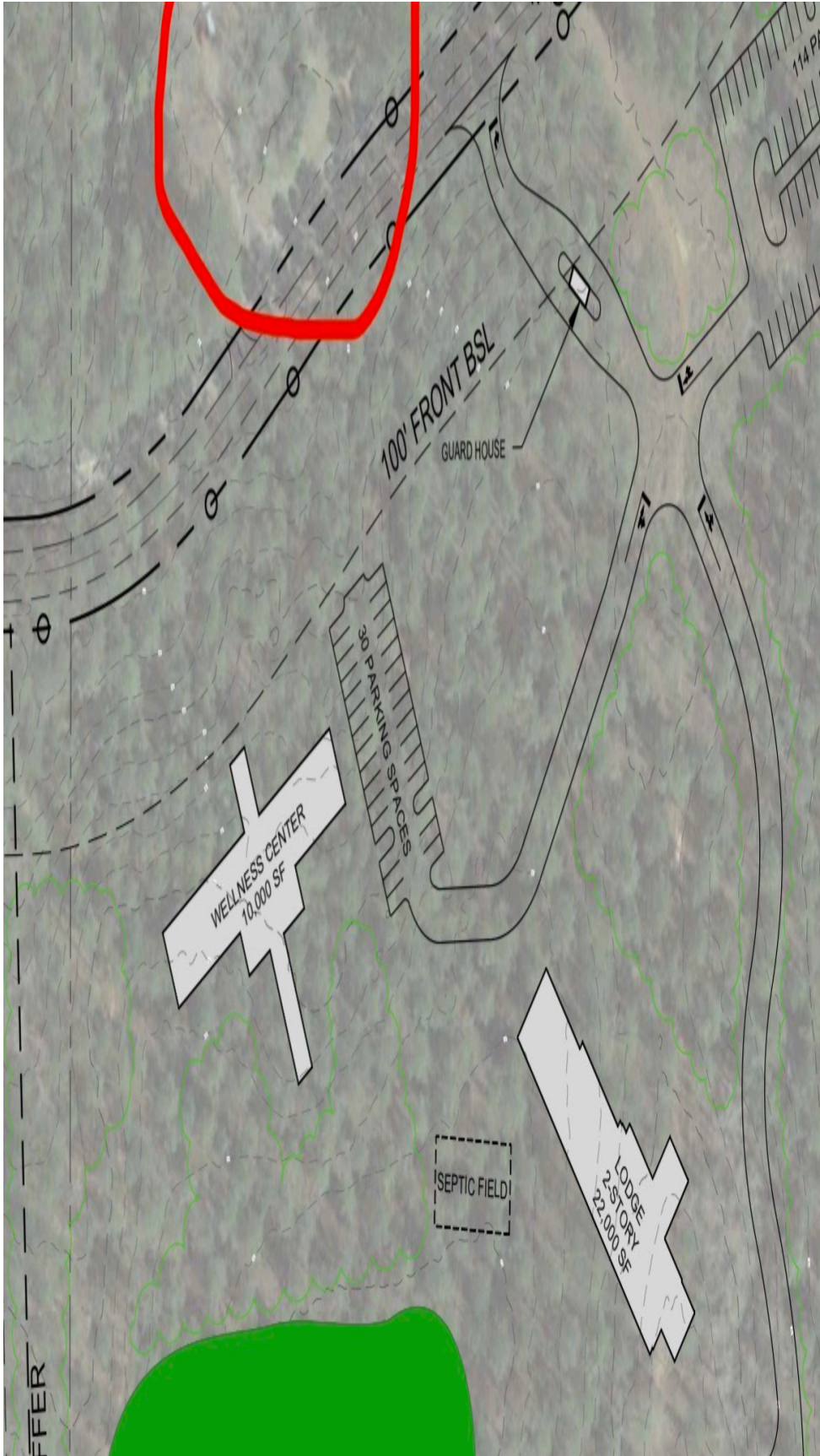
Explore innovative land-use products to be in keeping with the surrounding community and minimize sprawl.

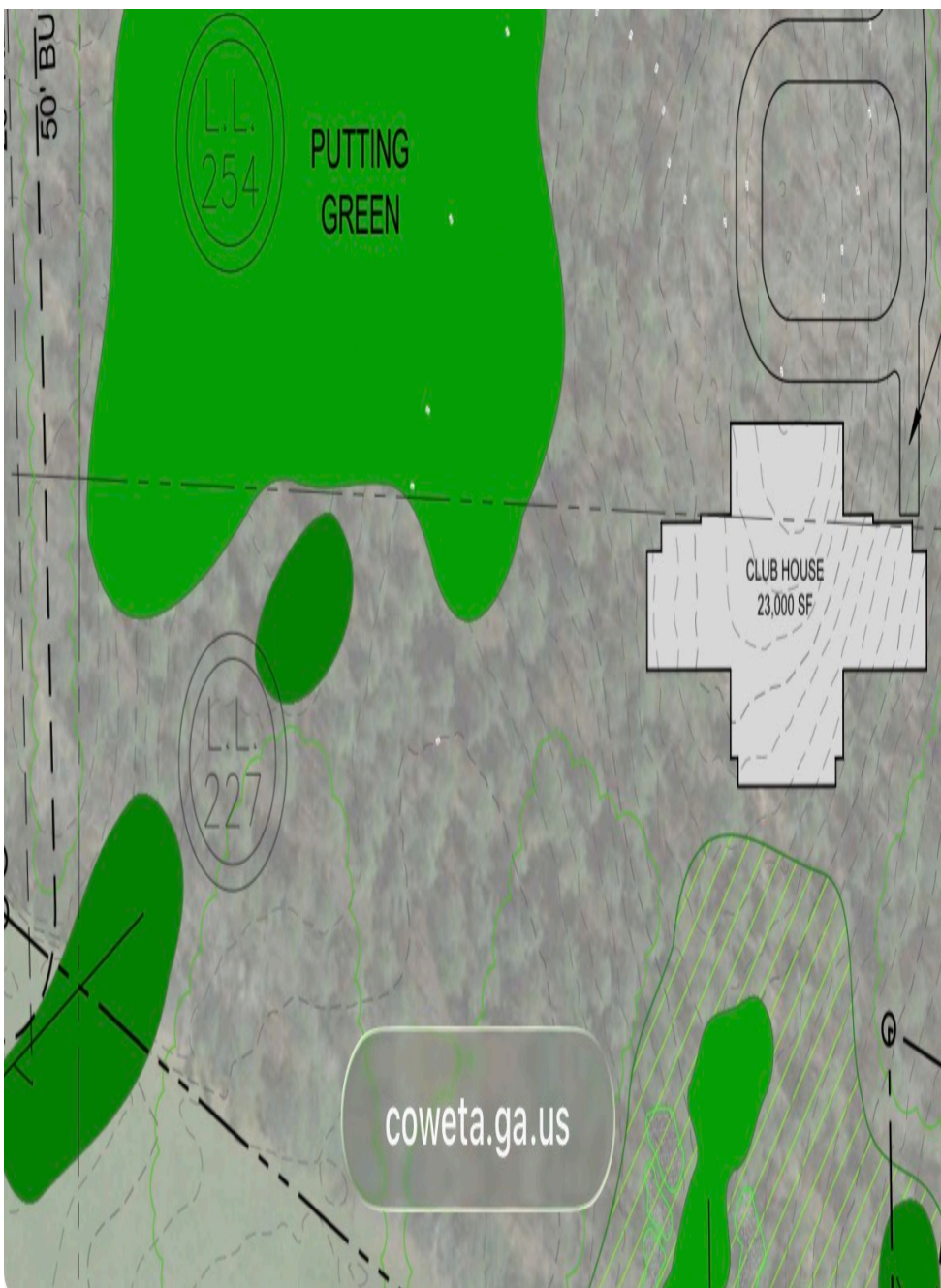
Since the Comprehensive Plan is silent on appropriate special uses and conditional uses within the Rural Places character area, reliance is upon the underlying guidance within both the Rural Places Character Area description, as well as the Rural Places Tier description from the Growth Strategy. Although recreational areas are listed as a predominant use, a **golf course would not be considered a low impact land use**. Additionally, the **proposal does not appear to be in keeping with the surrounding rural area**, based on a 350-member golf club, along with lodging and other services, requiring up to 75 staff members.

Traffic: The traffic study that was performed does not take into consideration of all of the guests that would occupy the 24 room lodge and 4 villas and their guests. The traffic study was performed on a Tuesday when a majority of guests would not be present. This does not take into consideration of heavy weekend traffic and not to mention any special events that would be held on weekends. Copeland road is a dead end road that would be tasked with accommodating 500+ more daily trips. This does not include all of the construction traffic during the development phase. Residents walk their dogs and take their children for walks on Copeland rd. This would no longer be possible to due to the increased traffic. Employees and guests would use excessive speed without care because they do not live here.

Light pollution: my family's home is directly across from the parking lot for entrance 2 as circled in red in the image below. The light from the wellness center, parking lot, and cars headlights would have a negative impact in the form of light pollution shining into our home all night long.







Noise on November 6th 2025 Coweta County passed a county wide noise ordinance that states quiet hours from 10:00pm to 7:00am. With course maintenance starting well before 7:00am Project Sand would not be in compliance with the county's noise ordinance. The below image is directly from the detailed narrative. There is no mention of when grounds crew would start mowing. The only mention is "staff operations" beginning at 4:00am.

3. Hours of Operation

- **Golf Course / Practice Areas:** Sunrise to sunset
- **Clubhouse / Dining:** 6:00 a.m. – 10:00 p.m., occasional extended events
- **Wellness / Performance Center:** 6:00 a.m. – 9:00 p.m.
- **Lodge Operations:** 24 hours (guest arrivals mainly afternoon/evening; departures in morning)
- **Staff Operations:** 4:00 a.m. – midnight; overnight staff for guest support and property monitoring

This schedule ensures controlled activity patterns aligned with typical recreational use while limiting off-site impact.

Chemical Impact: Golf courses use harsh chemicals, fertilizers, and pesticides. Some residents are still on well water and could be negatively impacted from runoff into their groundwater. Recent reports link an increase in Parkinson's in residents living within one mile of golf courses due to pesticide exposure.

Source:

<https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2833716>

Key Points

Question Does living within proximity to a golf course affect the risk of Parkinson disease (PD)?

Findings This case-control study found the greatest risk of PD within 1 to 3 miles of a golf course, and that this risk generally decreased with distance. Effect sizes were largest in water service areas with a golf course in vulnerable groundwater regions.

Meaning These findings suggest that pesticides applied to golf courses may play a role in the incidence PD for nearby residents.

- ■

Summary:

From not adhering to the comprehensive plan, excessive traffic that a dead end road and other roads in the area cannot support, light pollution from parking lot/wellness center lighting, noise from mowing equipment well before the allowed hours for the county's noise ordinance, to the increased risk for Parkinson's disease all of these reasons should be enough reasons to ask the board to deny the conditional use permit.

In closing I highly encourage the board of commissioners to come visit Copeland Rd and the surrounding area. I feel the board would find a golf course of this scale would not fit the rural character of this serene area that residents love so much.

Thank you for your time and consideration. I hope the board can vote to deny the special use permit for Project Sand.

Sincerely,

Cole McElroy

On Wed, Aug 26, 2026 at 11:17 AM Cole McElroy [REDACTED] wrote:

Good morning commissioners,

I wanted to follow up on my previous questions sent back on the 12th?

Also, after reviewing the site plan can the buffer be increased to 300'?

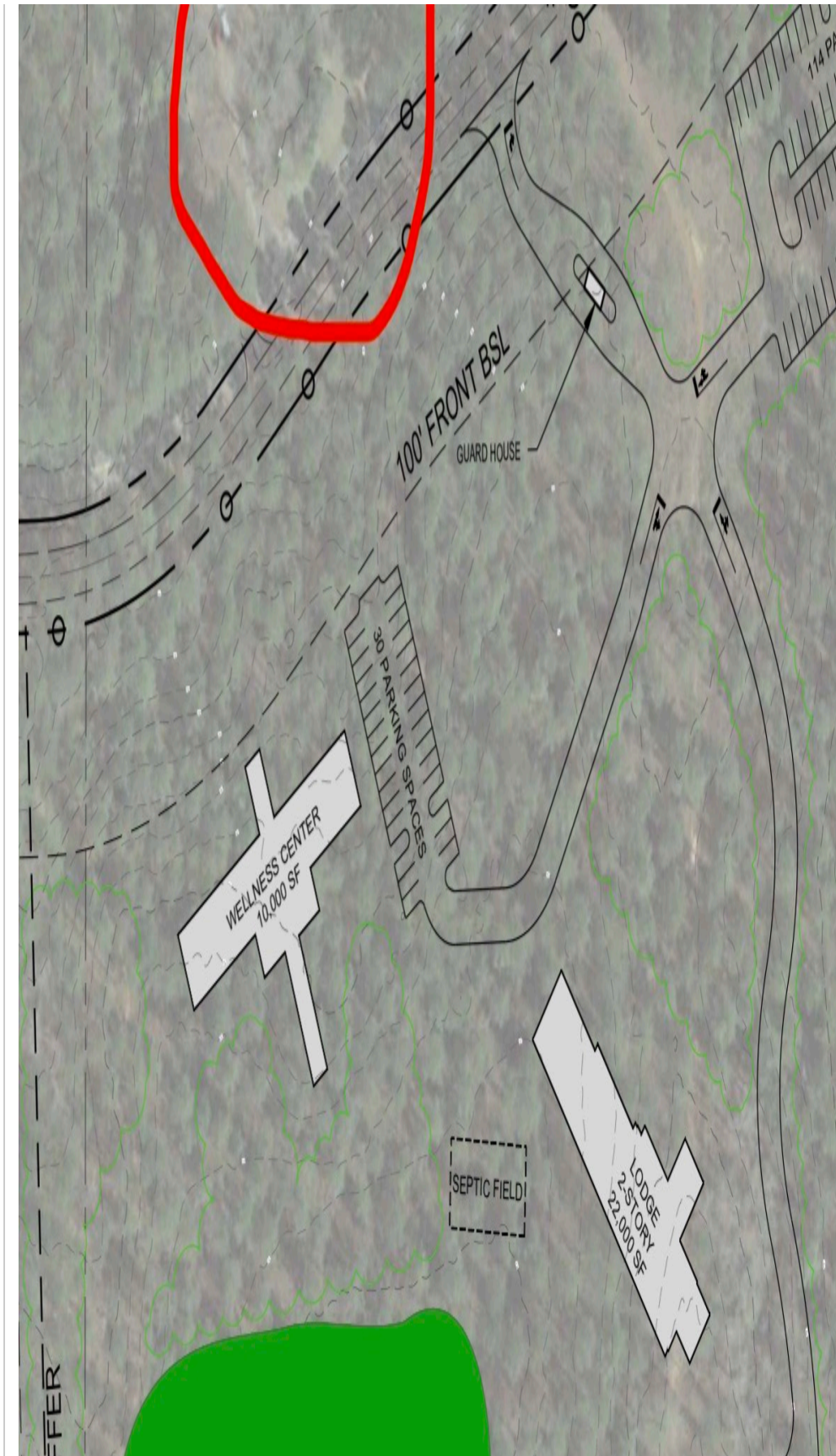
It currently shows 100' buffer on the conceptual site plan. I have attached an
image showing my home in relation to proposed site.

Thank you for your time and consideration.

I look forward to hearing from you.

Thank you,







On Wed, Aug 12, 2026 at 1:41 PM Cole McElroy [REDACTED] > wrote:

Good afternoon commissioners,

My name is Cole McElroy and I live at 357 Copeland Rd. in district 3 in Newnan. I'm writing you in regards to questions and concerns for the proposed Hollins Community (formerly Project Sand) development that will go before the board on September 22nd.

The Hollins Community is a proposed golf course and wellness center that will be located on Copeland rd in Newnan. If you are not familiar with Copeland rd, it is essentially a quiet dead end road that ends at Cedargate Farms. The road has little traffic and families walk their dogs and children ride bikes in the evenings. With the increased traffic from the Hollins Community I do not feel Copeland road can accommodate this development with one way in and one way out.

If the commissioners see fit to approve the rezoning, I would ask the project to place the entrance at 274 Adcock road. This would allow a better flow of traffic instead of funneling all traffic down a dead end road.

My next question is what would the buffer be (in feet) for the entrance if it stays on Copeland rd? My home is directly across the road from the proposed entrance. I am concerned with traffic, light pollution from the parking lot lights, and noise.

If I'm not mistaken is the property where the proposed project is to take place zoned RC rural conservation?

If the project is denied, how many homes could be built if a developer bought the property? I thought I read on the zoning map that it is minimum 5 acre lots with 1750 minimum sqft homes? From my research the property is around 500 acres. So roughly 100 homes could be built?

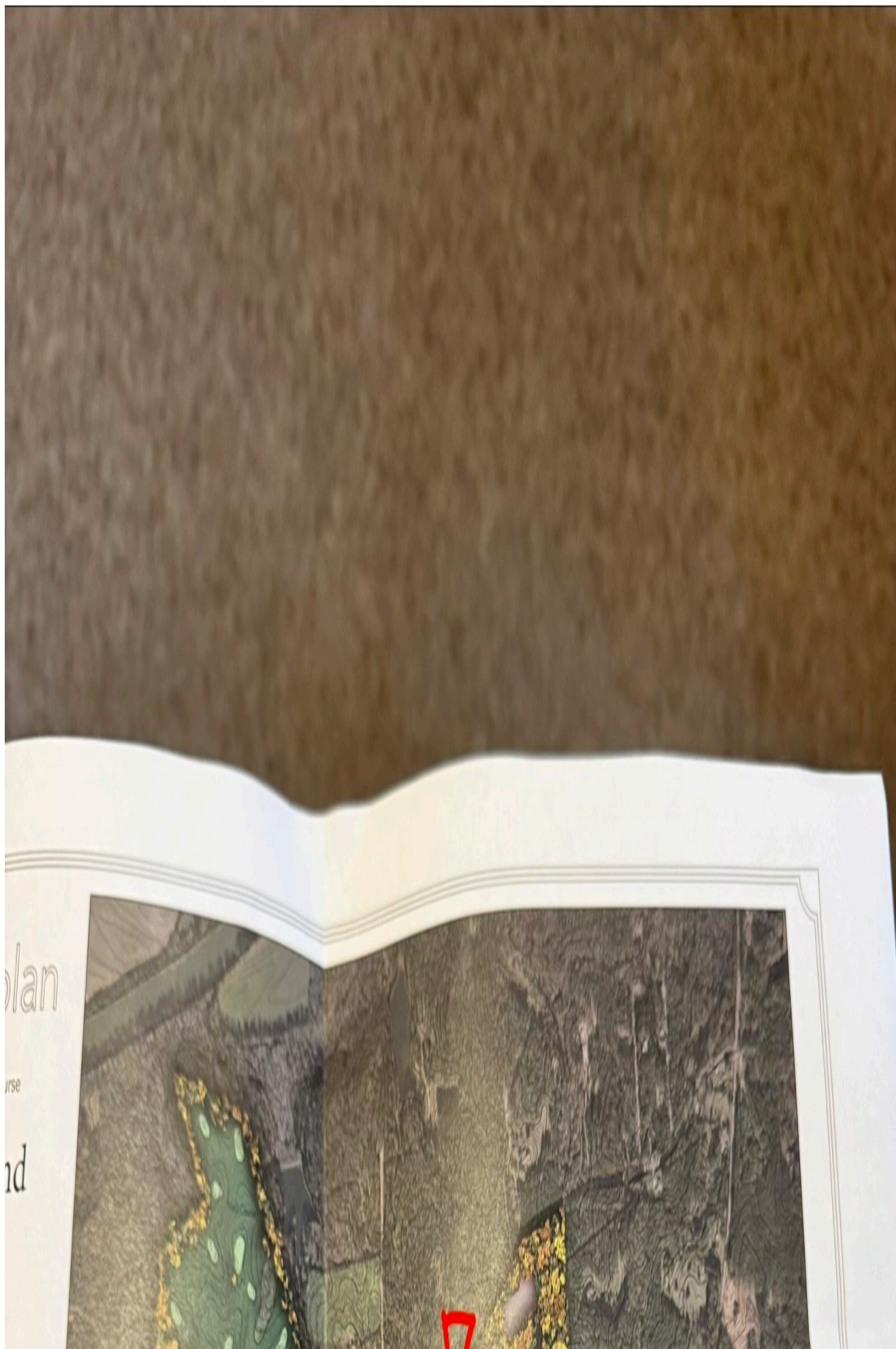
Below is the website that was shared with all families that will be directly impacted by the project.

<https://hollinscommunity.com>

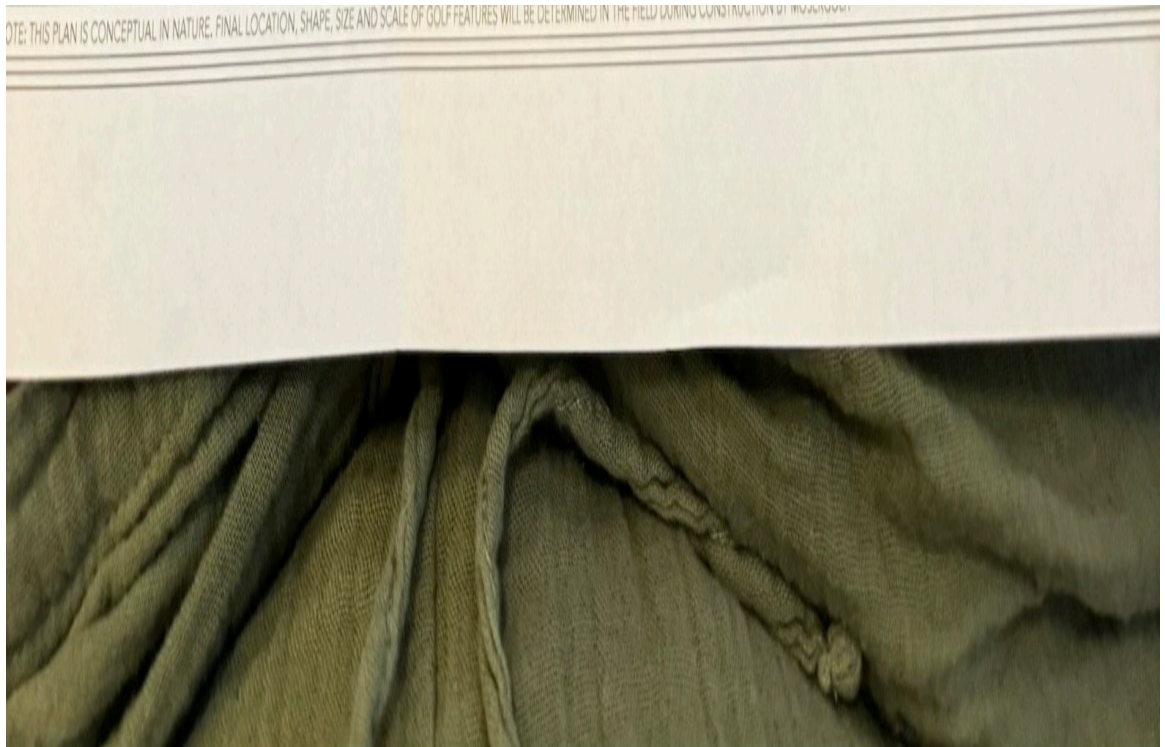
I have also attached a rough drawing in red where my home is in relation the proposed entrance.

Thank you all for your time and consideration,

Cole McElroy









Eschman, Lisa

From: Buddy Powell [REDACTED]
Sent: Wednesday, September 9, 2026 9:45 AM
To: Eschman, Lisa
Subject: Roscoe Golf Course

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I am writing to you today as a resident of Roscoe for 40 years to express my strong opposition to the proposed development of a golf course and hotel resort in [specific location/rural area]. While I support responsible economic growth, this large-scale commercial project is fundamentally incompatible with the rural character, natural resources, and infrastructure of our community.

My primary concerns regarding this proposal include:

- **Strain on Water and Environmental Resources:** Golf courses require immense volumes of water for daily maintenance, alongside the routine application of chemical fertilizers and pesticides. In a rural setting, this poses an unacceptable threat to our local groundwater supply, private wells, and nearby agricultural ecosystems.
- **Traffic and Infrastructure Deficits:** Our local road networks are designed for low-density, rural traffic—not the heavy volume associated with a commercial resort, event venue, and hotel guests. Introducing this level of traffic will create significant safety hazards, accelerate road deterioration, and require public tax dollars to upgrade and maintain infrastructure.
- **Burden on Emergency and Public Services:** A major resort facility places substantial demand on our county's emergency medical services, fire protection, and law enforcement, which are already stretched across large rural territories.
- **Loss of Rural Character and Farmland:** Preserving open land, natural habitats, and the quiet character of our rural areas is essential for our county's quality of life. Once rural land is rezoned and developed at this scale, it cannot be undone.

I respectfully urge you to vote against any zoning changes, conditional use permits, or variances requested for this project. Protecting our rural lands, natural resources, and existing communities must remain a priority.

Thank you for your dedicated service to our county and for taking the time to consider the concerns of local residents.

Please feel free to reach out if you have any questions.

--

Buddy Powell
Realtor
Lindsey's Inc. Realtors
14 Jackson Street
Newnan, GA 30263



Office 770-253-6990

Eschman, Lisa

From: Alex Roush [REDACTED]
Sent: Tuesday, September 8, 2026 3:58 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Reidelbach, John; Smith, Al
Cc: Eschman, Lisa
Subject: Project Sand

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Dear Board of Commissioners -

I am writing to express my **opposition** to the proposed **Project Sand** located on Copeland Road, Coweta County, Georgia. My address is 2046 Sewell Mill Road, and I own 22 Acres along Adcock Road.

My analogy to this Project would be as if someone brought a gas Lawn Mower into the Living Room of your Home and proceeded to crank it.

The poorly planned location and access to the proposed Clubhouse, Wellness Center, Tennis Courts, Lodge, Villas and Maintenance Facility could not be worse. It is being forced upon and is entirely incompatible with our existing rural community.

Excessive noise, light pollution, traffic, hours of activity and alcohol would decimate the current lifestyle and property values of the residents along Copeland, Adcock and Oliver Potts Roads as well as the historic nature of the Roscoe community.

I urge you to vote against the requested re-Zoning.

Thank you for your consideration.

Alex Roush, AIA

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

Subject: Public Comment regarding Conditional Use Permit and (Special Use Permit)
Project Sand/Hollins Women's Golf Resort

Dear Commissioners

I am writing as a resident of 19 years who lives on Copeland Road and formally submit my comments regarding the proposed development known as Project Sand/Hollins, located on approximately 493 acres in the Copeland Road area known as Roscoe.

While I respect the developer's intent to bring a unique recreation and wellness facility to the area, I have significant concerns regarding how the development of this scale will impact our rural community infrastructure and environment.

Specifically:

Water and Infrastructure Impacts. Some Copeland Road neighbors rely heavily on local well water. I am deeply concerned about the massive amount of water required to irrigate a 493 acre golf course and service a 22,000 square foot clubhouse, and how this extraction will impact the surrounding water table. Furthermore, the lack of immediate fire hydrant infrastructure in this rural pocket poses a notable safety risk should an emergency arise at the resort.

Stormwater Runoff and Chemical Management: A 493-acre golf course requires intensive turf management, including the heavy use of fertilizers, pesticides, and herbicides I am deeply concerned about chemical runoff polluting our local creeks, streams and shallow residential wells. Furthermore, clearing natural terrain for fairways will alter natural drainage patterns, significantly increasing the risk of stormwater flooding on adjacent residential properties.

Traffic and Road Safety: Copeland Road and its connecting routes are narrow, quiet, rural cut-throughs. Introducing construction vehicles, resort employees, and club members will exponentially increase traffic volume. This raises severe safety concerns for local drivers, cyclists, and pedestrians who utilize these rural corridors.

Rural Conservation (RC) Integrity: This land is currently designated as Rural Conservation. Allowing a high-end resort with substantial structural footprints sets a challenging precedent for our county's comprehensive plan, which aims to protect the historic, quiet agricultural character of northern Coweta County.

Wildlife and Habitat Displacement. Copeland Road serves as a critical corridor for local wildlife, including deer, wild turkeys, and native bird species. Fragmenting nearly 500 acres of contiguous, undisturbed woodland and rural conservation space will permanently displace these animals and disrupt the local ecosystem.

Light and Noise Pollution: The introduction of a 22,000 square foot clubhouse, resort amenities, parking lot lighting, and evening hospitality events will fundamentally shatter the peace of our rural nights. This area currently enjoys a “dark sky due to its rural character and minimal noise. Introducing commercial scale resort lighting and traffic into this region will adversely affect both neighboring residents and local wildlife.

Property Value and Zoning Precedent: Families bought homes in this specific pocket of Coweta County precisely because it was zoned for Rural Conservation (RC). Allowing a commercialized, high density private resort to bypass the protections establishes a dangerous precedent. It signals to residents that our long-term zoning plans can be cast aside, ultimately threatening our property values and the peace of mind we invested in.

We will never be able to walk our dogs or ride our bicycles safely if you pass Project Sand.

Sincerely,

Leigh & Woody Stinson
88 Copeland Road
Newnan, GA 30263

DEAR FARM, LLLP
722 Adcock Road
Newnan, Georgia 30263

September 9, 2026

Board of Commissioners
Coweta County, Georgia
22 East Broad Street
Newnan, Georgia 30263

RE: Project Sand, SPUSE 26-002 and CONDUSE 26-003

Dear Commissioners:

I write in opposition to the two applications as currently drafted and referenced above regarding Project Sand and The Hollins Club for a proposed golf course development to come before you this September 22, 2026.

Dear Farm, LLLP is a third-generation family farm and has produced hay for the horse community in our region for decades and currently is focused on providing hay to livestock farmers located in the Roscoe Crossroads Community. The farm contains **364** acres on Adcock Road and goes to Copeland Road in proximity to the proposed development. Dear Farm contains three operational barns and three houses with families.

I am not against properly planned and thoughtful progress and growth for Coweta County and our community, but there are many unanswered questions and issues regarding this proposed development that should be considered and agreed to *before* any approval. County staff recommends some conditions but does not cover all issues that should be settled up front. I go into more specific detail in the body of this letter yet want to summarize several key and big picture items and deficiencies first. A quick example for you in my detailed list would be that I and several neighboring homes are on well water, and the developer should agree to provide potable water and fire protection as a stipulation before approval.

The overriding issue is, as called out in Coweta's Comprehensive Plan and the current zoning of the community as RC-Rural Conservation and how the County is to "preserve rural character and agricultural resources" and "encourage low-impact uses", the proposed project has a number of highly detrimental and negative impacts on the Roscoe Crossroads Community. The County's staff report states the proposed project is **not** low impact and is **not** in keeping with the surrounding rural area. Impact topics include Zoning/Land Use violations, Water issues, Noise, Archaeological and Cultural, Environmental, Traffic, Health, County Services, Property Taxes, and the overall degradation of a historically quiet peaceful community.

A second issue I wish to address before going into specific impact details concerns the developers themselves, Sand to Significance, LLC and Dee Robinson, who are out of Chicago, Illinois. I reached out to Ms. Robinson directly through email and phone on June 14, 2026, regarding the proposed project. I have received **zero** response to those inquiry requests which are now nearly three months ago. Subsequently, with their notice July 28th through regular mail, the developer changed Project Sands promotional information to The Hollins Club and advertised open dialogue in the communication to neighboring properties and others for questions through a website portal and transparency. Open dialogue, transparency, and interactions between the developer and the community are not the case. I sent multiple messages through the portal including a request to meet yet received zero response. *{please note this late edit to this letter: as I was finalizing this letter, I received an email from the portal stating they would meet to discuss the issues on September 22 at the hearing. What a slap in the face!}*. The Hollins Club website states they are “Land First, Community First, Neighbors First”. If this were true, then I would have had a response and a meeting with the developer somewhere in the last three months. Sand to Significance, LLC is not being forthright, endearing, open, or trustworthy. Who is behind this developer and who is all involved? What are their funding sources and capabilities to ensure the project is sustainable as proposed? I can find no complete answer to any of these questions. Sand to Significance, LLC is not registered anywhere in Georgia, only a shell in Illinois. This brings into question every one of their claims, including being a low intensity development and only having 350 members. I was approached by a former partner to Dee Robinson several years ago desiring land for a golf course. I was told the intent is to make the course available to large events including LPGA tournaments. Sand to Significance, LLC does not have the Roscoe community or Coweta County’s interest at heart and has demonstrated no concern for our issues.

For a list of issues and concerns I present the following:

WATER

- Golf courses require enormous amounts of water, even when being conservative in design and will approach 100 million gallons per year, or 300,000 to 500,000 gallons per day. A medium-size Data Center will consume an equivalent amount, so Coweta County needs to be just as concerned about Project Sand as it is with the load of water consumption by a Data Center.
- In this regard it is not just where the water comes from but also where it goes.
- County Water and Sewer Departments made no comment in the staff report on the ability of Coweta County to meet this demand in our neighborhood, which creates a big unknown in front of the Commissioners for this hearing. The developer states they will install adequate resources. But what is the cost of delivery/production to the County? This should be fully analyzed before any approval.
- This water source issue also raises concern for adequate Firefighting capabilities.
- The Conceptual Site Plan includes a water well house and will be a source based on its inclusion in the drawing, as well water for irrigation is the most common source, despite the developer’s claim to use County water. The well house is on the plans for a reason.
- Water supplied either from the County or drawn from a well on site causes great concern that has not been addressed.

- Well draw-down will result from the large water demand and will impact neighbors' wells which is not addressed in the County staff report. The water demand needed is equivalent to Data Centers. Dear Farm utilizes four wells, and I know of numerous neighbors on well water. No well survey has been completed.
- The ensuing runoff from the high application rate of water and the grossly unidentified fertilizer/chemical/pest management program will cause many issues. Why won't the developers identify exactly their fertilizer program before approval? The County should demand it.
- Ground water infiltration of the fertilizer and chemicals used on site will occur.
- The USEPA identifies golf courses as sources for groundwater and surface water contamination. <https://golferhive.com/are-golf-courses-bad-for-the-environment>.
- Golf courses have been linked to extreme increases in Parkinsons disease within 1 mile of the development due to the water issue. <https://www.parkinson.org/blog/science-news/golf-courses>.
- Runoff from the development and operation will travel through Cedar Creek into the Chattahoochee River.
- Degradation of the Chattahoochee River at this point source due to runoff will occur. This is just above the Sewell Mill intake for Coweta County water supply. What is the cost to the County for treating the impacted water?
- Dear Farm owns an additional 520 acres across the River just downstream of this effluent entrance point of Cedar Creek so this is a major concern of ours as fertilizer will impact the Chattahoochee River.
- The scope of the development is large and will introduce sediment and particulate contamination into the Chattahoochee River even with best practices in place for control.
- Portions of the project (Holes 2&3, Driving range) are within the Chattahoochee River Corridor Protection District (CRCP). This is not addressed.
- The subject property sits adjacent to an identified groundwater recharge zone. This is not mentioned in the staff report but should be clearly investigated prior to any approval. The project also develops on wetlands as shown on the Conceptual Site Plan.
- Why approve the Special Use and Conditional request before the environmental investigation?

ZONING/LAND USE

- The subject property is zoned RC- Rural Conservation and the proposed intended use will be a major shift in land use in this community. Does the County wish to ignore its stated objective in its Comprehensive Plan to preserve the rural character and natural resources of the County and County staff analysis that this project is against current code and the Comprehensive Plan?
- The Conceptual Site Plan is not just a golf course, but shows a large maintenance building, a 200-car parking lot, a wellness center, a two-story lodge with transient guests that violate Code essentially like the Special Use a Commercial Zoning class.
- The proposed Conceptual Site Plan clearly violates the County's stated 200-foot setback for golf courses and driving ranges, with some setbacks drawn as a meager 50 feet. This should change in a redraft of the project, as staff pointed out in their analysis of the project for the Commissioners.

- Dear Farm has one hay field that backs up to and is directly in line with the driving range which also ignores the 200-foot setback being drawn as a meager 50 feet. Shall we have cows dining on golf balls too?
- The proposed site plan takes the development as close to roads (Copeland and Adcock) as it can. Buffers for a golf course should exceed expectations for a responsible developer that cares about the community as lighting and golf balls do wander. Clearly the lack of adequate Buffers for the golf course, parking lot, housing, and clubhouse are indicative of the developer's lack of concern for the Roscoe community. This is clearly a subjective statement that staff maybe cannot address but I believe the Commissioners should acknowledge this issue and the lack of concern by the developer, regardless of the Code's stated 200-foot setback that also says the proposed plan is in violation.
- It is easy to state that a golf course is a great way to keep the land open and green, avoiding a bunch of homes or a Data Center, but an alternative development of a build out of housing on the subject property in compliance with existing Code equates to less environmental and traffic impact to the community, and higher property tax receipts for the County (approximately 55 homes on 5 acre lots, less the wetlands on site etc.). This realization brings into discussion what the highest and best use of property really is.

PROPERTY TAXES

- Property taxes have increased for many of my neighbors and Dear Farm in recent years and is a concern of ours and any community.
- Future increases to existing residences due to the proposed development should be born by the developer, and the County should freeze property taxes at current levels for the impacted community with developer covering the difference for the County if the developer has any concern for this community. This should be a condition for any approval.

TRAFFIC

- The traffic study provided by the developer to the County shows 300% average daily trips increase which has a huge impact when compared to the quiet peaceful traffic load this community is known for and experiences. This increase is woefully understated and yet still not of minimal impact as the developer claims.
- The traffic study is based only on a golf course category (ITE 430) and, as directed by the developer to the study engineers, leaving out the additional traffic loads generated by the proposed development by excluding traffic to the Wellness Center, traffic to the dining facility/clubhouse, employee ingress/egress of the stated 75 employee head count, traffic to/from the transient lodge and villas with overnight guests.
- Based on the above, a more proper increase in traffic will be as high as 500%.
- The above increases do not include special events such as weddings or the stated intent to attract professional golf tournaments.
- Traffic studies are typically used to identify needed road improvements such as turning lanes. The loads, even with the 500% increase, do not dictate improvements.
- The Roscoe Crossroads Community is a quiet area, and such large increases have a **major** impact.

- The staff report did identify the need for sight line improvements to meet AASHTO standards along Adcock Rd. at Copeland and Oliver Potts. This should be required of the developer before any other construction is started.
- The staff report did not evaluate the sight distance of Sewell Mill Rd. and Adcock, which as anyone coming out of Adcock knows, is also of limited sight distance and needs improvement as well.

OPERATIONAL ISSUES/NOISE/HEALTH/ENVIRONMENT

- The County passed an updated Noise Ordinance November 2025 with a definitive restriction on landscaping tools/mowers/blowers only allowed between 7a.m.-9p.m. The Commission should stick to the County's ordinance and disallow the developer's stated intent to start work at 4a.m. within any passed Use Permit.
- The proposed Site Plan has minimal buffers. This will allow light pollution to the neighborhood from the 200-car parking lot. The parking lot should be moved farther within the property. The minimal buffers will also allow golf ball sprawl to encroach on the existing homes and as stated previously, encroach on one of my hay fields. The Commissioners should insist the site plan be redesigned before any approval.
- Drift from pesticide and fertilizer applications can create health risks for nearby residents. Improving the buffers will mitigate the drift. The County should require clear safeguards before approving the proposed development.
- The developer states it will conduct environmental investigations after receiving approval of the Special Use and Conditional Use permits. This is backward. Environmental/Historical/Cultural studies should be required before the Commissioners can make an informed decision on the applications.

I could continue with more details, but I believe I have given the Commission enough information to give pause at this time for the protection of Coweta County and the people of the Roscoe Crossroads Community. If the Commissioners do not **deny** the two applications at this time, then **at a minimum** I respectfully request the Commission vote to table or defer the application to a later time and direct the applicant to meet in good faith with the impacted community and County Staff to look for acceptable ways to reduce the impact of such a large and non-conforming project.

Thank you for your consideration.

Yours truly,



Charles Bowen, managing partner/owner, [REDACTED]

Cc: Commissioner Jeff Fisher via email jfisher@coweta.ga.us
 Commissioner Bill McKenzie via email bpmckenzie@coweta.ga.us
 Commissioner Bob Blackburn via email bblackburn@coweta.ga.us
 Commissioner John Reidelbach via email jreidelbach@coweta.ga.us
 Commissioner Al Smith via email alsmith@coweta.ga.us
 Lisa Eschman, Zoning Manager via email leschman@coweta.ga.us

Eschman, Lisa

From: Justin Vaughn [REDACTED]
Sent: Monday, September 14, 2026 7:29 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Reidelbach, John; Smith, Al; Eschman, Lisa
Subject: Stop Project Sand

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Dear Commissioner,

I am writing to respectfully ask you to vote NO on Project Sand, including Conditional Use Permit 26-003 and Special Use Permit 26-002.

After reviewing the County's information concerning this proposal, I have serious concerns about whether this development is appropriate for this location. My concerns are not based simply on opposition to a golf course. They are based on the total size, intensity, traffic, environmental impacts, setbacks, noise, lighting, and compatibility of this particular project with the surrounding community.

Project Sand would involve approximately 493 acres and is proposed in an area currently designated Rural Conservation. This is not a small recreational project. The proposal includes an 18-hole golf course, private membership club, clubhouse, wellness and performance facilities, tennis courts, practice facilities, lodging and villas, along with the supporting roads, parking, maintenance operations, and infrastructure.

The County's own review raises concerns about whether this type and intensity of development fits the rural character of the surrounding area. That concern should carry significant weight. The purpose of land-use planning is to make sure that development occurs in appropriate locations and does not overwhelm the character and infrastructure of an existing community.

Traffic is another major concern. The County's review anticipates approximately 548 daily two-way trips. The surrounding roads are rural roads, and County review has identified sight-distance deficiencies at intersections involving Adcock Road, Copeland Road and Oliver Potts Road. If a development requires substantial roadway modifications because existing conditions are not adequate for the additional traffic, that should be carefully considered before approval.

I am also concerned about the proposed 200-foot setbacks. County review indicates that the conceptual plan does not demonstrate the required setback for the proposed driving range from an adjacent residential property. The plan also raises the questions concerning the location of recreational and maintenance facilities in relation to neighboring homes.

Environmental impacts deserve the same level of scrutiny. The proposed golf holes are shown in areas designated as flood hazard areas, and the County has identified the need for stormwater review, runoff reduction and compliance with applicable floodplain requirements.

Then there are the daily quality-of-life impacts. This development would involve early-morning maintenance activity, nighttime operations, lighting, noise, increased traffic, events, overnight lodging and the potential for golf balls and activity to affect neighboring properties. These are permanent changes that can affect not just peoples' homes but also their livelihoods. These are not temporary construction impacts.

I believe the Board should consider the entire project rather than look at each issue separately. A project can potentially address individual concerns with conditions, but that does not necessarily make the overall land use appropriate.

The County has already identified multiple areas requiring serious consideration. I respectfully ask the Board to listen to the residents who will have to live with consequences of this decision and deny Project Sand.

Growth is inevitable, we all know this. But NOT every development belongs in every location.

Please protect the rural character, safety, property owners and quality of life of this community.

Thank you for your service and consideration.

Justin and Cami Vaughn

705 Adcock Road

Eschman, Lisa

From: Cami Peterson [REDACTED]
Sent: Monday, September 14, 2026 7:25 PM
To: Eschman, Lisa
Subject: Stop Project Sand

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Dear Commissioner,

I am contacting you because I am deeply concerned about the safety and property impacts that could result from Project Sand, and I am asking you to vote NO.

The proposed development is enormous in comparison with the rural setting where it is being proposed. Approximately 493 acres would become an 18-hole golf development with a private club, clubhouse, wellness center, tennis courts, practice facilities, lodging, villas and supporting operations.

With a project this large, the Board has a responsibility to make sure the neighboring property owners are not forced to absorb the consequences.

Traffic is one of my greatest concerns.

County information anticipates approximately 548 daily two-way trips. The County has also identified sight-distance deficiencies involving the surrounding roads and intersections. That means the existing road network has safety limitations that must be considered before additional traffic is introduced.

I am especially concerned about traffic being concentrated onto Copeland Road, Oliver Potts Road and Adcock Road. Rural roads and residential areas should not be expected to function like access roads for a resort-style development.

There are also concerns involving the proposed driving range and other facilities. County review has identified issues concerning the required 200-foot setbacks from neighboring properties. That separation is particularly important for a golf facility because of the potential for golf balls, noise, lights and activity to affect surrounding homes.

Flooding and stormwater are another concern.

The conceptual plan includes golf holes in areas identified as flood hazard areas. A project covering nearly 500 acres will change the way water moves across the property. Even with stormwater controls, neighboring property owners deserve confidence that their homes, land and existing drainage will not be negatively affected.

Noise and nighttime activity are also relevant to safety and quality of life. The project includes overnight lodging and operations extending into the evening, while maintenance activities may begin very early in the morning.

This means residents could be dealing with traffic, equipment, lights and commercial activity for much longer periods of the day than they currently experience.

The Board should not only ask whether these impacts can technically be managed. It should ask whether residents should have to accept them at all.

I respectfully ask you to deny Project Sand because the combination of traffic, sight-distance concerns, setbacks, floodplain issues, stormwater, noise, lighting and intensity creates too many potential impacts for this rural community.

Please put the safety and property rights of existing residents first.

Thank you for your time.

Sincerely,

Cami Vaughn

705 Adcock Road

Eschman, Lisa

From: Wayne Farmer [REDACTED]
Sent: Tuesday, September 15, 2026 11:32 AM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Smith, Al; Eschman, Lisa; Reidelbach, John
Subject: Project Sand - Please Don't Turn Our Rural Neighborhood Into a Commercial Destination

Caution! This message was sent from outside your organization.

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I am asking you to **deny Project Sand** because this golf course would fundamentally change the quality of life in our rural community.

We currently have **no streetlights**, and our area is naturally dark at night. The proposed golf course would introduce parking lot, course, maintenance and lodging lights, creating light pollution where none currently exists.

That would affect residents, wildlife and the character of our community.

Noise is equally concerning. The project could involve golf-course preparation beginning as early as **4 a.m.**, with drying fans potentially operating overnight.

That is not compatible with the peaceful rural environment residents currently enjoy or with the Coweta County Noise Ordinance recently passed.

We should not have to accept bright lights, early-morning equipment, overnight fans, increased traffic and commercial activity simply because a developer wants to establish a golf course here.

This is our home—not a commercial resort district.

Once this type of development is approved, the change to our community cannot easily be reversed.

Please protect the residents who already live here.

I respectfully ask you to **vote NO on Project Sand**.

Sincerely,
Wayne Farmer
137 Deer Trail
Newnan, GA 30263
[REDACTED]

Eschman, Lisa

From: Kari Upchurch [REDACTED]
Sent: Tuesday, September 15, 2026 7:29 PM
To: Fisher, Jeff; McKenzie, Bill; Blackburn, Bob; Reidelbach, John; Smith, Al
Cc: Eschman, Lisa
Subject: Project Sand

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Hello Commissioners,

I am a resident of Copeland Road in District 3.

I am writing in regards to ask the board to deny the current SUP for Project Sand.

I am realistic there may be development on Copeland road one day. I am in favor of a golf course over a housing development if that is the only options, **but I feel there needs to be changes to current proposed special use permit under Project Sand.**

Traffic: Copeland road is a quiet dead end road with no speed limit or way to monitor speed. With the over 500% increase in traffic my family and neighbors will no longer be able to take evening walks without the risk of being hit by maintenance workers, course staff and players. Another entrance needs to be added to help reduce traffic.

No lodging & villas: this a commercial development no different than a hotel with guests staying overnight. These do not belong on a golf course in a rural setting.

Light pollution: my family's home is directly across from the proposed wellness center and parking lot. We would be directly impacted by bright headlights, light from the parking lot, and the wellness center well into the night. This would eliminate any chance of star gazing which is so special to me and my family. Moving the wellness centers location farther back into the development would help this.

Increased buffers and setbacks: even with a 100' buffer, that will not be adequate to stop light pollution, noise, and keep the rural landscape.

Thank you for your time and consideration.

Respectfully,
Kari U. McElroy

Eschman, Lisa

From: Marie Powell [REDACTED]
Sent: Wednesday, September 16, 2026 1:41 PM
To: Eschman, Lisa
Subject: Fwd: Golf course in Roscoe

Caution! This message was sent from outside your organization.

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I sent this one to Jeff Fisher.

Marie Powell

----- Forwarded message -----

From: Marie Powell [REDACTED]
Date: Thu, Sep 3, 2026 at 10:35 AM
Subject: Golf course in Roscoe
To: <jfisher@coweta.ga.us>

I am writing to you to express grave concerns over the proposed golf course in Roscoe. This is not a community golf course , but a huge event center that will impact our rural way of life in many negative ways. This proposal is not in keeping with our rural community. This facility will not provide anything for our community except to disrupt our quiet way of life . The traffic alone will be a huge impact on our roads. The placement of the hotel, spa, clubhouse,lighted parking lots will have a huge impact on our quiet , rural community. I operate a Therapeutic Riding center that will be impacted by all the traffic , especially all the delivery trucks, staff , as well as Attendees for events . I also own property that joins this property. My property was purchased for the sole purpose of hunting where it is managed just for that purpose. Having this huge facility joining us will not only impact the wildlife by literally doing away with their habitat , but I can only imagine our hunting rights will be impacted. We chose this rural life , please vote NO !!
Thank you , Marie Powell

Hello and Good morning,

First let me introduce myself, my name is Edward Swiecicki and I live at 409 Adcock Rd, in the Roscoe area. Having been notified of the meeting about the golf course being posted and trying to do my due diligence for understanding what that means to the community where I live, I would like to voice my concerns and request that all the commissioners as a collective vote "NO" on 26-003 & 26-002 and any additional rezoning or variances that are related to this project. After reviewing of the documents that are on the counties website and reviewing the information provided, I have some concerns that I hope you take under consideration.

Our county staff has done an excellent job commenting on how the proposal of layout and design does not meet county requirements. This should be the #1 reason to reject the rezoning. The county should not be approving something that was done with haste, does not meet county requirements or ordinances and seems to be under the guise of being an improvement to the area; which it will not be. There are some other items that have not been vetted out by the requestor and/or are missing actual data due to inaccurate noise and traffic study. The traffic study only had two "study" windows that do not capture when both the local school traffic would be captured or the golf course traffic would be arriving for work. The noise "study" was only done around the lodge area and does not include the maintenance building at all and this would be where equipment is stored and would likely see a higher noise building and should be tested at all location along the perimeter as mowers could be there at any given time. Special events that are after 10pm are not listed nor capture any estimated noise levels either.

A second concern of mine is that our Roscoe area is mostly zoned Rural Conservation and has some historical considerations that should be taken into account. While the claim that the space would help support additional wildlife is mentioned, this site currently has wildlife already living on it and passing through it due to being a rural area and adding manicured grasses and non-native Georgia vegetation for aesthetics does not guarantee improvement for wildlife, this would likely displace wildlife from the respective area that would be developed. There should be some involvement from the Georgia Archeological and Historic departments on this area for any areas that should remain undisturbed and/or preserved.

As I have additional concerns, the biggest would be environmental. Chemicals (those needed are not listed and it is common to include forever chemicals for golf courses) and the amount of needed water to support a course of this size and to keep it maintained at a level that would be in line with professional golfing requires can have long

term negative impacts on the land, aquifer contamination, and runoff into Cedar Creek and Chattahoochee.



Administration

To: Coweta County Board of Commissioners
From: Shannon Zerangue, County Clerk
Date: September 22, 2026
RE: Amendment to *Chapter 50, Section 50-1* of the Coweta County Code of Ordinance
Associated with the Comprehensive Plan

Issue:

Amendment to *Chapter 50, Section 50-1* of the Coweta County Code of Ordinance Associated with the Comprehensive Plan

Discussion:

It is necessary to amend *Chapter 50. Planning, Article 1. In General, Section 50-1. Land Use Plan Adopted* associated with adoption of the Comprehensive Plan Update 2026-2046.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board execute an amendment to *Chapter 50. Planning, Article 1. In General, Section 50-1. Land Use Plan Adopted* of the Coweta County Code of Ordinances associated with adoption of the Comprehensive Plan Update 2026-2046.

Sec. 50-1. Land use plan adopted.

The Coweta County Comprehensive Plan, titled "~~Coweta County Community Plan 2016 -- 2036~~Charting Coweta's Future Community Agenda 2026-2046", as amended, is hereby adopted as the official land use plan for the county. Said document may be referred to as the "community plan", the "comprehensive plan" and/or "the plan".

A copy of the most current version of the community plan, as amended, shall be kept on file in the ~~county clerk's office~~Coweta County Community Development department.

**AN ORDINANCE OF THE COMMISSIONERS OF COWETA COUNTY, GEORGIA TO AMEND
CHAPTER 50. PLANNING OF THE COWETA COUNTY CODE OF ORDINANCES, AND FOR OTHER
PURPOSES**

NOW THEREFORE BE IT ORDAINED by the Board of Commissioners of Coweta County, Georgia and it is hereby ordained by the authority of the same that Chapter 50. Planning, be amended as follows:

AMEND Article 1. In General., Section 50-1. - Land use plan adopted., as follows:

The "Coweta County Comprehensive Plan, titled "Charting Coweta's Future Community Agenda 2026-2046" as amended, is hereby adopted as the official land use plan for the county. Said document may be referred to as the "Community Plan", the "Comprehensive Plan" and/or "the Plan".

A copy of the most current version of the Comprehensive Plan, as amended, shall be kept on file in the Coweta County Community Development department.

SO ORDAINED IN LAWFULLY ASSEMBLED, OPEN SESSION AFTER PUBLIC NOTICE AND HEARING AS PROVIDED BY GEORGIA LAW, THIS 22nd DAY OF SEPTEMBER 2026.

Chairman

Attest: _____
County Clerk



Community Development

To: Board of Zoning Appeals
From: Nicole Blackwell, Zoning Coordinator
Date: September 22, 2026
RE: Petition #: VAR 26-21
Applicant: Gary Adams
Property Owners: Elijah Sleigh, Rachel Sleigh
Location: 253 Timber Creek Estates Drive, Sharpsburg
Commission District: 4th - Commissioner Reidelbach
Tax Parcel(s): 132-6088-142
Property Size: 2.025± acres
Current Zoning: RC (Rural Conservation)
Requested Zoning: N/A
Proposed Use: Seeking approval to build a covered patio 7 feet from edge of existing pool
Public Hearing (Date, Time, Location): August 20, 2026 at 6:00 PM - 37 Perry Street, Newnan

Issue:

Petition # VAR 26-21 Filed by Gary Adams Requesting a Distance Between Buildings Variance (from 10-feet to 3-feet) for Property Located at 253 Timber Creek Estates Drive, Sharpsburg

Discussion:

Gary Adams has filed a variance application seeking approval to build a covered patio addition to the existing home 7 feet from the edge of an existing pool for property located at 253 Timber Creek Estates Drive, Sharpsburg (see attached staff report).

Fiscal Impact:

N/A

Recommendation:

Should the Board choose to approve the request, the Board of Zoning Appeals submits the following conditions for consideration:

1. The covered patio shall be located no closer than seven (7) feet from the pool and shall comply with all other applicable setback and development requirements.
2. Footings must be designed by an engineer to not impose any loads to the pool walls. Engineer's design and approval must be provided for footing inspection.
3. A septic location evaluation shall be completed to verify that the proposed patio will be the proper distance from the septic system.

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): GARY ADAMS
Address of Applicant(s): [REDACTED]
Phone #: [REDACTED] E-mail address: [REDACTED]
Address of Subject Property: 253 TIMBER CREEK ESTATES DR, SHARPSBURG, GA 30277
Property Tax I.D. #: 132 6088 142

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 4 Section 47 Item 8

Brief description of requested use: We would like to add a shed roof to the existing home for the purpose of protection from the direct sun exposure. the shed roof rough measurements will be 10' from the house running about 40' in length parallel to the home.

Applicant's reason for not conforming to the Zoning Ordinance: The current layout of pool (accessory structure) from the house just under 18'. The code requirement is 10' between structures. With soffit overhang we will be requesting a 3' variance to accommodate the desired 10' of shed roof and overhang.

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

In order for the owner to fully utilize the pool and home purchased without danger to their health, a large shaded area is required due to a family history of skin cancer. This is a safety and livability request due to the current state of the property, structure and pool.

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

We could potentially request an administrative variance of 10% which would result in a roughly T' shed roof overhang. This measure tends to be far less functional for laying out furniture and navigate walking pathways.

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

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

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

The area where this alteration will take place is too narrow for the desired modification where the pool is located in relation to the home.

II. Does property contain exceptional topographic conditions?

N/A

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

If the owners are an extension of the property with consideration to their health, the yes. A fully shaded area will be a must have for them to fully use and enjoy their pool.

IV. Are there other existing extraordinary or exceptional circumstances?

The pool location as we have explored all other options. The exit door from the home is in a direct path to the pool where this overhang is being proposed

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

Yes, it may be difficult to properly layout a navigatable floor plan to support walkways and furniture.

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

The request is a 30% reduction from the intent and purposed ordinance. In addition, I believe the "accessory structure" nature is intended more for fire code. I don't believe this is particularly intended to protect a pool.

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
Art. 4, Sec. 47 – Distance Between Buildings
Applicant: Gary Adams
Location: 253 Timber Creek Estates Drive, Sharpsburg (2.025± acres)
Petition # VAR 26-021
Tax ID #: 132-6088-142
4th Commission District

Date: August 6, 2026

The subject property, located at 253 Timber Creek Estates Drive within the Timber Creek Estates subdivision in Sharpsburg, is approximately 2.025 acres and is zoned RC (Rural Conservation). According to qPublic, the property contains a 3,567-square-foot single-family residence constructed in 2012 and an 18-foot by 36-foot pool constructed in 2016.

The applicant proposes to construct a covered patio addition attached to the rear of the principal residence. The proposed patio roof will extend 11 feet from the exterior wall and measure 44 feet in length. According to the site plan, the patio would be located approximately seven (7) feet from the edge of the existing pool. Article 4, Section 47 of the Coweta County Zoning and Development Ordinance requires a minimum separation of ten (10) feet between principal and accessory structures, and pools are classified as accessory structures under the Ordinance. The applicant is therefore requesting a variance to reduce the required separation from ten (10) feet to seven (7) feet, a reduction of three (3) feet.

The applicant states that the covered patio would provide shade from direct sunlight. The applicant further states that a shaded area is needed to allow the property owner to use the pool and residence while limiting sun exposure due to a family history of skin cancer.

Staff comments regarding this request are as follows:

Public Utilities

Environmental Health:

No objections to the proposed variance for the distance between covered patio and pool. A septic location evaluation should be required, to determine if the proposed patio will be the proper distance from the septic system.

Community Development

Building Official:

Footings must be designed by an engineer to not impose any loads to the pool walls engineers design and approval must be provided for footing inspection.

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) district. The proposed structure is residential in nature and consistent with the use and character of adjacent and nearby properties.

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

Response: The variance is internal to the subject property and does not appear to adversely affect the use or usability of adjoining parcels. No impacts to neighboring residences are anticipated.

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

Response: The pool is existing and its location limits the amount of space available to construct a covered patio that meets the 10-foot separation requirement.

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

Response: The variance request relates only to the placement of a covered patio addition and will not increase the demand on public infrastructure, utilities, or schools.

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 existing placement of the residence and pool limits the area available for the proposed covered patio.

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

Response: The applicant states that the covered patio would provide a shaded area that would allow the property owner to use the residence and pool while limiting exposure to direct sunlight. The Board must determine whether this constitutes a hardship.

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

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

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

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

Response: Placement of the existing house and existing pool limits the buildable area for the proposed covered patio.

- 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 Ordinance would require the proposed covered patio to maintain a minimum ten (10) foot separation from the existing pool. Compliance would require the applicant to reduce or redesign the patio, which may limit the amount of shaded outdoor area provided. The applicant states that the shaded area is needed to limit sun exposure due to a family history of skin cancer.

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

Response: The requested variance is being sought due to the restricted buildable area caused by the existing home and existing pool.

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

1. The pool is existing and its location limits the amount of space available to construct a covered patio that meets the 10-foot separation requirement.
2. The Board should consider if this request is justified by a hardship as the ordinance requires.

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

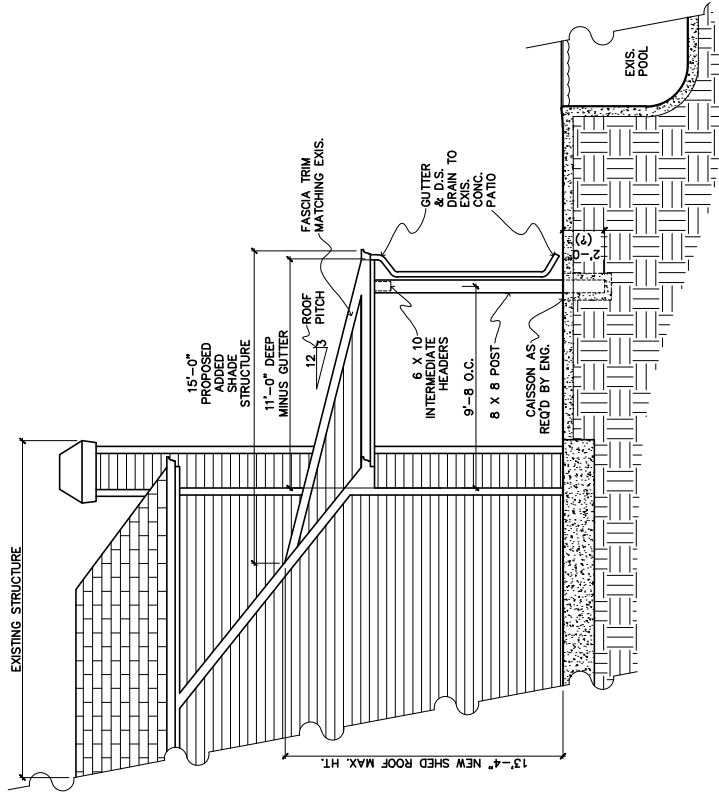
1. The covered patio shall be located no closer than seven (7) feet from the pool and shall comply with all other applicable setback and development requirements.
2. Footings must be designed by an engineer to not impose any loads to the pool walls. Engineer's design and approval must be provided for footing inspection.
3. A septic location evaluation shall be completed to verify that the proposed patio will be the proper distance from the septic system.

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, August 20, 2026**
- Final Decision with Board of Commissioners – **Tuesday, September 22, 2026**

The applicant or their designated representative is recommended to attend the Public Hearing.

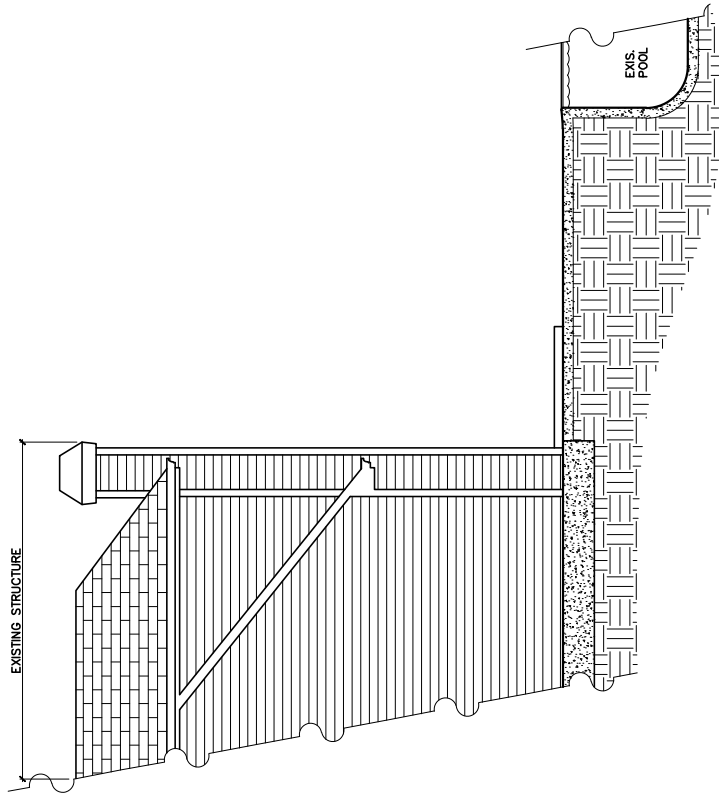
c: Gary Adams



PROPOSED ADDITION: WEST

SECTION/ELEVATION

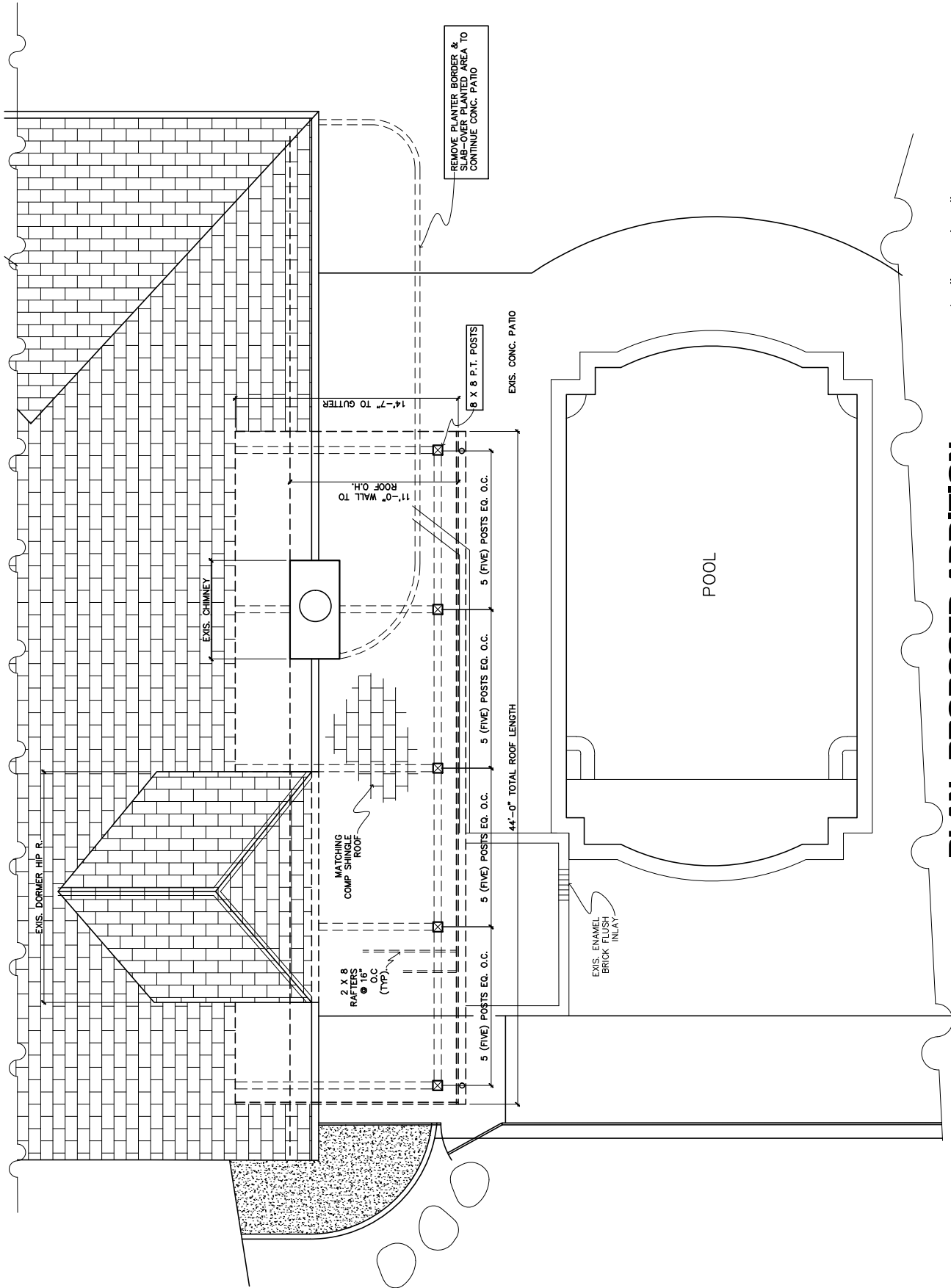
SCALE: 3/16" = 1'-0"



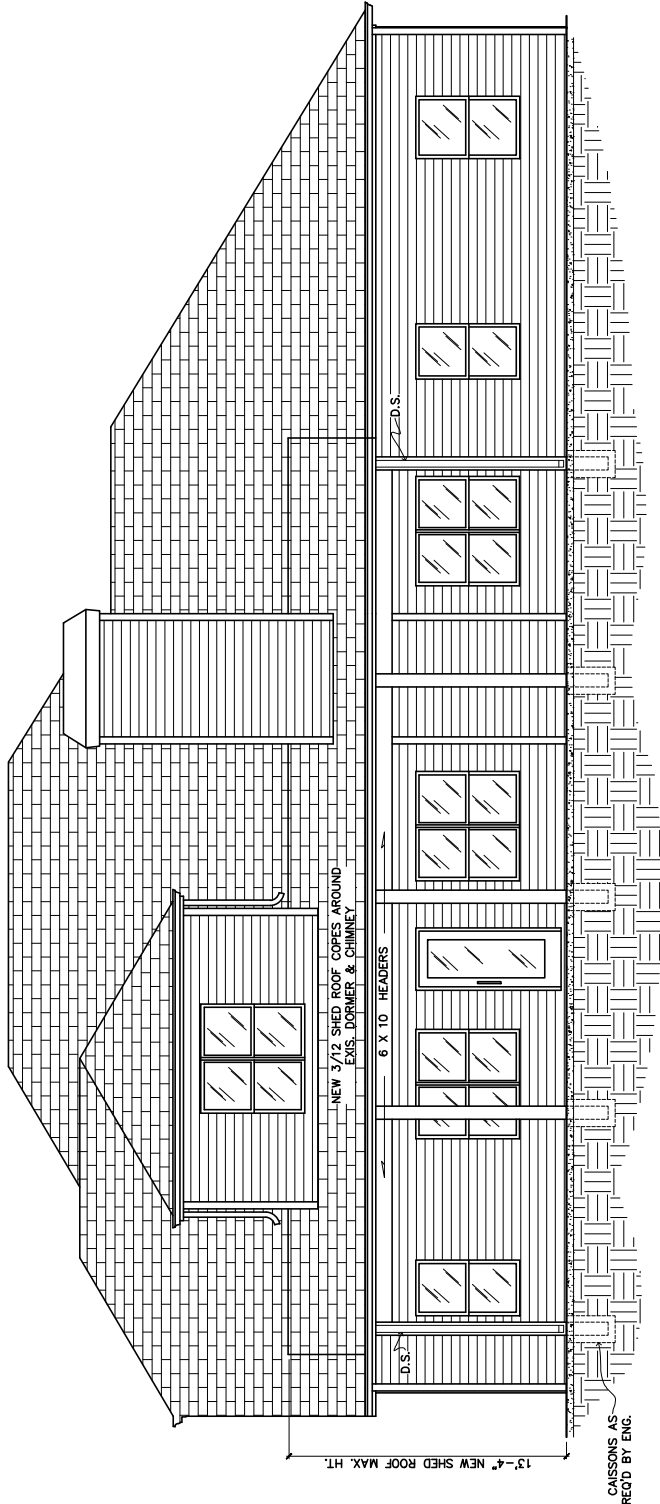
EXISTING CONDITION: WEST

SECTION/ELEVATION

SCALE: 3/16" = 1'-0"



PLAN: PROPOSED ADDITION SCALE: 3/16" = 1'-0"



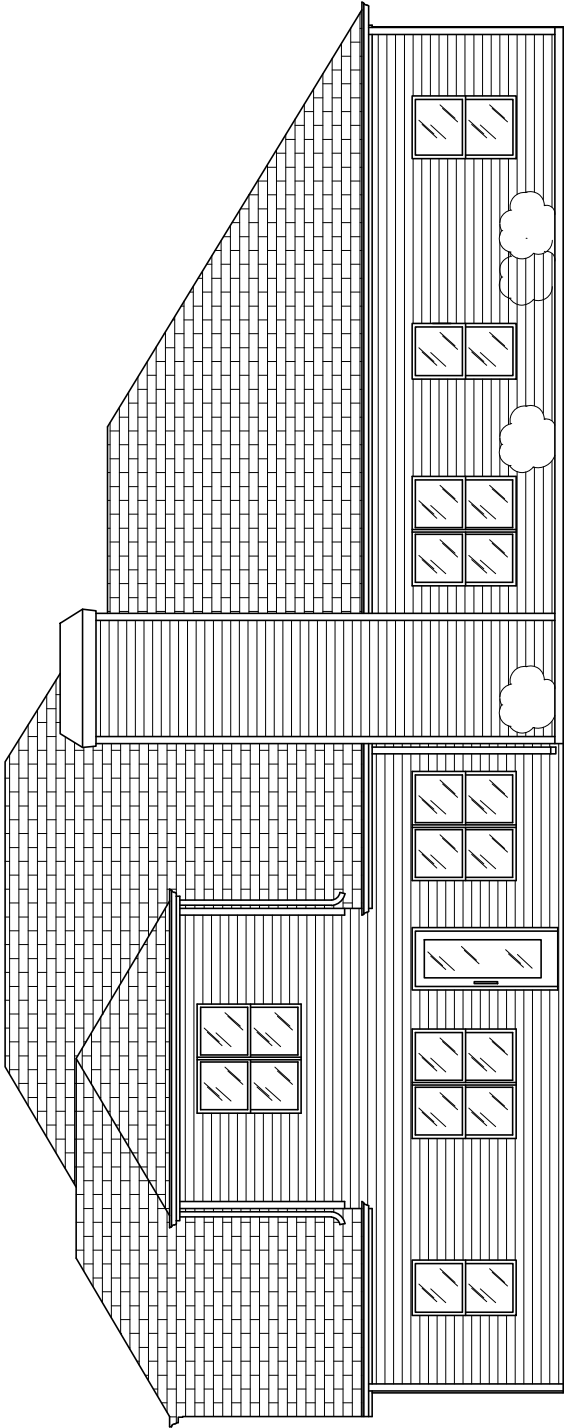
PROPOSED ADDITION: SOUTH

ELEVATION

SCALE: 3/16" = 1'-0"

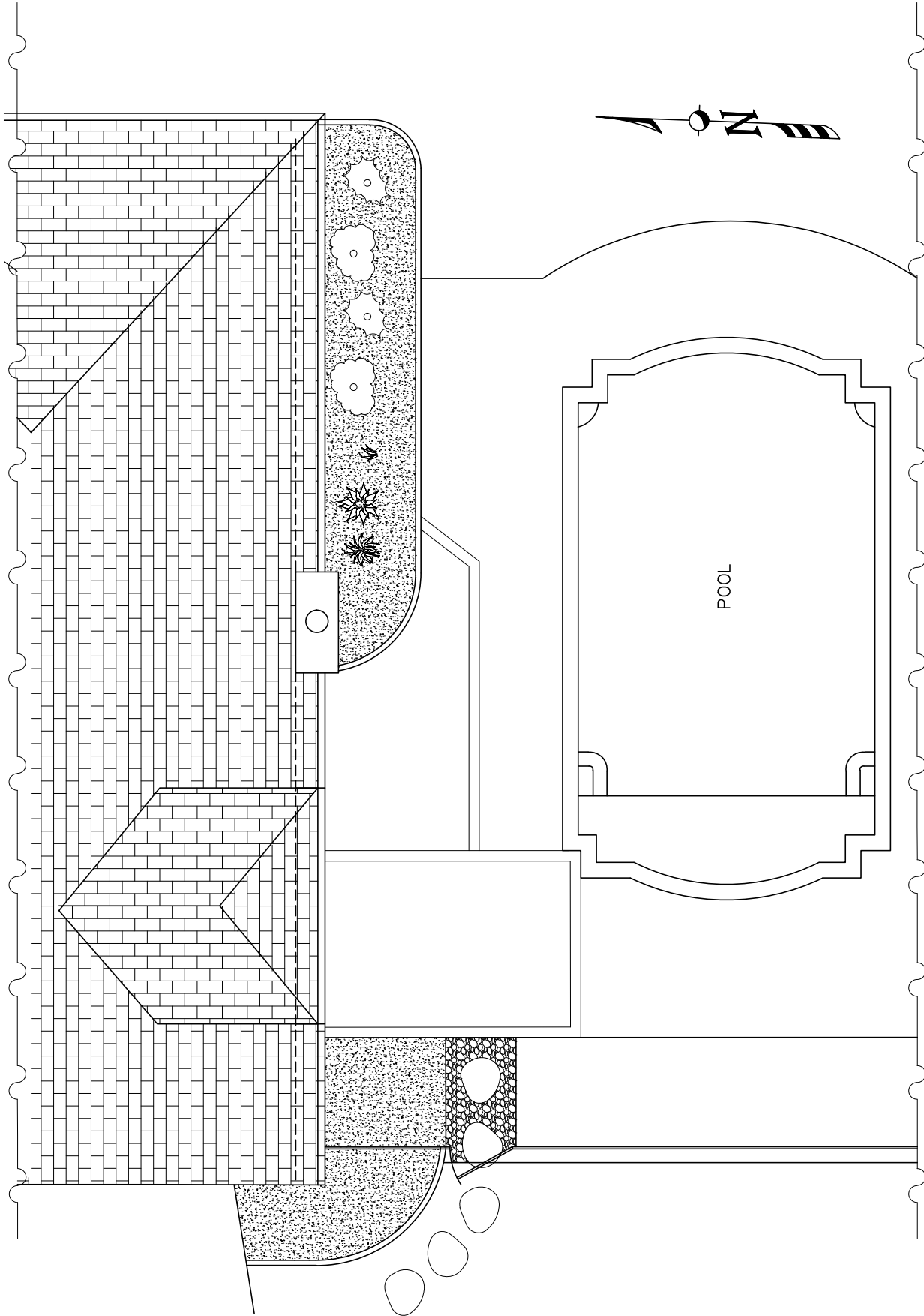


SITE PHOTOS



EXISTING CONDITION: SOUTH ELEVATION

SCALE: 3/16" = 1'-0"

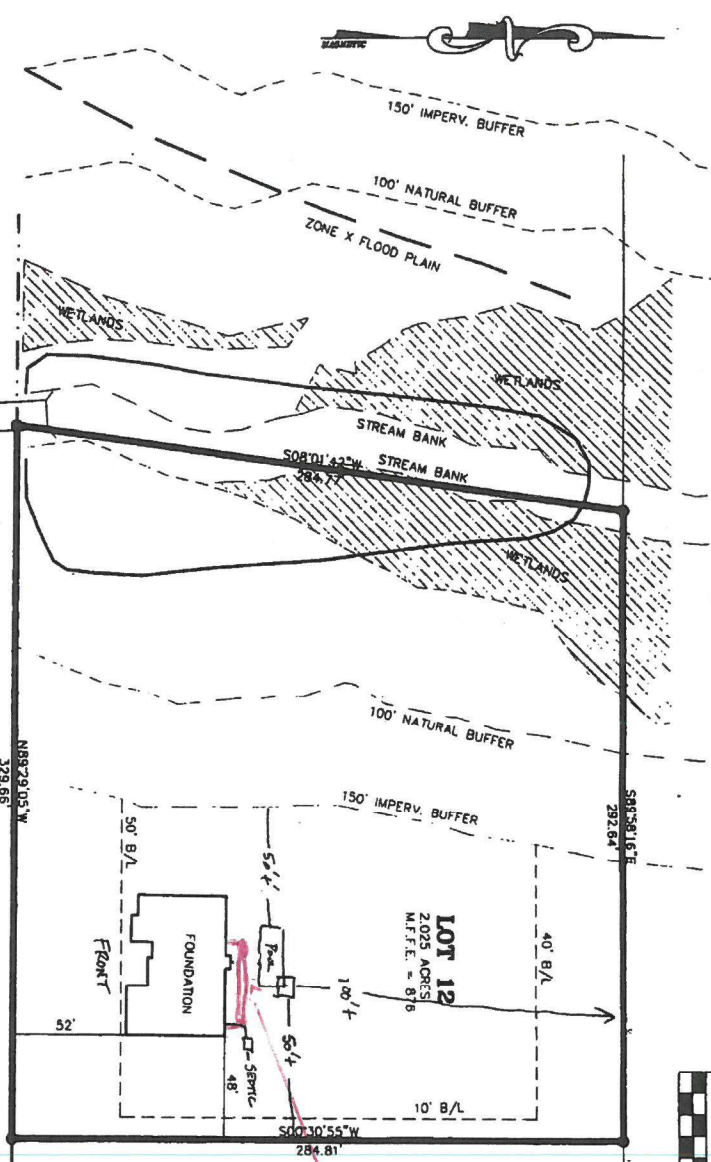


PLAN: EXISTING CONDITION

SCALE: 3/16" = 1'-0"

AS PER OFFICIAL F.I.R.M. MAP 13077C0170C DATED MAY 16, 2006
THIS PROPERTY IS NOT LOCATED IN A DESIGNATED 100 YEAR FLOOD HAZARD AREA.

GRAPHIC SCALE



TIMBER CREEK ESTATES DRIVE ~ 50' R/W

- LEGEND**
- R/W RIGHT OF WAY
 - I.P. IRON PIN FOUND
 - C.T. CHANGED TOP PIPE
 - R.B. REMOVING BAR
 - N.T. OPEN TOP PIPE
 - N.T. OR FORMERLY
 - B.L. BUILDING LINE

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS BEEN CHECKED FOR AN ANGULAR ERROR OF PER ANGLE. THIS PLAT HAS BEEN CALCULATED FOR CLOSE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN FEET.

TYPE OF EQUIPMENT USED: JORDAN GTS 313

7' from quarter edge

DUSTIN SHAW

LOT 12 TIMBER CREEK ESTATES

LOCATED IN LAND LOT 88 OF THE 6TH DISTRICT
COMETA COUNTY GEORGIA

SCALE: 1"=50' DATE: NOVEMBER 22, 2011

PROJECT NAME: 11-182

JOB NUMBER: 11-182



PREPARED BY
MCLAIN SURVEYING, INC.

LAND SURVEYING LAND PLANNING ENGINEERING SERVICES
6 MADISON STREET NEWNAN, GEORGIA 30263
PHONE: 770-251-8823 - FAX: 770-251-8805 - EMAIL: mclain@mcclain.org

2/4/16

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

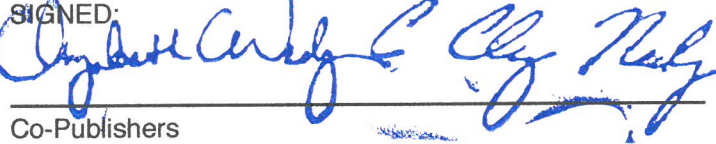
July 22, 2026

Notice of Public Hearing

Notice is hereby given that the Coweta County Board of Zoning Appeals will hear an
appeal filed by Gary Adams requesting the following variance: Art. 4, Sec 47 –
Distance Between Buildings Reduction for property located at 253 Timber Creek
Estates Dr, Sharpsburg (Tax ID #: 132-6088-142). The meeting will be held on
Thursday, August 20, 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 tract or parcel of land lying and being in Land Lot 88 of the
6th District, Coweta County, Georgia, being Lot 12, of Timber Creek Estates
Subdivision, as per plat recorded at Plat Book 88, Pages 300-307, 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 (770) 254-2608. For questions regarding the public hearing,
please contact the Community Development Department (770) 254-2635. This being
the 22nd day of July 2026 Coweta County Community Development Department
No:85811-7-22

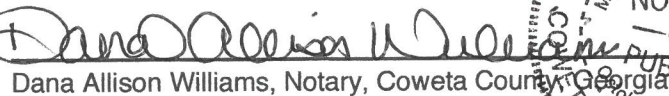
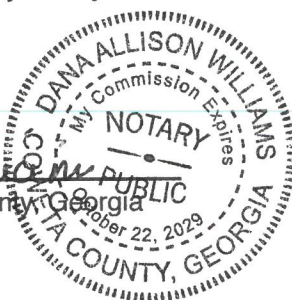
That said newspaper was regularly issued and circulated
on those dates.

SIGNED:



Co-Publishers

Subscribed to and sworn to me this 22nd day of July 2026.


Dana Allison Williams, Notary, Coweta County, Georgia

My commission expires: October 22, 2029

02100746 00144432

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



Community Development

To: Coweta County Board of Commissioners
From: Lisa Eschman, Zoning Manager
Date: September 22, 2026
RE: Petition #: 014-20
Applicant: Dr. Angampally Rajeev
Property Owners: Superscapes GA. LLC
Location: Lot 34, 35, 36 Located at 2112 East Hwy 34, Newnan
Commission District: 4th - Reidelbach
Tax Parcel(s): 109A-031; 109A-032; 109A-033
Property Size:
Current Zoning: O-I (Office-Institutional)
Requested Zoning: N/A
Proposed Use: Development of a Medical Office
Public Hearing (Date, Time, Location): September 22, 2026, at 6:00 PM — 37 Perry Street, Newnan

Issue:

Request Direction from the Board Regarding Condition # 14 Associated with Previous Petition # 014-20 Filed by Dr. Angampally Rajeev for Lots 34, 35 and 36 located at 2112 East Hwy 34, Newnan in the Eastwood Estates Development.

Discussion:

At the Commission meeting held on September 1, 2020, the Board voted to rezone Lots 34, 35, and 36 located at 2112 East Hwy 34, Newnan in the Eastwood Estates Development from *RC (Rural Conservation)* to *O-I (Office-Institutional)*, subject to fourteen (14) conditions under Petition # 014-20. Condition # 14 required that a building permit be obtained within twelve (12) months.

According to the applicant, the project was not able to move forward within the allowed timeframe because of the significant financial burdens and uncertainty created by the COVID-19 pandemic. Like many other businesses during that period, the applicant experienced substantial financial strain, which made it necessary for him to postpone his plans and focus resources on maintaining existing operations and continuing care for his patients.

The applicant is now prepared to move forward with the project, and has begun working on site development plans and is eager to take the necessary steps to bring the project to completion. Therefore, the applicant requests that the Board consider an extension so they may proceed with the Development Review Division.

Fiscal Impact:

N/A

Recommendation:

Staff is seeking direction from the Board regarding Condition # 14 associated with previous Petition # 014-20 filed by Dr. Angampally Rajeev for Lots 34, 35 and 36 located at 2112 East Hwy 34, Newnan in the Eastwood Estates Development (Parcels # 109A-031, # 109A-032, # 109A-033) and approved by the Board on September 20, 2020.

6. **Motion To: Public Hearing Regarding Petition # 014-20 Filed by Dr. Angampally Rajeev Requesting to Rezone Lots 34, 35, and 36 Located in the Eastwood Estates Development, Newnan**

Zoning Coordinator Lisa Eschman explained that this is a continuation of the Public Hearing regarding Petition # 014-20 filed by Dr. Angampally Rajeev requesting to rezone Lots 34, 35, and 36 located at 2112 East Hwy. 34, Newnan in the Eastwood Estates Development (Parcels # 109A-031, # 109A-032, and # 109A-033) from *RC (Rural Conservation)* to *O-I (Office-Institutional)*. She explained that the applicant plans to utilize an existing structure on the middle lot (35) as a medical office and has provided an approximate rendering of the building as requested by the Board. She reviewed the current zoning of properties in the surrounding areas, highlighted the factors reviewed by staff during the rezoning process, and presented thirteen (13) conditions for consideration by the Board should they choose to approve the request.

Mr. Kip Oldham, applicant representative, explained that as shown on an approximate rendering, the applicant plans to reuse an existing structure with some interior and exterior modifications including a "tower" feature that will meet the required Quality Development Corridor District (QDCD) standards.

In response to a question from Commissioner Brooks, Mr. Oldham explained that parking for the building is proposed on the back and western side of the subject property.

Chairman Poole called for any comments in support of or in opposition to the proposed rezoning. There were none.

The Board voted to close the Public Hearing regarding Petition # 014-20 filed by Dr. Angampally Rajeev requesting to rezone Lots 34, 35, and 36 located at 2112 East Hwy. 34, Newnan in the Eastwood Estates Development, Newnan (Parcels # 109A-031, # 109A-032, and # 109A-033) from *RC (Rural Conservation)* to *O-I (Office-Institutional)*.

RESULT:	PUBLIC HEARING CLOSED [UNANIMOUS]
MOVER:	Rodney Brooks, District 4
SECONDER:	Tim Lassetter, District 2
AYES:	Poole, Lassetter, Blackburn, Brooks, Smith

7600 Public Hearing Regarding Petition # 014-20 Filed by Dr. Angampally Rajeev Requesting to Rezone Lots 34, 35, and 36 Located in the Eastwood Estates Development, Newnan

The Board voted to rezone Lots 34, 35, and 36 located at 2112 East Hwy. 34, Newnan in the Eastwood Estates Development (Parcels # 109A-031, #

109A-032, # 109A-033) from *RC (Rural Conservation)* to *O-I (Office-Institutional)* as requested in Petition # 014-20 filed by Dr. Angampally Rajeev, subject to the following conditions:

1. The applicant shall comply with all the requirements of the Georgia Department of Transportation (GDOT) regarding access to the site and shall obtain a permit from GDOT for required improvements.
 2. The developer shall meet all requirements of the Coweta County Fire Marshal.
 3. The developer shall meet all requirements of the Coweta County Building Department including ADA requirements.
 4. Development Standards, both existing and any future, shall incorporate Quality Development Corridor District (QDCD) requirements unless a variance is granted through the normal variance review process.
 5. No future expansion of the structure shall encroach any closer to the existing front setback along Hwy. 34 East.
 6. A 10-foot landscape strip shall be planted along the eastern and western property boundaries and shall incorporate the landscape requirements under *Article 26* to the fullest extent possible. A landscape plan shall be submitted and approved by the Community Development Department.
 7. A 50-foot buffer shall be planted along the northern property boundary and shall incorporate the landscape requirements under *Article 26*. A landscape plan shall be submitted and approved by the Community Development Department to ensure existing and/or planted materials provide appropriate screening and buffer of sound prior to installation.
 8. Any business activity shall agree to work with the County, in good faith, to address any concerns, complaints related to odor, glare, noise or similar objectionable features.
 9. Lighting shall incorporate full cutoff fixtures so adjacent residential properties and roadways are not adversely affected, and to preclude glare onto or direct illumination of adjacent properties and streets.
 10. Any signage must be reviewed and approved by the Community Development Department in accordance with the *Coweta County Sign Ordinance*.
 11. All loading, dumping, and courier related activities shall occur only between the hours of 7:00 a.m. and 7:00 p.m.
 12. A six (6) feet black vinyl coated fence shall be installed within the buffer of the subject lot along the property lines that abut *RC (Rural Conservation)* zoning.
 13. The applicant shall comply with *Coweta County Stormwater Management, Soil Erosion and Sedimentation Control, and Wetlands Protection Ordinances*.
 14. The applicant shall obtain a building permit within twelve months.
- **Additional Condition****

RESULT:	APPROVED [4 TO 1]
MOVER:	Rodney Brooks, District 4
SECONDER:	Bob Blackburn, District 3 - Vice Chairman
AYES:	Tim Lassetter, Bob Blackburn, Rodney Brooks, Al Smith
NAYS:	Paul Poole

August 18, 2026

RE: Request for Extension of Approved Rezoning – Petition #014-20
Property: 2112 E Highway 34, Newnan, Georgia

Dear Ms. Eschman,

Thank you again for taking the time to discuss our plans for the property. We truly appreciate your guidance and the County's willingness to work with us as we move forward with this project.

I am writing to formally request an extension of the approved rezoning under **Petition #014-20**, which rezoned the property from **RC (Rural Conservation)** to **O-I (Office-Institutional)** and required a business license to be obtained by September 2021.

Unfortunately, we were not able to move forward with the project within that timeframe due to the significant financial burdens and uncertainty created by the COVID-19 pandemic. Like many businesses during that period, we experienced substantial financial strain, which made it necessary for us to postpone our plans and focus our resources on maintaining our existing operations and continuing to care for our patients.

The circumstances that prevented us from moving forward at that time have changed, and **we are now in a position and fully prepared to move forward with the project**. We have begun working on updated plans and drawings and are eager to take the necessary steps to bring this project to completion.

Our goal is to develop a medical office that will expand care to people of Coweta County. We sincerely believe this project will be a positive addition to the community and will allow us to better serve the healthcare needs of local residents.

We respectfully ask the County to grant an extension of the approved rezoning associated with **Petition #014-20** so that we may proceed with the next stages of development. We would also greatly appreciate any guidance you can provide regarding the appropriate steps, applications, studies, or approvals we should begin pursuing at this time, including moving forward with the traffic study.

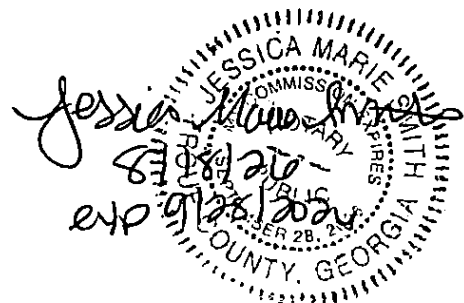
We are committed to working closely with Coweta County and following all applicable requirements throughout the process.

Thank you again for your time, consideration, and assistance. We sincerely appreciate the opportunity to move forward with this project and look forward to working with you and the County to bring it to life.

Respectfully,

Angampally Rajeev

Rajeev



COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: 014-20
Name of Owner or Applicant: Dr. Rajeev Angampally
Location of Property: 2112 East Hwy, 34, Newnan (Parcel # 109A-031, # 109A-032, # 109A-033)
From RC (Rural Conservation) to O-I (Office Institutional)

I, the undersigned, hereby certify that I and/or members of my family ☐ DO or ☒ DO NOT have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

July 9, 2020
Date

Paul Poole
Signature of Official

COMMISSIONER-1ST DISTRICT
Title

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

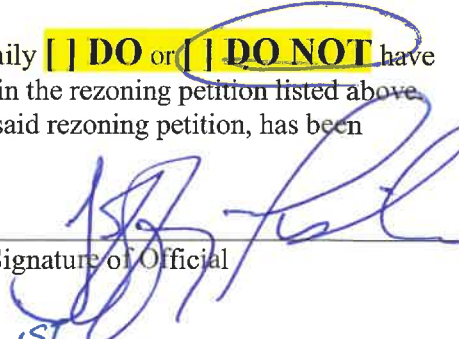
Rezoning Petition Number: 014-20

Name of Owner or Applicant: Dr. Angampally Rajeev

Location of Property: 2112 Easy Hwy 34, Newnan (Parcel # 109A-031, # 109A-032, and # 109A-033)
From RC (Rural Conservation) to O-I (Office Institutional)

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

9-8-2026
Date


Signature of Official

1st DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: 014-20

Name of Owner or Applicant: Dr. Rajeev Angampally

Location of Property: 2112 East Hwy, 34, Newnan (Parcel # 109A-031, # 109A-032, # 109A-033)
From RC (Rural Conservation) to O-I (Office Institutional)

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

July 9, 2020
Date

Tim Lazzetta
Signature of Official

Commissioner 2nd DISTRICT
Title

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: 014-20

Name of Owner or Applicant: Dr. Angampally Rajeev

Location of Property: 2112 Easy Hwy 34, Newnan (Parcel # 109A-031, # 109A-032, and # 109A-033)
From RC (Rural Conservation) to O-I (Office Institutional)

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

9-8-2026
Date

Brian M. Kenzie
Signature of Official

2nd DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: 014-20
Name of Owner or Applicant: Dr. Rajeev Angampally
Location of Property: 2112 East Hwy, 34, Newnan (Parcel # 109A-031, # 109A-032, # 109A-033)
From RC (Rural Conservation) to O-I (Office Institutional)

I, the undersigned, hereby certify that I and/or members of my family ☐ DO or ☒ DO NOT have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

July 9, 2020
Date

B. Blakely
Signature of Official

COMMISSIONER - 3rd DISTRICT
Title

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

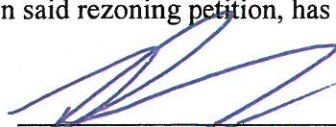
Rezoning Petition Number: 014-20

Name of Owner or Applicant: Dr. Rajeev Angampally

Location of Property: 2112 East Hwy, 34, Newnan (Parcel # 109A-031, # 109A-032, # 109A-033)
From RC (Rural Conservation) to O-I (Office Institutional)

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

July 9, 2020
Date


Signature of Official

COMMISSIONER-4th DISTRICT
Title

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: 014-20

Name of Owner or Applicant: Dr. Rajeev Angampally

Location of Property: 2112 East Hwy, 34, Newnan (Parcel # 109A-031, # 109A-032, # 109A-033)
From RC (Rural Conservation) to O-I (Office Institutional)

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

9/9/2020
Date


Signature of Official

Commissioner - 5th District
Title

Explanation
(Please print or type)



Community Development

To: Coweta County Board of Commissioners
From: Nicole Blackwell, Zoning Coordinator
Date: September 22, 2026
RE: Petition #: REZ 24-18
Applicant: Waffle House, Inc.
Property Owners: Angler Investments, LLC
Location: Intersection of Highway 16 and Poplar Road
Commission District: 1st - Commissioner Fisher
Tax Parcel(s): 124-1049-020
Property Size: 0.97± acres
Current Zoning: C-6 (Commercial Minor Shopping)
Requested Zoning: N/A
Proposed Use: LDP Extension Request
Public Hearing (Date, Time, Location): September 22, 2026, 6:00 PM, 37 Perry St.

Issue:

Request Direction from the Board Regarding Condition # 10 Associated with Previous Petition # REZ 24-18 Filed by Waffle House, Inc. for Property Located at the Intersection of Highway 16 and Poplar Road, Sharpsburg – District 1

Discussion:

At the Commission meeting held on March 18, 2025, the Board voted to rezone 0.97± acres located at the intersection of Highway 16 and Poplar Road, Sharpsburg (Parcel # 124-1049-020) from C-6 (*Commercial Minor Shopping*) with conditions to C-6 as requested in Petition # REZ 24-18 filed by Waffle House, Inc., subject to fifteen (15) conditions. The property is owned by Angler Investments, LLC.

Condition # 10 requires that a Land Disturbance Permit (LDP) be obtained within eighteen (18) months of the rezoning approval. To date, an LDP has not been issued. Waffle House ultimately did not move forward with the proposed development.

According to Neal Spradlin, representative for the property owner, Angler Investments, LLC has continued to actively market the property to restaurants and coffee shops. On behalf of the property owner, Mr. Spradlin is requesting an 18-month extension of Condition # 10 to allow additional time to secure a new user and obtain the required Land Disturbance Permit.

Subsequently, Community Development is requesting direction from the Board regarding the requested extension.

Fiscal Impact:

N/A

Recommendation:

Staff requests direction from the Board regarding Condition # 10 associated with previous Petition # REZ 24-18 filed by Waffle House, Inc. and approved by the Board on March 18, 2025.

RESULT: Passed (UNANIMOUS)

MOVER: Bob Blackburn

SECONDER: Jeff Fisher

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Supplemental and Non-Agenda Items

Motion to: Approve

The Board voted to approve the addition of one (1) Non-Agenda item for discussion.

RESULT: Passed (UNANIMOUS)

MOVER: Jeff Fisher

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Public Hearing (The Chairman will call for any comments regarding the following items after each item is presented)

6. **Public Hearing Regarding Petition # REZ 24-18 Filed by Waffle House, Inc. Requesting to Rezone Property Located at the Intersection of Poplar Road and Hwy 16, Sharpsburg - District 1 and District 2**

Zoning Manager Lisa Eschman presented Petition # REZ 24-18 filed by Waffle House, Inc. requesting to rezone property located at the intersection of Poplar Road and Hwy 16, Sharpsburg (Parcel # 124-1049-008 [partial]) from *C-6 (Commercial Minor Shopping District)* with conditions to *C-6 (Commercial Minor Shopping)* for a restaurant. She explained that the entire property consists of 3± acres and was originally rezoned on October 19, 2021 under Petition # 019-21 (filed by Angler Investments, LLC) from *RC (Rural Conservation)* to *C-6 (Commercial Minor Shopping District)*, subject to ten (10) conditions for a retail and office development. She highlighted a few of the original conditions of zoning, including a required 75-foot buffer along the northern property boundary (previous Condition # 5), a limit of the proposed retail building to 15,000 square feet (previous Condition # 8), and a limit to the hours of operation for commercial use to Monday through Sunday from 8:00 a.m. to 9:00 p.m. She further explained that on March 17, 2022, Angler Investments filed a buffer variance under Petition # VAR 22-11 requesting a 25-foot buffer reduction along the northern property line (from 75-feet to 50-feet), which was approved by the Board on May 17, 2022. Waffle House, Inc. is now requesting to rezone a portion of the property consisting of 0.97± acres (labeled “Tract B”) to *C-6 (Commercial Minor Shopping District)* for a restaurant. She reviewed the current zoning of properties in the surrounding area, including “Tract A” located directly adjacent to the east. She explained that the site plan proposal features a 2,000 square feet

restaurant located on "Tract B" with twenty-eight (28) parking spaces. A full-access driveway is situated on the adjacent property, "Tract A", located to the east. This driveway allows for shared access between both tracts ("Tract A" and "Tract B"), facilitating movement of the entire commercial development. A 50-foot buffer is indicated along the northern boundary adjoining the residentially zoned properties, and a stormwater pond is proposed along the western property line. In conclusion, she presented photographs of the proposed site that were taken by staff, provided renderings of the proposed Waffle House that were submitted with the rezoning application, highlighted the factors reviewed by staff during the zoning process, and presented fourteen (14) conditions for consideration by the Board should they choose to approve the request.

Ms. Eschman fielded questions from the Board and explained that the applicant's representative is present to field any questions.

Mr. Neal Spradlin, applicant representative for Waffle House, Inc. and for the property owner Angler Investments, explained that the original rezoning request was filed in August 2023 but was withdrawn at the Commission meeting held on September 7, 2023. The reason for the withdrawal was because of a proposed condition that the applicant obtain a land disturbance permit within twelve (12) months, and they were not ready to proceed. They have waited the required amount of time to reapply and are ready to proceed with the project. The property is zoned *C-6 (Commercial Minor Shopping District)* with conditions and includes a unique condition that limits the hours of operation between 8:00 a.m. to 9:00 p.m. The applicant is requesting that the Board remove that condition so that the Waffle House can operate 24-hours a day. He pointed out that the two (2) adjacent properties, Frazier's convenience store (rezoned in 2022) and a property on the south side (rezoned in 2007), do not have any conditions restricting their hours of operation. Waffle House currently operates approximately nine (9) restaurants in Coweta County, has a long-standing reputation as a place for people from all walks of life to gather, and this location will provide another opportunity for them to continue to provide good food, good service, and support the local schools and community. The applicant has no objections to the recommended conditions of zoning, including condition # 10, which requires them to obtain a land disturbance permit (LDP) within eighteen (18) months. Regarding condition # 5, he explained that the traffic study shows the development will only increase the delay of traffic by 16% at the intersection of SR 16 and Marion Beavers Road. The applicant feels that their obligation to contribute to the cost of adding a channelized right-turn lane at SR 16 and Marion Beavers Road should only be 16% of the estimated \$150,000, or \$24,000 for the whole development, and that 1/3 (\$8,000) of the \$24,000 be paid by Waffle House and the remaining 2/3 (\$16,000) of the \$24,000 be paid by the future retail building on "Tract A".

In response to questions from the Board, Mr. Spradlin explained that the channelized right-turn lane is basically a dedicated turn lane that will cost \$150,000 to construct.

According to Mr. Spradlin, the traffic study indicates that the Waffle House development will cause a 16% increase in the delay of traffic at the intersection of SR 16 and Marion Beavers Road, and they suggest the development be responsible for 16% of the \$150,000, which is \$24,000.

In response to a question from Chairman McKenzie, Public Works Administrator Handley explained that the traffic study was conducted in 2023 with an estimated build-out of the subject property in 2025. The study took two (2) years of background growth on SR 16 and Poplar Road into account. The study begins with the existing traffic conditions, what those conditions would be like if development weren't built in 2025 ("no-build conditions"), then adds the development traffic on top of that to get the "build conditions" in 2025. The increase of 16% is based upon the seconds of delay experienced by the average vehicle during certain peak hours. At the intersection of SR 16 and Marion Beavers Road, during the a.m. peak hours, if the project isn't built, the average delay for a vehicle at that intersection turning onto SR 16 from Marion Beavers Road is 49 seconds. If you add traffic from this development, the delay increases to 58 seconds, which results in the average vehicle waiting 9 seconds longer, which corresponds to the 16% delay Mr. Spradlin is referring to. The suggested percentages were based on data from the traffic study.

In response to a question from Commissioner Smith, Mr. Spradlin explained that the applicant wishes to be responsible for \$24,000 and the County responsible for \$126,000 of the \$150,000 cost to construct the channelized right-turn lane, if the project is ever completed. Condition # 5 states that the applicant's financial contribution to the cost of constructing the turn lane shall be determined by the Board. The only fair way to do that is to look at the traffic study to see what percentage the project will create in the need for the right-turn lane. The intersection needs a right-turn lane already as it stands today.

In response to questions from the Board, Public Works Administrator Handley explained that at the time the traffic study was conducted, the delay at the intersection scored a level of service "D", which is at the borderline of being considered as failing ("E" and "F"). When the study was conducted, the intersection was on the borderline or tipping point of a failing level of service.

In response to questions from Commissioner Reidelbach, Mr. Spradlin explained that the development should be responsible for 16% of \$150,000, which is \$24,000 total, and for the \$24,000 to be split into \$8,000 for the Waffle House and \$16,000 for the retail building. The remaining \$126,000 should be the County's responsibility.

Commissioner Reidelbach explained that he feels that because the development will cause the need for a channelized right-turn lane, the percentages should be calculated differently and that a year from now, the cost to construct the right-turn lane may increase to \$200,000. The contribution amount should be based on the actual cost of construction. The proffered 16% seems low, and he would like for the percentage of

contribution to be 25%.

In response to questions from the Board, Mr. Spradlin explained that the 16% is based on both the Waffle House and the 15,000 square-foot retail building and is the impact of the development. He does agree that the construction cost today versus five (5) years from now will increase, but Waffle House intends to build next year and the amount of contribution needs to be determined so they can contribute their prorated portion. The parking lots will be constructed in two (2) phases with the Waffle House parking lot constructed first, followed by construction of the retail building parking lot. The entrance and all the improvements within the GDOT right-of-way will be completed as part of the Waffle House project. The driveway will be paved across the front of "Tract A" to get to "Tract B", which is where Waffle House is proposed. Not all the parking spaces on "Tract A" will be constructed, just those on "Tract B" for the Waffle House. The stormwater pond shown on the site plan is intended to be a master stormwater pond to serve both parcels, and will be an estimated 3–4 feet deep. The exact materials for the decorative fencing are not specified, and have to be approved by the Community Development Director.

Commissioner Fisher explained if the amount is set at 25% for the applicant and 75% for the County, and in 3-5 years, the County does not have the funds to build the turn lane, then it will not be constructed. He feels that the amount of the required contribution should take into account costs in the future as well.

Administrator Fouts explained that part of the reason these conditions have been added is to try to catch up with some of the infrastructure projects and there are more projects than funding. Had these conditions been in place in other similar situations around this area, there probably would be funds to build the right-turn lane. Staff is attempting to be fair and the best way to do that is through the traffic study data. But, if there isn't funding to construct the right-turn, then it will not be constructed.

Chairman McKenzie called for comments in support of the proposed rezoning.

Mr. Robert Davidson, Backwater Cove Court, explained that he is the Facilities Director for nearby Crossroads Church and their leadership does not oppose the proposed Waffle House. As a nearby resident, he supports Waffle House's request because of the limited restaurants in the area. Lastly, he is a board member of the Homeowners Association for The Brooks Subdivision and residents are ready for the restaurant.

Mr. James Tarpeh, Real Estate Director for Waffle House, spoke in support of the Waffle House. He explained that Waffle House is a privately-owned company, and they come into communities as good partners. The fence behind the property will align with the County's request so it will fit into the community. They are willing to take part in the construction of the right-turn lane, but it would be awkward to open themselves up to full exposure.

In response to questions from the Board, Mr. Tarpeh explained that they feel comfortable tying the amount to data, but are open to further discussion. With regard to crime around Waffle House restaurants, he explained that they meet with local law enforcement, and data shows when they come into a new market, they bring lighting and create a safe space. He also explained that the restaurant will be connected to the sanitary sewer system.

Chairman McKenzie called for any comments in opposition to the proposed rezoning.

The following citizens spoke in opposition to the proposed rezoning, citing concerns about potential crime/robberies because of its proximity to Poplar Road and Hwy 16 to Exit 41 and back roads to retreat to Meriwether County, lack of law enforcement in the area, proximity to a large residential area, and bad things occurring because of the Waffle House.

- Ms. April Yarbrough, McDonald Road, Sharpsburg
- Mr. Denver Payton, Tope Road, Sharpsburg

In rebuttal, Mr. Spradlin explained that the opinion that Waffle House attracts crime is just an opinion. The subject property is a good location for the restaurant and Waffle House will partner with local law enforcement. He believes any contribution of more than 16% towards the right-turn lane is very arbitrary, not supported by any data, and unfair. He pointed out that the level of service at the intersection is already graded at a "D" in the current "no-build condition". The level of service will drop to a grade "E" which will be a failing score. Then, the development only adds 9 seconds and is not a huge contributor to the need for the right-turn lane. The County can plan to place it in its budget in future years and the cost to construct the turn-lane should not be the responsibility of the development in its entirety.

Mr. Tarpeh explained that Waffle House does research before coming into a community to determine where to place a restaurant and there was nothing to indicate that this location would require additional security. They also design restaurants so that a walk-up window can be added if crime manifests differently and will shut down the interior of a restaurant at 10:00 p.m., allow for walk-up service only, and add security if necessary.

Motion to: Close the Public Hearing

The Board voted to close the Public Hearing regarding Petition # REZ 24-18 filed by Waffle House, Inc. requesting to rezone property ("Tract B") located at the intersection of Poplar Road and Hwy 16, Sharpsburg (Parcel # 124-1049-008 [partial]) from C-6 (*Commercial Minor Shopping*) with conditions to C-6 (*Commercial Minor Shopping*).

RESULT: Passed (UNANIMOUS)

MOVER: Bob Blackburn

SECONDER: Jeff Fisher

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

Commissioner Fisher explained that he does not think that Waffle Houses naturally draw criminal activity. Criminal activity is more of a product of their locations. The ones in Senoia and in Peachtree City have not had any heightened level of crime in those areas. Regarding the applicant's 16% contribution, because of the potential time involved to complete the project (3-5 years) and potential increases in road construction costs, he would like the applicant to contribute 25% to the construction of the channelized right-turn lane (Condition # 5) and for the Waffle House to be able to operate 24-hours a day (Condition # 15).

Motion to: Approve

The Board voted to rezone 0.97± acres ("Tract B") located at the intersection of Poplar Road and Hwy 16, Sharpsburg (Parcel # 124-1049-008 [partial]) from *C-6 (Commercial Minor Shopping District)* with conditions to *C-6 (Commercial Minor Shopping)* as requested in Petition # REZ 24-18 filed by Waffle House, Inc., subject to the following conditions:

1. All *Coweta County Code of Ordinances* shall be adhered to unless a variance is granted through the normal review process.
2. The applicant shall construct a left-turn lane (230 feet of full-width storage) along SR 16 at the proposed driveway.
3. The applicant shall construct a right-turn lane on SR 16 at the proposed driveway (minimum 250 feet of full-width storage).
4. The applicant shall construct a yield-controlled channelized right-turn at the site driveway southbound approach.
5. The applicant shall contribute 25% of the cost of designing and constructing a channelized right-turn lane at SR 16 and Marion Beavers Road.
6. The applicant shall comply with any additional requirements established by the Georgia Department of Transportation (GDOT).
7. All work within the right-of-way shall meet current American Association of State Highway and Transportation Officials (AASHTO), County, and Georgia Department of Transportation (GDOT) standards.
8. The applicant/developer shall meet all the site development standards of the *Quality Development Corridor District (QDCD)* unless a variance is granted through the normal procedures.
9. The permit applicant shall be responsible for stormwater management meeting the requirements of *Chapter 30* of the *Coweta County Code of Ordinances* for each subbasin and each shall be studied at the points where each subbasin leaves the proposed development's property. Additionally, it is required that Runoff

Reduction practices be implemented upgradient from the detention/retention ponding to help avoid maintenance concerns and provide a treatment train approach as intended in the ordinance, unless an infeasibility waiver is granted.

10. The applicant shall obtain a land disturbance permit (LDP) within an 18-month period beginning the next business day following approval by the Board. If the applicant fails to do so, the Board may initiate rezoning of the property.
11. A 50-foot buffer shall be maintained or planted along the northern property boundary. The site will need to be evaluated after grading, clearing to determine if additional supplemental buffer plantings will be required. A landscape buffer plan shall be submitted and reviewed by the Community Development Department to ensure the existing and/or planted materials provide appropriate screening.
12. The applicant shall install a six (6) feet decorative opaque fence along the northern property line that abuts the established residential property zoned *RC (Rural Conservation)*. The six (6) feet decorative fence is to stay in good working order and be replaced by the property owner when it becomes damaged or at the County's discretion.
13. Any site and building lighting installed shall incorporate full cutoff fixtures to preclude glare onto or direct illumination of adjacent properties and streets.
14. Any business activity shall agree to work with the County in good faith to address any concerns, complaints related to odor, glare, noise, or similar objectionable features.
15. The Waffle House restaurant may conduct business 24-hours a day.

RESULT: Passed (UNANIMOUS)

MOVER: Jeff Fisher

SECONDER: Bob Blackburn

AYES: Bill McKenzie, John Reidelbach, Jeff Fisher, Bob Blackburn, Alphonso Smith

7. **Public Hearing Regarding Possible Rezoning of Property Located at SR 70 (Roscoe Road), Newnan Associated with Condition # 6 of Previous Petition # REZ 22-03 Filed by Apex Land Company - District 3**

Zoning Associate Nicole Blackwell explained that at the Commission meeting held on April 19, 2022, the Board voted to rezone 0.79± acres located at SR 70 (Roscoe Road), Newnan (Parcel # 073B-032) from *RC (Rural Conservation)* to *R-2 (Multifamily Residential)* as requested in Petition # REZ 22-03 filed by Apex Land Company, subject to ten (10) conditions. Condition # 6 required that the applicant obtain a Land Disturbance Permit (LDP) within a 12-month period or the Board could initiate rezoning of the property. As of February 28, 2025, an LDP has not been issued to the applicant. According to the applicant's attorney, Apex Land Company was unable to secure the necessary zoning within the City of Newnan to proceed with their project for a townhome development. In closing, she explained that since an LDP has not been obtained, staff recommends that the Board rezone the property back to *RC (Rural Conservation)*.

September 1, 2026

Ms. Lisa Eschman
Coweta County Community Development
22 East Broad Street
Newnan, GA 30263

**Re: Waffle House – Rezoning Petition #REZ 24-18
Portions of Tax Parcel #124-1049-008**

Dear Ms. Eschman,

On behalf of the property owner Angler Investments LLC, we are requesting an extension for rezoning petition #REZ 24-18. This rezoning petition was approved on March 18, 2025, with a condition to obtain a land disturbance permit within 18 months. After the zoning approval Waffle House backed out of the contract. Angler Investments has continued to actively market the property to restaurants and coffee shops that would utilize the expanded hours of operation. We are requesting an extension of 18 months to obtain a land disturbance permit for the property.

Sincerely,



Neal Spradlin
Property Owner Representative

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

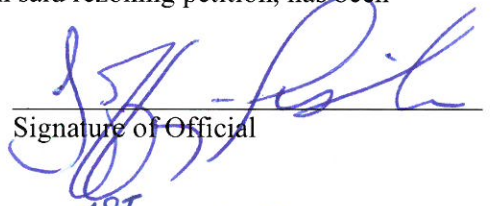
Rezoning Petition Number: REZ 24-18

Name of Owner or Applicant: Waffle House, Inc.

Location of Property: Northeast corner of Poplar Road and Hwy. 16, Sharpsburg (0.97± acres)
Parcel # 124-1049-008 (partial)
Rezoning from C-6 w/conditions (*Commercial Minor Shopping*) to
C-6 (*Commercial Minor Shopping*) for a proposed restaurant

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☒ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

02/27/2025
Date


Signature of Official
1ST DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: REZ 24-18

Name of Owner or Applicant: Waffle House, Inc.

Location of Property: Northeast corner of Poplar Road and Hwy. 16, Sharpsburg (0.97± acres)
Parcel # 124-1049-008 (partial)
Rezoning from C-6 w/conditions (*Commercial Minor Shopping*) to
C-6 (*Commercial Minor Shopping*) for a proposed restaurant

I, the undersigned, hereby certify that I and/or members of my family ☐ DO or ☒ DO NOT have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

02/25/2025
Date

Bill M. Kenje
Signature of Official

2nd DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: REZ 24-18

Name of Owner or Applicant: Waffle House, Inc.

Location of Property: Northeast corner of Poplar Road and Hwy. 16, Sharpsburg (0.97± acres)
Parcel # 124-1049-008 (partial)
Rezoning from C-6 w/conditions (*Commercial Minor Shopping*) to
C-6 (*Commercial Minor Shopping*) for a proposed restaurant

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

02-21-2025
Date


Signature of Official

COMMISSIONER-3rd DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

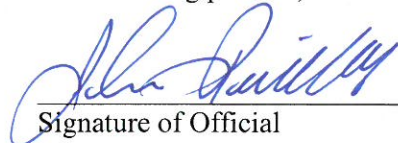
Rezoning Petition Number: REZ 24-18

Name of Owner or Applicant: Waffle House, Inc.

Location of Property: Northeast corner of Poplar Road and Hwy. 16, Sharpsburg (0.97± acres)
Parcel # 124-1049-008 (partial)
Rezoning from C-6 w/conditions (*Commercial Minor Shopping*) to
C-6 (*Commercial Minor Shopping*) for a proposed restaurant

I, the undersigned, hereby certify that I and/or members of my family **DO** or **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

02/25/2025
Date


Signature of Official

4th DISTRICT
Title: Commissioner

Explanation
(Please print or type)

COMMISSIONER DISCLOSURE STATEMENT

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interests

Under State guidelines, please complete this form and submit it to the Planning Department at least seven (7) days prior to the Rezoning Hearing upon which you are authorized to vote.

Rezoning Petition Number: REZ 24-18

Name of Owner or Applicant: Waffle House, Inc.

Location of Property: Northeast corner of Poplar Road and Hwy. 16, Sharpsburg (0.97± acres)
Parcel # 124-1049-008 (partial)
Rezoning from C-6 w/conditions (*Commercial Minor Shopping*) to
C-6 (*Commercial Minor Shopping*) for a proposed restaurant

I, the undersigned, hereby certify that I and/or members of my family ☒ **DO** or ☐ **DO NOT** have an interest in the real property and/or the business entity involved in the rezoning petition listed above. Any interest, which I and/or a member of my family may have in said rezoning petition, has been described in the space provided below.

02/27/2025
Date

Alphonso Smith
Signature of Official

5th DISTRICT
Title: Commissioner

Explanation
(Please print or type)



Community Development

To: Coweta County Board of Commissioners
From: Linda Ham, Office Manager
Date: September 22, 2026
RE: Request Acceptance of Additional Right-of-Way Located at Johnson Road - 1st District

Issue:

Donation of Additional right-of-way along Johnson Road located at Emerald Grove Estates (Parcel # 138-1094-005)

Discussion:

Lammes Construction, Inc. has submitted documents for the donation of additional right-of-way (ROW), and requests acceptance by the Board of Commissioners.

1. Johnson Road (0.24± acres)

The County Attorney reviewed and approved associated legal documents prior to submittal to the Board of Commissioners.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board accept the donation of additional right-of-way (0.24± acres) located along Johnson Road at Emerald Grove Estates.

ATTORNEY'S FIRST
CERTIFICATE

TO: COWETA COUNTY, GEORGIA

I have made an examination of the records of COWETA County, Georgia, as indexed through 7-10-2026, to determine the status of the title to:

ALL THAT TRACT OR PARCEL OF LAND SITUATE, LYING AND BEING IN LAND LOT 94 OF THE 1ST LAND DISTRICT OF COWETA COUNTY, GEORGIA BEING SHOWN AS "RIGHT-OF-WAY DEDICATION 0.24 ACRES" ON FINAL PLAT OF EMERALD GROVE ESTATES, PREPARED BY W.D. GRAY AND ASSOCIATES, INC., OF RECORD IN PLAT BOOK _____, PAGE _____, COWETA COUNTY, GEORGIA RECORDS. REFERENCE TO WHICH PLAT IS HEREBY MADE FOR A MORE ACCURATE DESCRIPTION OF THE PROPERTY HEREIN CONVEYED.

(A) I hereby certify that in my opinion a good and indefeasible title in fee simple to the above referenced property is vested in **LAMMES CONSTRUCTION, INC., a Georgia corporation** by deed recorded in Deed Book 5728, Page 1417 and Deed Book 5728, Page 1418, Clerk's Office of the Superior Court of Coweta County, subject to the following encumbrances and exceptions detailed in Item 1 through 7 listed below.

(B) I further certify that a fee simple title will be vested in n/a when a deed from present owner shown in "A" above is executed and recorded in the Office of the Clerk of the Superior Court of Coweta County, Georgia, subject to the following encumbrances and exceptions detailed in Items 1 through 7 as listed below.

1. Such state of facts as an accurate survey of the above described and adjoining land would disclose.
2. Liens and claims of laborers, mechanics and materialmen not of record, unless satisfactory proof and sworn statements demonstrating that all claims for labor, material or services used to improve the property within 90 days prior to this date is furnished by the borrower and the contractor and materialmen and any person at whose instance the work was done.
3. Easements, rights of way, or encroachments as may have been granted or acquired by contract or otherwise.
4. All valid restrictions of record and zoning ordinances affecting same.
5. Outstanding loan deeds or mortgages as follows:

SECURITY DEED IN FAVOR OF R. SCOTT BARNETT DATED JULY 7, 2025, RECORDED JULY 10, 2025 IN DEED BOOK 5728, PAGE 1419 IN THE AMOUNT OF \$700,000.00 ON 25.35 ACRES. (0.24 TO BE RELEASED)

6. Outstanding and uncalled judgments, liens and taxes:

2025 State and County taxes were paid in the amount of \$4,662.36; Map #1381094005 on 25.35 acres

7. Other liens or encumbrances:

8. **-ALL MATTERS SHOWN AND STATED ON PLAT BOOK _____, PAGE _____ AS TO "RIGHT-OF-WAY DEDICATION 0.24 ACRES"**

Signed at Newnan, Georgia, this 24th day of July, 2026.

Walter W. Arnall, LLC

BY , Attorney

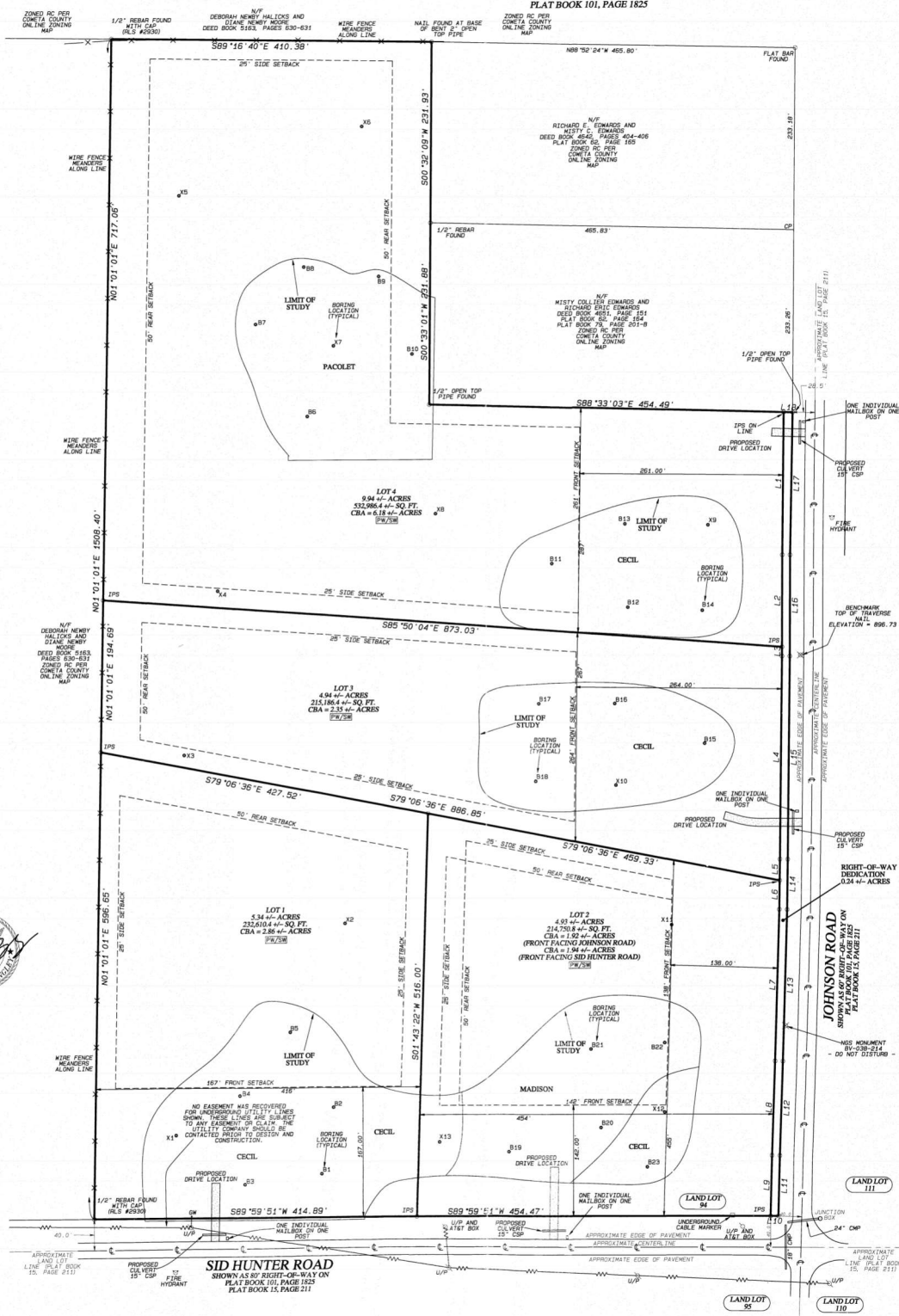
File #260728

Page 667 of 798

BK: 102 PG: 5
Filed and Recorded
07-29-2026 10:07 AM
DOC# P2026-000192
Niki Sewell
NIKI SEWELL
CLERK OF SUPERIOR COURT
COWETA COUNTY

FINAL PLAT OF
EMERALD GROVE ESTATES
LAND LOT 94, 1ST DISTRICT
COWETA COUNTY, GEORGIA
TOTAL AREA: 25.39 +/- ACRES
TAX PARCEL 1381094005

CURRENT OWNER:
LAMMES CONSTRUCTION INC.
DEED BOOK 5728, PAGE 1417
DEED BOOK 5728, PAGE 1418
PLAT BOOK 15, PAGE 211
PLAT BOOK 101, PAGE 1825



LINE	BEARING	DISTANCE
L1	S00°59'30\"W	182.81
L2	S00°40'21\"W	112.70
L3	S00°40'21\"W	112.70
L4	S00°40'21\"W	112.70
L5	S00°40'21\"W	112.70
L6	S00°40'21\"W	112.70
L7	S00°40'21\"W	112.70
L8	S00°40'21\"W	112.70
L9	S00°40'21\"W	112.70
L10	S00°40'21\"W	112.70
L11	S00°40'21\"W	112.70
L12	S00°40'21\"W	112.70
L13	S00°40'21\"W	112.70
L14	S00°40'21\"W	112.70
L15	S00°40'21\"W	112.70
L16	S00°40'21\"W	112.70
L17	S00°40'21\"W	112.70
L18	S00°40'21\"W	112.70
L19	S00°40'21\"W	112.70
L20	S00°40'21\"W	112.70



PREPARED FOR AND AUTHORIZED BY:
LAMMES CONSTRUCTION, INC.

LAND LOT 94, 1ST DISTRICT
COWETA COUNTY, GA.
SCALE: 1" = 60'
LAST DATE OF FIELD WORK: 04/22/2026
DATE OF DRAWING: 05/09/2026

REVISIONS:
1. REVISIONS TO ADDRESS REVIEW CYCLE ONE
COMMENTS FROM COWETA COUNTY.

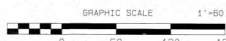
NOTES:
1. EACH LOT HAS A PROPOSED STORMWATER
MANAGEMENT POND TO BE INSTALLED DURING
CONSTRUCTION. SEE REFINISHED CONSTRUCTION PLANS
FOR DESIGN DETAILS AND EROSION CONTROL
MEASURES.
2. SITE PLAN REQUIRED SHOWING
BUILDING LOCATION, ELEVATION
AND DRAINAGE/GRADING.
3. SITE PLAN REQUIRED SHOWING
BUILDING LOCATION, ELEVATION
AND DRAINAGE/GRADING.
4. SITE PLAN REQUIRED SHOWING
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20. SITE PLAN REQUIRED SHOWING
BUILDING LOCATION, ELEVATION
AND DRAINAGE/GRADING.

W.D. GRAY

Land Surveyors - Planners

160 Greencastle Road Suite B Tyrone, 30290
PH. 770-466-7552 Fax: 770-466-0496

AND ASSOCIATES, INC. LSF000701



SHEET 2 OF 2

JOB NO: 2604003

AFTER RECORDING PLEASE RETURN TO:

J. SAMUEL BECK
LAWSON, BECK & SANDLIN, LLC
1125 COMMERCE DRIVE, SUITE 300
Peachtree City, GA 30269

PARCEL NUMBER: 139 1094 005

Niki Sewell
NIKI SEWELL
CLERK OF SUPERIOR COURT
COWETA COUNTY

Please cross-reference Deed Book 5728, pages 1419-1427,
Coweta County, Georgia Records

Space above to be used for recording purposes.

QUITCLAIM RELEASE DEED

STATE OF GEORGIA
COUNTY OF FAYETTE

THIS INDENTURE, made the 25th day of August, 2026, by and between **R. Scott Barnett**, an individual resident of the State of Georgia, as party of the first part (hereinafter called "Grantor"), and **Lammes Construction, Inc.**, a corporation organized and existing, in good standing, under and by virtue of the laws of the State of Georgia, as party of the second part (hereinafter called "Grantee")(the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of one dollar (\$1.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever QUITCLAIM unto the said grantee,

See Exhibit "A" attached hereto and incorporated herein by this reference.

Property

The purpose of this Quitclaim Deed is to release the above-described ~~XXXX~~ from that certain *Deed to Secure Debt, Assignment of Rents, and Security Agreement* executed by Grantee in favor of Grantor dated July 7, 2025 and recorded on July 10, 2025 at Deed Book 5728, pages 1419-1427, Coweta County, Georgia Records.

TO HAVE AND TO HOLD the said described premises to grantee, so that neither grantor nor any person or persons claiming under grantor shall at any time, by any means or ways, have, claim or demand any right or title to said premises or appurtenances, or any rights thereof.

IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered in the presence of:

Sam R
Unofficial Witness

Notary Public
Notary Public

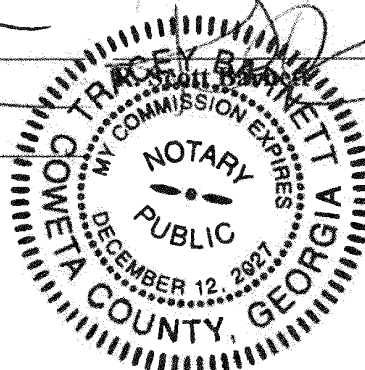


EXHIBIT "A"**Legal Description**

All that tract or parcel of land lying and being in Land Lot 94 of the 1st District of Coweta County, Georgia, and being more particularly described as follows:

Beginning at a 1/2 inch rebar set at the intersection of the northerly right-of-way of Sid Hunter Road (an 80 foot right-of-way) and the westerly right-of-way of Johnson Road (an 80 foot right-of-way at this location after the 10 foot dedication herein described); thence along the new 80 foot right-of-way of Johnson Road the following courses and distances:

North 01 degree 28 minutes 57 seconds East a distance of 77.15 feet to a point; thence North 01 degree 51 degrees 55 seconds East a distance of 120.87 feet to a point; thence North 01 degree 40 minutes 22 seconds East a distance of 193.99 feet to a point; thence North 00 degrees 47 minutes 21 seconds East a distance of 64.21 feet to a 1/2 inch rebar set; thence North 00 degrees 38 minutes 16 seconds East a distance of 259.69 feet to a point; thence North 00 degrees 10 minutes 43 seconds East a distance of 129.64 feet to a 1/2 inch rebar set; thence North 01 degrees 03 minutes 42 seconds East a distance of 182.05 feet to a 1/2 inch rebar set; thence leaving the new 80 foot right-of-way of Johnson Road run North 88 degrees 33 minutes 03 seconds West a distance of 11.44 feet to a 1/2 inch open top pipe found on the existing 60 foot right-of-way of Johnson Road; thence along the existing right-of-way of Johnson Road the following courses and distances: South 00 degrees 36 minutes 30 seconds West a distance of 182.21 feet to a point; thence South 00 degrees 10 minutes 43 seconds West a distance of 129.68 feet to a point; thence South 00 degrees 38 minutes 16 seconds West a distance of 259.63 feet to a point; thence South 00 degrees 47 minutes 21 seconds West a distance of 64.13 feet to a point; thence South 01 degrees 40 minutes 22 seconds West a distance of 193.90 feet to a point; thence South 01 degrees 51 minutes 55 seconds West a distance of 120.88 feet to a point; thence South 01 degrees 28 minutes 57 seconds West a distance of 77.44 feet to a point on the northerly right-of-way of Sid Hunter Road; thence leaving the existing right-of-way of Johnson Road along the northerly right-of-way of Sid Hunter Road North 89 degrees 59 minutes 51 seconds East a distance of 10.00 feet to a 1/2 inch rebar set and the Point of Beginning.

Said tract being shown as "Right-of-Way Dedication 0.24 +/- Acres" on the final plat of Emerald Grove Estates recorded in Plat Book 102, pages 4-5, Coweta County Records, reference to which plat of survey is hereby made for a more complete and accurate description.

Return to:

WALTER W. ARNALL, LLC
75 JACKSON STREET, BLDG 500
NEWNAN, GA 30263
FILE # 260728

LIMITED WARRANTY DEED

STATE OF GEORGIA
COUNTY OF COWETA

THIS INDENTURE, Made this 14th day of September, 2026, between LAMMES CONSTRUCTION, INC., a Georgia Corporation, as party or parties of the first part, and COWETA COUNTY, STATE OF GEORGIA, as party or parties of the second part,

WITNESSETH: That the said party of the first part, for and in consideration of the sum of Ten \$(10.00)Dollars, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents do grant, bargain, sell and convey unto the said party of the second part, his heirs and assigns, the following property to-wit:

ALL THAT TRACT OR PARCEL OF LAND SITUATE, LYING AND BEING IN LAND LOT 94 OF THE 1ST LAND DISTRICT OF COWETA COUNTY, GEORGIA BEING SHOWN AS "RIGHT-OF-WAY DEDICATION 0.24 ACRES" SHOWN ON EXHIBIT A AND FINAL PLAT OF EMERALD GROVE ESTATES, PREPARED BY W.D. GRAY AND ASSOCIATES, INC., OF RECORD IN PLAT BOOK 102, PAGES 4 - 5, COWETA COUNTY, GEORGIA RECORDS. REFERENCE TO WHICH PLAT IS HEREBY MADE FOR A MORE ACCURATE DESCRIPTION OF THE PROPERTY HEREIN CONVEYED.

SUBJECT TO ALL RESTRICTIONS AND EASEMENTS OF RECORD.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said parties of the second part, their heirs and assigns, forever, in Fee Simple.

AND THE SAID party of the first part warrants the title to same against the lawful claims of all persons claiming by, through or under grantor, but not otherwise,

Whenever there is a reference to said party of first part and said party of the second part, the singular includes plural and the masculine include the feminine and the neuter, and said terms include and bind the heirs, executors, administrators, successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the said party of the first part has hereunto set its hand and seal the day and year above written.

Signed, sealed and delivered in presence of:

**LAMMES CONSTRUCTION, INC., a
Georgia Corporation**

Linda Ham
WITNESS

By: [Signature] [seal]
Jeff Lammes, CEO

Sworn to and subscribed
before me this 3rd day of September, 2026

[Signature]
Notary Public

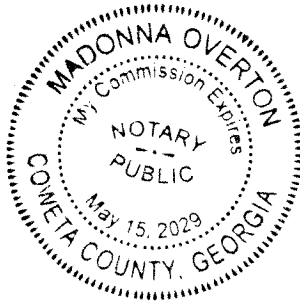


EXHIBIT A

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 94 OF THE 1ST DISTRICT OF COWETA COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" REBAR SET AT THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY OF SID HUNTER ROAD (80' RIGHT-OF-WAY) AND THE WESTERLY RIGHT-OF-WAY OF JOHNSON ROAD (80' RIGHT-OF-WAY AT THIS LOCATION AFTER THE 10' DEDICATION HEREIN DESCRIBED); THENCE ALONG THE NEW 80' RIGHT-OF-WAY OF JOHNSON ROAD THE FOLLOWING COURSES AND DISTANCES:

NORTH 01°28'57" EAST A DISTANCE OF 77.44 FEET TO A POINT; THENCE NORTH 01°51'55" EAST A DISTANCE OF 120.88 FEET TO A POINT; THENCE NORTH 01°40'22" EAST A DISTANCE OF 193.90 FEET TO A POINT; THENCE NORTH 00°47'21" EAST A DISTANCE OF 36.93 FEET TO A 1/2" REBAR SET; THENCE NORTH 00°47'21" EAST A DISTANCE OF 27.20 FEET TO A POINT; THENCE NORTH 00°38'16" EAST A DISTANCE OF 259.63 FEET TO A POINT; THENCE NORTH 00°10'43" EAST A DISTANCE OF 11.98 FEET TO A 1/2" REBAR SET; THENCE NORTH 00°10'43" EAST A DISTANCE OF 117.70 FEET TO A POINT; THENCE NORTH 00°36'30" EAST A DISTANCE OF 182.21 FEET TO A 1/2" REBAR SET;

THENCE LEAVING THE NEW 80' RIGHT-OF-WAY OF JOHNSON ROAD SOUTH 88°33'03" EAST A DISTANCE OF 11.44 FEET TO A 1/2" OPEN TOP PIPE FOUND ON THE EXISTING 60' RIGHT-OF-WAY OF JOHNSON ROAD; THENCE ALONG THE EXISTING RIGHT-OF-WAY OF JOHNSON ROAD THE FOLLOWING COURSES AND DISTANCES:

SOUTH 01°03'42" WEST A DISTANCE OF 182.05 FEET TO A POINT; THENCE SOUTH 00°10'43" WEST A DISTANCE OF 129.64 FEET TO A POINT; THENCE SOUTH 00°38'16" WEST A DISTANCE OF 259.69 FEET TO A POINT; THENCE SOUTH 00°47'21" WEST A DISTANCE OF 64.21 FEET TO A POINT; THENCE SOUTH 01°40'22" WEST A DISTANCE OF 193.99 FEET TO A POINT; THENCE SOUTH 01°51'55" WEST A DISTANCE OF 120.87 FEET TO A POINT; THENCE SOUTH 01°28'57" WEST A DISTANCE OF 77.15 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF SID HUNTER ROAD;

THENCE LEAVING THE EXISTING RIGHT-OF-WAY OF JOHNSON ROAD ALONG THE NORTHERLY RIGHT-OF-WAY OF SID HUNTER ROAD SOUTH 89°59'51" WEST A DISTANCE OF 10.00 FEET TO A 1/2" REBAR SET AND THE **POINT OF BEGINNING**; SAID TRACT BEING SHOWN AS "RIGHT-OF-WAY DEDICATION 0.24 +/- ACRES" ON THE FINAL PLAT OF EMERALD GROVE ESTATES RECORDED IN PLAT BOOK 102, PAGES 4-5, COWETA COUNTY RECORDS.



Community Development

To: Coweta County Board of Commissioners
From: Linda Ham, Office Manager
Date: September 22, 2026
RE: Acceptance of Hollz Parkway Extension - Districts 3 and 4

Issue:

Hollz Parkway Extension (Parcel # 097-5079-001A, # 109-5081-067, and # 109-5112-003)

Discussion:

Coweta Hollz Ventures, LLC and Pulte Home Company, LLC have submitted documents for the extension of Hollz Parkway, and requests acceptance by the Board of Commissioners.

1. Hollz Parkway Extension (6,120 linear feet)

The developer has posted a maintenance bond to cover any defects in materials or workmanship that occur within three (3) years of acceptance:

1. Maintenance Bond: \$111,959.00

The County Attorney reviewed and approved associated legal documents prior to submittal to the Board of Commissioners.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board accept Holz Parkway extension into the Public Roads System and place the constructed improvements into a three (3) year maintenance period.

Return to:
Coweta County
Community Development
22 East Broad St.
Newnan, Ga. 30263

**STATE OF GEORGIA
COUNTY OF COWETA**

**RE: HOLLZ PARKWAY
PID 097 5079 001A**

RIGHT OF WAY DEED

THIS RIGHT-OF-WAY DEED (the "Deed") made this 1st day of September, 2026, by and between **COWETA HOLLZ VENTURES, LLC.**, as party of the first part, hereinafter called Grantor, and **COWETA COUNTY, GEORGIA**, as party of the second part, hereinafter called Grantee. (The words "Grantor" and "Grantee" shall include each party's respective heirs, successors and assigns where the context requires or permits.

WITNESSETH that Grantor, for and in consideration of ONE DOLLAR (\$1.00), and other good and valuable consideration in hand paid at and before the sealing and delivery of these presents, does hereby grant, sell and convey to said Grantee a portion of Grantor's real property acquired in that instrument recorded in Deed Book 5527. Page 172, Coweta County, Georgia records, being more particularly described as follows:

ALL THAT CERTAIN TRACTS OR PARCELS OF LAND lying and being in land lots 82 and 112 of the 5th land district of Coweta County, Georgia, and being more particularly described as "RIGHT-OF-WAY DEDICATION PARCEL A" containing 3.738 acres (162,818.85 square feet) and "RIGHT-OF-WAY DEDICATION PARCEL B" containing 3.250 acres (141,583.73 square feet) on a Right-of-way Dedication Exhibit prepared for Coweta Holz Ventures, LLC. (Tax ID Number 097 5079 001A), prepared by Pape-Dawson Georgia, LLC., dated 05-11-2026, which plat or portions of said plans are attached hereto as Exhibits "A1 and B1" and made a part by this reference for a more particularly description of the property, being the same property on attached Exhibits "A2 and B2".

TO HAVE AND TO HOLD the said conveyed premises in fee simple and any right Grantor has or may have in and to existing public rights of way are hereby quitclaimed and conveyed to COWETA COUNTY.

Grantor hereby warrants that Grantor has the right to sell and convey said land and bind himself, his heirs, executors, and administrators forever to defend by virtue of these presents.

IN WITNESSETH WHEREOF, Grantor has hereunto set his hand and seal the day above written.

Signed, Sealed and delivered this
1st day of September, 2026.
In the presence of:

Coweta Holz Ventures, LLC.

Jennifer Miller
Unofficial Witness

Richard W. Ferry

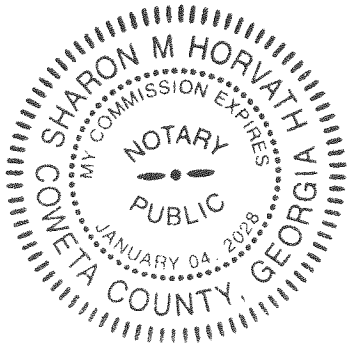
By: Richard W. Ferry

Sharon M. Horvath

Title: Manager

Notary Public

My Commission Expires: 1/1/2028



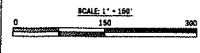
Attachments

- Exhibit A1 – Right of Way Exhibit – Parcel A
- Exhibit A2 – Legal Description – Parcel A
- Exhibit B1 – Right of Way Exhibit – Parcel B
- Exhibit B2 – Legal Description – Parcel B

LINE TABLE			CURVE TABLE				
LINE	BEARING	DISTANCE	CURVE	BEARING	RADIUS	ARC	CHORD
L1	N 15°04'31"W	174.37'	C1	N 15°10'42"W	700.00'	405.01'	399.39'
L2	N 01°23'50"E	8.68'	C2	N 10°30'40"W	800.00'	593.20'	579.70'
L3	N 31°45'13"W	251.26'	C3	N 30°59'08"W	57.00'	83.00'	75.86'
L4	N 72°42'09"W	18.00'	C4	N 65°34'50"E	57.00'	83.00'	75.86'
L5	N 17°17'51"E	82.00'	C5	N 34°52'43"E	800.00'	307.59'	305.70'
L6	S 72°42'09"E	18.00'	C6	S 07°04'12"W	700.00'	948.64'	877.69'
L7	N 45°53'37"E	82.43'	C7	S 28°23'17"E	800.00'	93.96'	93.93'
L8	S 57°04'43"E	20.84'	C8	S 03°58'47"W	4050.00'	365.13'	365.01'
L9	S 16°54'37"E	8.12'					
L10	S 73°53'31"E	35.93'					
L11	S 65°10'12"E	44.45'					
L12	S 45°53'37"W	117.17'					
L13	S 31°45'13"E	251.26'					

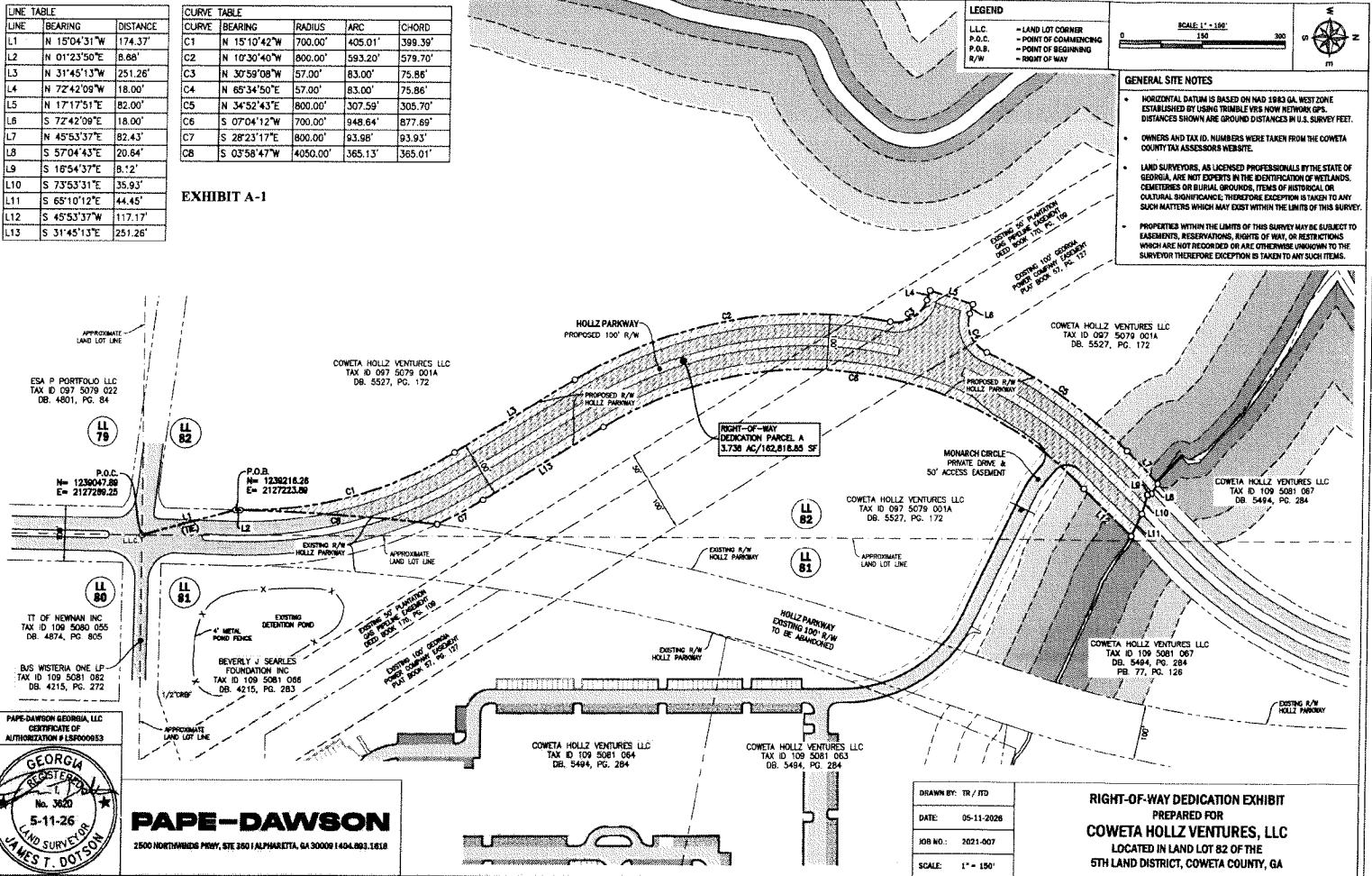
EXHIBIT A-1

- LEGEND**
- LLC - LAND LOT CORNER
 - P.O.C. - POINT OF COMMENCING
 - P.O.B. - POINT OF BEGINNING
 - R/W - RIGHT-OF-WAY



GENERAL SITE NOTES

- HORIZONTAL DATUM IS BASED ON NAD 83 G.A. WEST ZONE ESTABLISHED BY USING TRIMBLE VRS NOW NETWORK GPS. DISTANCES SHOWN ARE GROUND DISTANCES IN U.S. SURVEY FEET.
- OWNERS AND TAX ID. NUMBERS WERE TAKEN FROM THE COWETA COUNTY TAX ASSESSOR'S WEBSITE.
- LAND SURVEYORS, AS LICENSED PROFESSIONALS BY THE STATE OF GEORGIA, ARE NOT EXPERTS IN THE IDENTIFICATION OF WETLANDS, CEMETERIES OR BURIAL GROUNDS, ITEMS OF HISTORICAL OR CULTURAL SIGNIFICANCE, THEREFORE EXCEPTION IS TAKEN TO ANY SUCH MATTERS WHICH MAY EXIST WITHIN THE LIMITS OF THIS SURVEY.
- PROPERTIES WITHIN THE LIMITS OF THIS SURVEY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHTS OF WAY, OR RESTRICTIONS WHICH ARE NOT RECORDED OR ARE OTHERWISE UNKNOWN TO THE SURVEYOR THEREFORE EXCEPTION IS TAKEN TO ANY SUCH ITEMS.



PAPE-DAWSON
2500 NORTHWINDS PKWY, STE 250 | ALPHARETTA, GA 30009 | 404.893.1818

DRAWN BY: TR / JTD
DATE: 05-11-2026
JOB NO.: 2021-007
SCALE: 1" = 150'

RIGHT-OF-WAY DEDICATION EXHIBIT
PREPARED FOR
COWETA HOLLZ VENTURES, LLC
LOCATED IN LAND LOT 82 OF THE
5TH LAND DISTRICT, COWETA COUNTY, GA

EXHIBIT A-2

LEGAL DESCRIPTION - RIGHT-OF-WAY DEDICATION PARCEL A

ALL THAT CERTAIN TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 82 OF THE 5TH LAND DISTRICT OF COWETA COUNTY, GEORGIA, CONTAINING 3.738 ACRES (162,818.85 SF) AND BEING MORE PARTICULARLY DESCRIBED AS A "R/W DEDICATION PARCEL A" ON A RIGHT-OF-WAY DEDICATION EXHIBIT PREPARED FOR COWETA HOLLZ VENTURES, LLC. (TAX ID NUMBER 097 5079 001A), BY PAPE-DAWSON GEORGIA, LLC, DATED 05-11-2026, WHICH READS AS FOLLOWS:

COMMENCING AT A POINT LOCATED AT THE LAND LOT CORNER COMMON TO LAND LOTS 79, 80, 81, & 82; THENCE NORTH 15°04'31" WEST ALONG A TIE LINE A DISTANCE OF 174.37' TO A POINT LOCATED AT THE INTERSECTION OF THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

BEGINNING AT A POINT LOCATED AT THE INTERSECTION OF THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 01°23'50" EAST A DISTANCE OF 8.68' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 15°10'42" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=405.01', RADIUS=700.00') WHICH SUBTENDS A CHORD DISTANCE OF 399.39' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 31°45'13" WEST A DISTANCE OF 251.26' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 10°30'40" WEST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=593.20', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 579.70' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 30°59'08" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=83.00', RADIUS=57.00') WHICH SUBTENDS A CHORD DISTANCE OF 75.86' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 72°42'09" WEST A DISTANCE OF 18.00' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 17°17'51" EAST A DISTANCE OF 82.00' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 72°42'09" EAST A DISTANCE OF 18.00' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 65°34'50" EAST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=83.00', RADIUS=57.00') WHICH SUBTENDS A CHORD DISTANCE OF 75.86' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 34°52'43" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=307.59', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 305.70' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 45°53'37" EAST A DISTANCE OF 82.43' TO A POINT; THENCE LEAVING THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 57°04'43" EAST A DISTANCE OF 20.64' TO A POINT; THENCE SOUTH 16°54'37" EAST A DISTANCE OF 8.12' TO A POINT; THENCE SOUTH 73°53'31" EAST A DISTANCE OF 35.93' TO A POINT; THENCE SOUTH 65°10'12" EAST A DISTANCE OF 44.45' TO A POINT LOCATED ON THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 45°53'37" WEST A DISTANCE OF 117.17' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 07°04'12" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=948.64', RADIUS=700.00') WHICH SUBTENDS A CHORD DISTANCE OF 877.69' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 31°45'13" EAST A DISTANCE OF 251.26' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 28°23'17" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=93.98', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 93.93' TO A POINT LOCATED AT THE INTERSECTION OF THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 03°58'47" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=365.13', RADIUS=4050.00') WHICH SUBTENDS A CHORD DISTANCE OF 365.01' TO A POINT LOCATED AT THE INTERSECTION OF THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

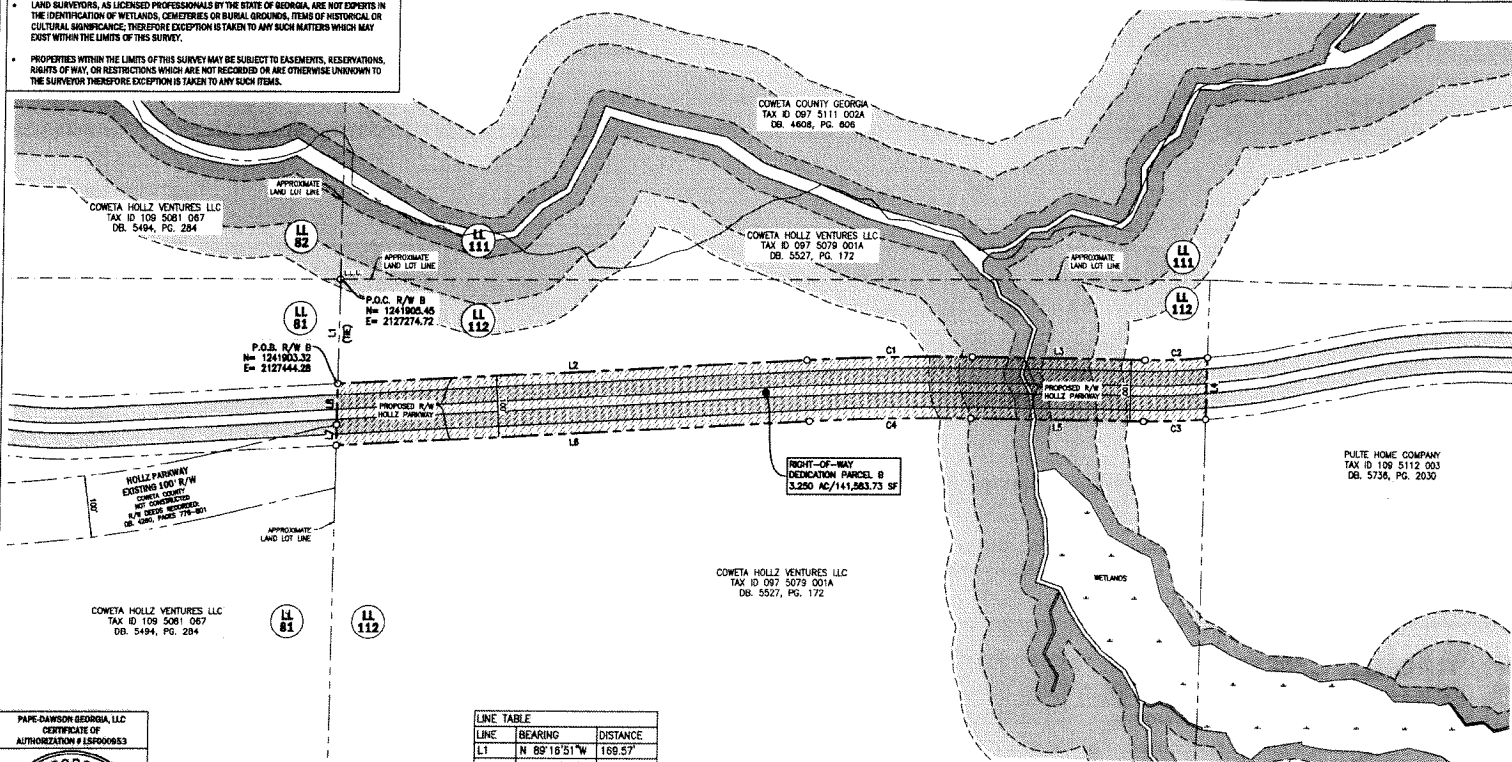
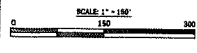
SAID RIGHT-OF-WAY DEDICATION PARCEL IS LOCATED ENTIRELY WITHIN COWETA COUNTY
TAX PARCEL ID NUMBER 097 5079 001A, WHICH IS CURRENTLY OWNED BY COWETA HOLLZ VENTURES, LLC.

- GENERAL SITE NOTES**
- HORIZONTAL DATUM IS BASED ON NAD 1983 GA. WEST ZONE. ESTABLISHED BY USING TRIMBLE VRS NOW NETWORK GPS. DISTANCES SHOWN ARE GROUND DISTANCES IN U.S. SURVEY FEET.
 - OWNERS AND TAX ID. NUMBERS WERE TAKEN FROM THE COWETA COUNTY TAX ASSESSORS WEBSITE.
 - LAND SURVEYORS, AS LICENSED PROFESSIONALS BY THE STATE OF GEORGIA, ARE NOT EXPERTS IN THE IDENTIFICATION OF WETLANDS, CEMETERIES OR BURIAL GROUNDS, ITEMS OF HISTORICAL OR CULTURAL SIGNIFICANCE. THEREFORE EXCEPTION IS TAKEN TO ANY SUCH MATTERS WHICH MAY EXIST WITHIN THE LIMITS OF THIS SURVEY.
 - PROPERTIES WITHIN THE LIMITS OF THIS SURVEY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHTS OF WAY, OR RESTRICTIONS WHICH ARE NOT RECORDED OR ARE OTHERWISE UNKNOWN TO THE SURVEYOR THEREFORE EXCEPTION IS TAKEN TO ANY SUCH ITEMS.

EXHIBIT B-1

LEGEND

- LL.C. - LAND LOT CORNER
- P.O.C. - POINT OF COMMENCING
- P.O.B. - POINT OF BEGINNING
- R/W - RIGHT-OF-WAY



PAPE-DAWSON GEORGIA, LLC
CERTIFICATE OF
AUTHORIZATION #LSF0000953



PAPE-DAWSON

2500 NORTHWINDS PRKY, SITE 361 | ALPHARETTA, GA 30009 | 404.093.1618

LINE	BEARING	DISTANCE
L1	N 89°18'51"W	169.57'
L2	N 03°08'16"W	762.05'
L3	N 00°41'49"E	281.84'
L4	S 89°05'23"E	100.61'
L5	S 00°41'49"W	281.84'
L6	S 03°08'16"E	768.79'
L7	N 89°18'56"W	33.67'
L8	N 89°18'51"W	66.56'

CURVE	BEARING	RADIUS	ARC	CHORD
C1	N 01°13'13"W	4050.00'	271.08'	271.03'
C2	N 02°31'10"W	900.00'	101.09'	101.00'
C3	S 02°11'09"E	1000.00'	100.63'	100.59'
C4	S 01°13'13"E	3950.00'	264.39'	264.34'

DRAWN BY: TB / JTO
DATE: 05-11-26/28
JOB NO.: 2021-007
SCALE: 1" = 150'

RIGHT-OF-WAY DEDICATION EXHIBIT
PREPARED FOR
COWETA HOLLZ VENTURES, LLC
LOCATED IN LAND LOT 112 OF THE
5TH LAND DISTRICT, COWETA COUNTY, GA

EXHIBIT B-2

LEGAL DESCRIPTION - RIGHT-OF-WAY DEDICATION PARCEL B

ALL THAT CERTAIN TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 112 OF THE 5TH LAND DISTRICT OF COWETA COUNTY, GEORGIA, CONTAINING 3.250 ACRES (141,583.7385 SF) AND BEING MORE PARTICULARLY DESCRIBED AS A "R/W DEDICATION PARCEL B" ON A RIGHT-OF-WAY DEDICATION EXHIBIT PREPARED FOR COWETA HOLLZ VENTURES, LLC. (TAX ID NUMBER 097 5079 001A), BY PAPE-DAWSON GEORGIA, LLC, DATED 05-11-2026, WHICH READS AS FOLLOWS:

COMMENCING AT A POINT LOCATED AT THE LAND LOT CORNER COMMON TO LAND LOTS 81, 82, 111 AND 112; THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 SOUTH 89°16'51" EAST A DISTANCE OF 169.57' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

BEGINNING AT A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE LEAVING THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 03°08'16" WEST A DISTANCE OF 762.05' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 01°13'13" WEST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=271.08', RADIUS=4050.00') WHICH SUBTENDS A CHORD DISTANCE OF 271.03' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 00°41'49" EAST A DISTANCE OF 281.84' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 02°31'10" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=101.05', RADIUS=900.00') WHICH SUBTENDS A CHORD DISTANCE OF 101.00' TO A POINT; THENCE LEAVING THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 89°05'23" EAST A DISTANCE OF 100.61' TO A POINT LOCATED AT THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 02°11'09" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=100.63', RADIUS=1000.00') WHICH SUBTENDS A CHORD DISTANCE OF 100.59' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°41'49" WEST A DISTANCE OF 281.84' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 01°13'13" EAST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=264.39', RADIUS=3950.00') WHICH SUBTENDS A CHORD DISTANCE OF 264.34' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 03°08'16" EAST A DISTANCE OF 768.79' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112, THE EXISTING NORTHERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE LEAVING THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND ALONG THE LAND LOT COMMON TO LAND LOTS 81 AND 112 AND THE EXISTING NORTHERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 89°16'56" WEST A DISTANCE OF 33.67' TO A POINT; THENCE LEAVING THE EXISTING NORTHERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND ALONG THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 NORTH 89°16'51" WEST A DISTANCE OF 66.56' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

SAID RIGHT-OF-WAY DEDICATION PARCEL IS LOCATED ENTIRELY WITHIN COWETA COUNTY
TAX PARCEL ID NUMBER 097 5079 001A, WHICH IS CURRENTLY OWNED BY COWETA HOLLZ VENTURES, LLC.

Return to:
Coweta County
Community Development
22 East Broad St.
Newnan, Ga. 30263

**STATE OF GEORGIA
COUNTY OF COWETA**

**RE: HOLLZ PARKWAY
PID 109 5081 067**

RIGHT OF WAY DEED

THIS RIGHT-OF-WAY DEED (the "Deed") made this 1st day of September, 2026, by and between **COWETA HOLLZ VENTURES, LLC.**, as party of the first part, hereinafter called Grantor, and **COWETA COUNTY, GEORGIA**, as party of the second part, hereinafter called Grantee. (The words "Grantor" and "Grantee" shall include each party's respective heirs, successors and assigns where the context requires or permits.

WITNESSETH that Grantor, for and in consideration of ONE DOLLAR (\$1.00), and other good and valuable consideration in hand paid at and before the sealing and delivery of these presents, does hereby grant, sell and convey to said Grantee a portion of Grantor's real property acquired in that instrument recorded in Deed Book 5494. Page 126, Coweta County, Georgia records, being more particularly described as follows:

ALL THAT CERTAIN TRACT OR PARCEL OF LAND lying and being in land lot 81 of the 5th land district of Coweta County, Georgia, and being more particularly described as a "RIGHT-OF-WAY DEDICATION PARCEL" containing 2.557 acres (111,378.09 square feet) on a Right-of-way Dedication Exhibit prepared for Coweta Hollz Ventures, LLC. (Tax ID Number 109 5081 067), prepared by Pape-Dawson Georgia, LLC., dated 05-11-2026, which plat or portions of said plans are attached hereto as Exhibit "A" and made a part by this reference for a more particularly description of the property, being the same property on attached Exhibit "B".

TO HAVE AND TO HOLD the said conveyed premises in fee simple and any right Grantor has or may have in and to existing public rights of way are hereby quitclaimed and conveyed to COWETA COUNTY.

Grantor hereby warrants that Grantor has the right to sell and convey said land and bind himself, his heirs, executors, and administrators forever to defend by virtue of these presents.

IN WITNESSETH WHEREOF, Grantor has hereunto set his hand and seal the day above written.

Signed, Sealed and delivered this
1st day of September, 2026.
In the presence of:

Coweta Holz Ventures, LLC.

Jennifer Miller
Unofficial Witness

[Signature]

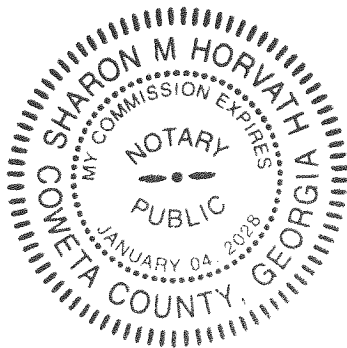
By: Richard Ferry

Sharon M. Horvath

Title: Manager

Notary Public

My Commission Expires: 1/4/2028



Attachments

Exhibit A – Right of Way Exhibit

Exhibit B – Legal Description

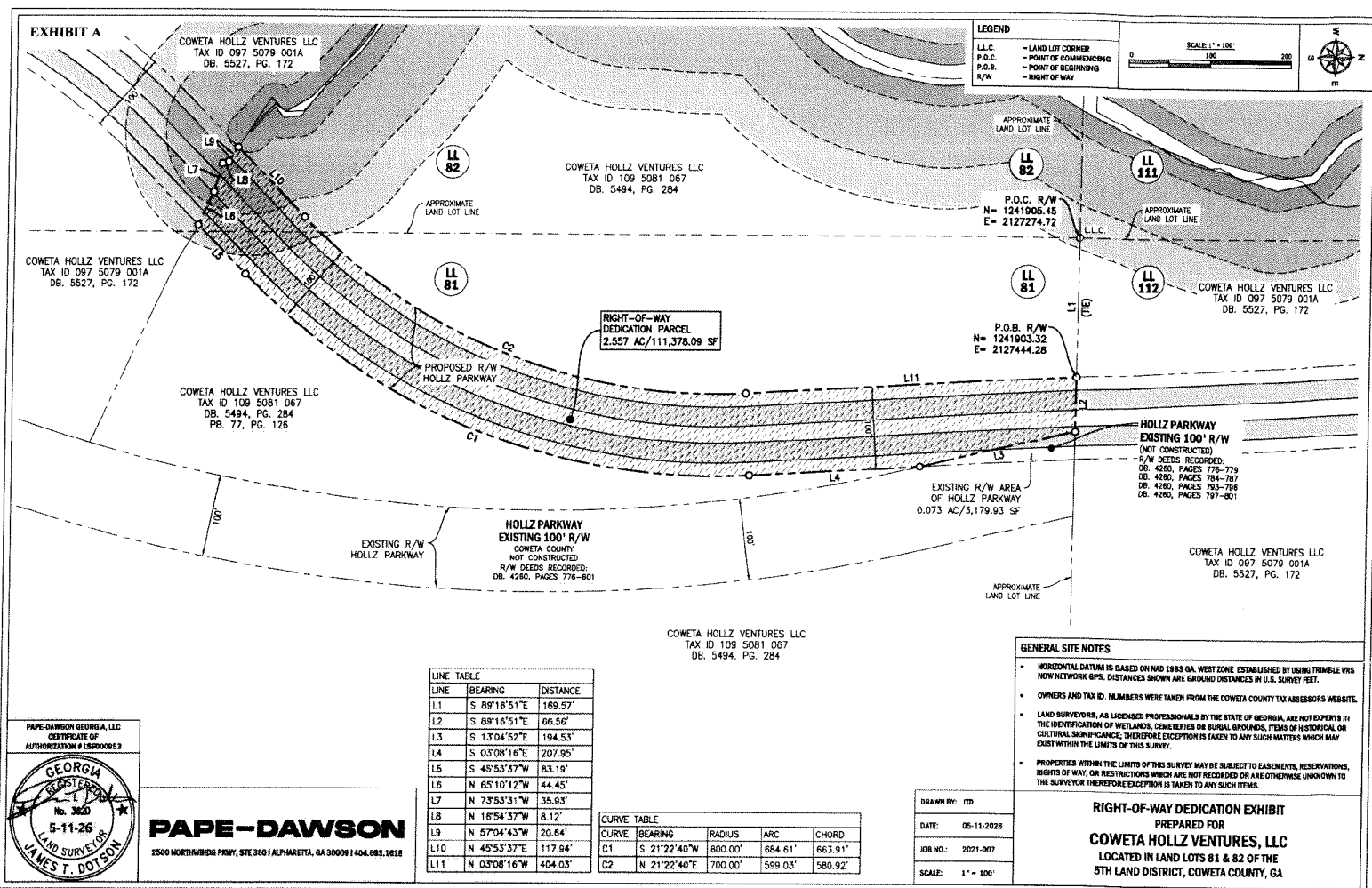


EXHIBIT B

LEGAL DESCRIPTION - RIGHT-OF-WAY DEDICATION PARCEL

ALL THAT CERTAIN TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 81 AND 82 OF THE 5TH LAND DISTRICT OF COWETA COUNTY, GEORGIA, CONTAINING 2.557 ACRES (111,378.09 SF) AND BEING MORE PARTICULARLY DESCRIBED AS A "RIGHT-OF-WAY DEDICATION PARCEL" ON A RIGHT-OF-WAY DEDICATION EXHIBIT PREPARED FOR COWETA HOLLZ VENTURES, LLC. (TAX ID NUMBER 109 5081 067), BY PAPE-DAWSON GEORGIA, LLC, DATED 05-11-2026, WHICH READS AS FOLLOWS:

COMMENCING AT A POINT LOCATED AT THE LAND LOT CORNER COMMON TO LAND LOTS 81, 82, 111, AND 112; THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 SOUTH 89°16'51" EAST A DISTANCE OF 169.57' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

BEGINNING AT A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 SOUTH 89°16'51" EAST A DISTANCE OF 66.56' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 13°04'52" EAST A DISTANCE OF 194.53' TO A POINT LOCATED AT THE INTERSECTION OF THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 03°08'16" EAST A DISTANCE OF 207.95' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 21°22'40" WEST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=684.61', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 663.91' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 45°53'37" WEST A DISTANCE OF 83.19' TO A POINT; THENCE LEAVING THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 65°10'12" WEST A DISTANCE OF 44.45' TO A POINT; THENCE NORTH 73°53'31" WEST A DISTANCE OF 35.93' TO A POINT; THENCE NORTH 16°54'37" WEST A DISTANCE OF 8.12' TO A POINT; THENCE NORTH 57°04'43" WEST A DISTANCE OF 20.64' TO A POINT LOCATED ON THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 45°53'37" EAST A DISTANCE OF 117.94' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 21°22'40" EAST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=599.03', RADIUS=700.00') WHICH SUBTENDS A CHORD DISTANCE OF 580.92' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 03°08'16" WEST A DISTANCE OF 404.03' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

SAID RIGHT-OF-WAY DEDICATION PARCEL IS LOCATED ENTIRELY WITHIN COWETA COUNTY
TAX PARCEL ID NUMBER 109 5081 067, WHICH IS CURRENTLY OWNED BY COWETA HOLLZ VENTURES, LLC.

Return to:
Coweta County
Community Development
22 East Broad St.
Newnan, Ga. 30263

**STATE OF GEORGIA
COUNTY OF COWETA**

**RE: HOLLZ PARKWAY
PID 109-5112-003**

RIGHT OF WAY DEED

THIS RIGHT-OF-WAY DEED (the "Deed") made this 26th day of August, 2026, by and between **PULTE HOME COMPANY, LLC.**, as party of the first part, hereinafter called Grantor, and **COWETA COUNTY, GEORGIA**, as party of the second part, hereinafter called Grantee. (The words "Grantor" and "Grantee" shall include each party's respective heirs, successors and assigns where the context requires or permits.

WITNESSETH that Grantor, for and in consideration of ONE DOLLAR (\$1.00), and other good and valuable consideration in hand paid at and before the sealing and delivery of these presents, does hereby grant, sell and convey to said Grantee a portion of Grantor's real property acquired in that instrument recorded in Deed Book 5736. Page 2030, Coweta County, Georgia records, being more particularly described as follows:

ALL THAT CERTAIN TRACT OR PARCEL OF LAND lying and being in land lots 112 AND 113 of the 5th land district of Coweta County, Georgia, and being more particularly described as a "RIGHT-OF-WAY DEDICATION PARCEL A" containing 3.894 acres (169,643.12 square feet) on a Right-of-way Dedication Exhibit prepared for Pulte Home Company, LLC. (Tax ID Number 109 5112 003), prepared by Pape-Dawson Georgia, LLC., dated 03-18-2026, which plat or portions of said plans are attached hereto as Exhibit "A" and made a part by this reference for a more particularly description of the property, being the same property on attached Exhibit "B".

TO HAVE AND TO HOLD the said conveyed premises in fee simple and any right Grantor has or may have in and to existing public rights of way are hereby quitclaimed and conveyed to COWETA COUNTY.

Grantor hereby warrants that Grantor has the right to sell and convey said land and bind himself, his heirs, executors, and administrators forever to defend by virtue of these presents.

IN WITNESSETH WHEREOF, Grantor has hereunto set his hand and seal the day above written.

Signed, Sealed and delivered this
5th day of August, 2026.

Pulte Home Company, LLC.

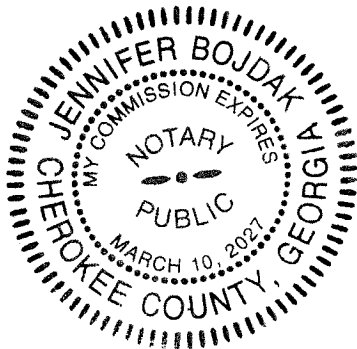
In the presence of:

Andre E. Long
Unofficial Witness

Jennifer Bojda
Notary Public
My Commission Expires: 3/10/27

Jason Garrett
By: Jason Garrett

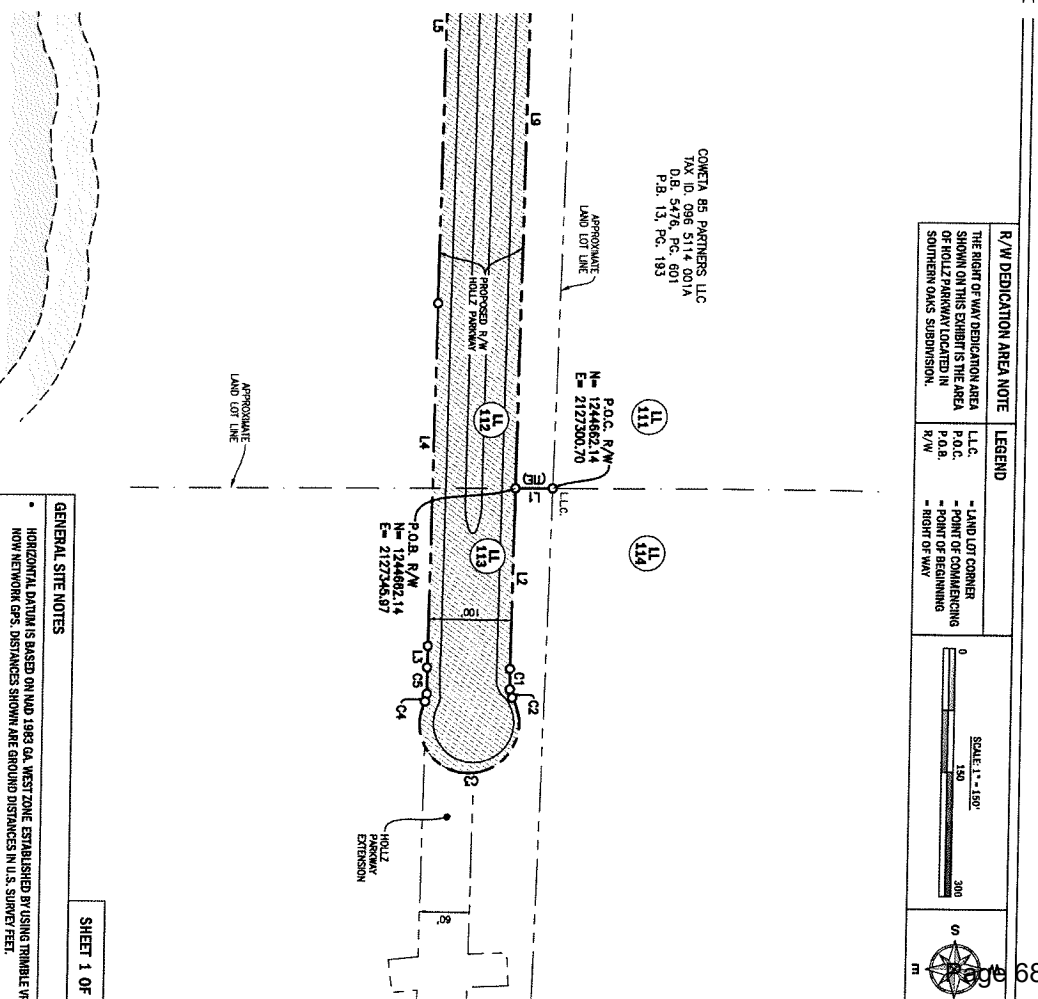
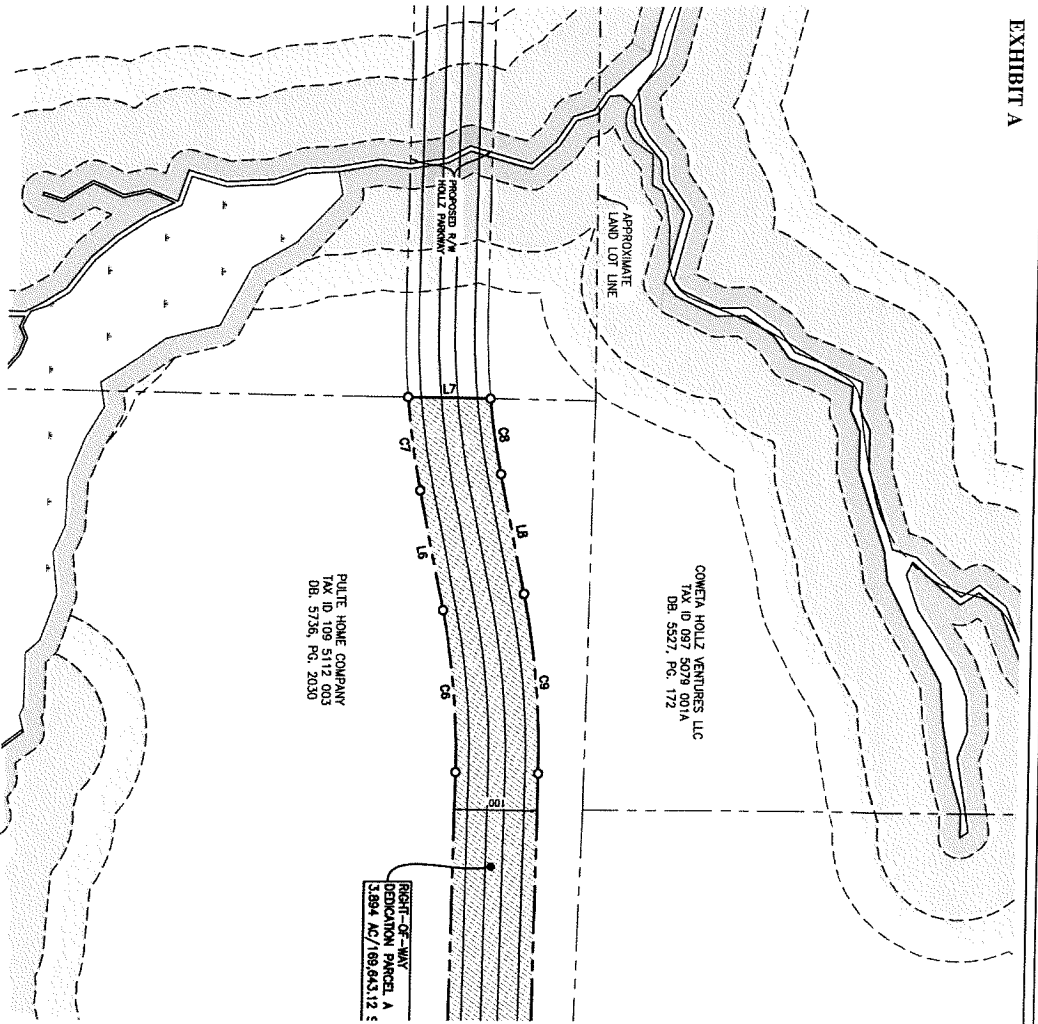
Title: VP of Land Development
for Pulte Home Company, LLC.



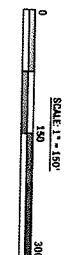
Attachments

Exhibit A – Right of Way Exhibit
Exhibit B – Legal Description

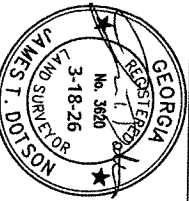
EXHIBIT A



R/W DEDICATION AREA NOTE		LEGEND	
THE RIGHT OF WAY DEDICATION AREA SHOWN ON THIS EXHIBIT IS THE AREA OF HOLZ PARKWAY LOCATED IN SOUTHERN OAKS SUBDIVISION.		L.L.C.	LAND LOT CORNER
		P.O.C.	POINT OF COMMENCING
		P.O.B.	POINT OF BEGINNING
		R/W	RIGHT OF WAY



PAPE-DAWSON GEORGIA, LLC
CERTIFICATE OF
AUTHORIZATION #LSR000553



PAPE-DAWSON

2500 NORTHWINDS PKWY, STE 3601 ALPHARETTA, GA 30009 | 404.693.1618

LINE TABLE	
LINE	BEARING
L1	N 90°00'00"E
L2	N 00°54'38"E
L3	S 00°54'38"W
L4	S 00°54'38"W
L5	S 17°2'30"W
L6	S 11°36'55"E
L7	N 89°05'23"W
L8	N 11°36'55"W
L9	N 00°54'38"E

CURVE TABLE	
CURVE	BEARING
C1	N 00°0'
C2	N 16°2'
C3	N 87°1'
C4	S 17°2'
C5	S 00°1'
C6	S 05°2'
C7	S 08°2'
C8	N 08°4'
C9	N 05°2'

DRAWN BY: TR / JTO	
DATE:	03-18-2026
JOB NO.:	2021-007
SCALE:	1" = 150'

GENERAL SITE NOTES

- HORIZONTAL DATUM IS BASED ON NAD 1983 G.A. WEST ZONE. ESTABLISHED BY USING TRIMBLE WRT NOW NETWORK. GPS, DISTANCES SHOWN ARE GROUND DISTANCES IN U.S. SURVEY FEET.
- OWNERS AND TAX ID, NUMBERS WERE TAKEN FROM THE COWETA COUNTY TAX ASSESSORS WEBSITE.
- LAND SURVEYORS, AS LICENSED PROFESSIONALS BY THE STATE OF GEORGIA, ARE NOT EXPERTS IN THE IDENTIFICATION OF WETLANDS, CEMETERIES OR BURIAL GROUNDS, ITEMS OF HISTORICAL OR CULTURAL SIGNIFICANCE. THEREFORE EXCEPTION IS TAKEN TO ANY SUCH MATTERS WHICH MAY EXIST WITHIN THE LIMITS OF THIS SURVEY.
- PROPERTIES WITHIN THE LIMITS OF THIS SURVEY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHTS OF WAY, OR EASEMENTS WHICH ARE NOT RECORDED ON ADE OTHERWISE UNKNOWN TO THE SURVEYOR. THEREFORE EXCEPTION IS TAKEN TO ANY SUCH ITEMS.

SHEET 1 OF 2

RIGHT-OF-WAY DEDICATION EXHIBIT
PREPARED FOR

PUITE HOME COMPANY, LLC
LOCATED IN LAND LOTS 112 & 113 OF THE
5TH LAND DISTRICT, COWETA COUNTY, GA

EXHIBIT B

LEGAL DESCRIPTION – RIGHT-OF-WAY DEDICATION PARCEL A

ALL THAT CERTAIN TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 112 AND 113 OF THE 5TH LAND DISTRICT OF COWETA COUNTY, GEORGIA, CONTAINING 3.894 ACRES (169,643.12 SF) AND BEING MORE PARTICULARLY DESCRIBED AS "RIGHT-OF-WAY DEDICATION PARCEL A" ON A RIGHT-OF-WAY DEDICATION EXHIBIT PREPARED FOR PULTE HOME COMPANY, LLC. (TAX ID NUMBER 109 5112 003), PREPARED BY PAPE-DAWSON GEORGIA, LLC, DATED 03-18-2026, WHICH READS AS FOLLOWS:

COMMENCING AT A POINT LOCATED AT THE LAND LOT CORNER COMMON TO LAND LOTS 111, 112, 113, AND 114; THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 NORTH 90°00'00" EAST A DISTANCE OF 45.27' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

BEGINNING AT A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE LEAVING THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 AND ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 00°54'38" EAST A DISTANCE OF 218.48' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 00°05'41" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=24.56', RADIUS=700.00') WHICH SUBTENDS A CHORD DISTANCE OF 24.56' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 16°22'23" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=10.66', RADIUS=20.00') WHICH SUBTENDS A CHORD DISTANCE OF 10.54' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 87°16'26" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=249.07', RADIUS=60.00') WHICH SUBTENDS A CHORD DISTANCE OF 105.04' TO A POINT LOCATED ON THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 12°24'30" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=9.62', RADIUS=20.00') WHICH SUBTENDS A CHORD DISTANCE OF 9.53' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°14'00" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=31.94', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 31.94' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°54'38" WEST A DISTANCE OF 26.00' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°54'38" WEST A DISTANCE OF 414.09' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°54'38" WEST A DISTANCE OF 669.79' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 05°21'09" EAST COUNTER CLOCKWISE ALONG THE ARC OF A CURVE (ARC=196.75', RADIUS=900.00') WHICH SUBTENDS A CHORD DISTANCE OF 196.36' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 11°36'55" EAST A DISTANCE OF 147.48' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 08°20'31" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=114.26', RADIUS=1000.00') WHICH SUBTENDS A CHORD DISTANCE OF 114.20' TO A POINT; THENCE LEAVING THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 89°05'23" WEST A DISTANCE OF 100.61' TO A POINT LOCATED ON THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 08°40'32" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=92.35', RADIUS=900.00') WHICH SUBTENDS A CHORD DISTANCE OF 92.31' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 11°36'55" WEST A DISTANCE OF 147.48' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 05°21'09" WEST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=218.62', RADIUS=1000.00') WHICH SUBTENDS A CHORD DISTANCE OF 218.18' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 00°54'38" EAST A DISTANCE OF 891.39' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

SECTION A – SELLER'S INFORMATION (Do not use agent's information)				SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Coweta Hollz Ventures, LLC				Exempt Code If no exempt code enter NONE	Public Road Acquisition
MAILING ADDRESS (STREET & NUMBER) 9008 HIGHWAY 16				1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Senoia, GA 30276 USA		DATE OF SALE 9/22/2026		1A. Estimated fair market value of Real and Personal property	\$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)				2. Fair market value of Personal Property only	\$0.00
BUYER'S BUSINESS / ORGANIZATION / OTHER NAME Coweta County				3. Amount of liens and encumbrances not removed by transfer	\$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 22 E. Broad Street				4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Newnan, GA 30263 USA		Check Buyers Intended Use () Residential () Commercial () Agricultural () Industrial		5. TAX DUE at .10 per \$100 or fraction thereof (Minimum \$1.00)	\$0.00
SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)		PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION			SUITE NUMBER
COUNTY COWETA		CITY (IF APPLICABLE)		MAP & PARCEL NUMBER p/o 097 5079 001A	ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT	SUB LOT & BLOCK
SECTION E – RECORDING INFORMATION (Official Use Only)					
DATE	DEED BOOK		DEED PAGE		PLAT BOOK PLAT PAGE

ADDITIONAL BUYERS

None

SECTION A – SELLER'S INFORMATION (Do not use agent's information)				SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Coweta Hollz Ventures, LLC				Exempt Code If no exempt code enter NONE	Public Road Acquisition
MAILING ADDRESS (STREET & NUMBER) 9008 HIGHWAY 16				1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Senoia, GA 30276 USA		DATE OF SALE 9/22/2026		1A. Estimated fair market value of Real and Personal property	\$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)				2. Fair market value of Personal Property only	\$0.00
BUYER'S BUSINESS / ORGANIZATION / OTHER NAME Coweta County				3. Amount of liens and encumbrances not removed by transfer	\$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 22 E. Broad Street				4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Newnan, GA 30263 USA		Check Buyers Intended Use () Residential () Commercial () Agricultural () Industrial		5. TAX DUE at .10 per \$100 or fraction thereof (Minimum \$1.00)	\$0.00
SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)		PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION			SUITE NUMBER
COUNTY COWETA		CITY (IF APPLICABLE)		MAP & PARCEL NUMBER p/o 109 5081 067	ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT	SUB LOT & BLOCK
SECTION E – RECORDING INFORMATION (Official Use Only)					
DATE	DEED BOOK		DEED PAGE		PLAT BOOK
					PLAT PAGE

ADDITIONAL BUYERS

None

SECTION A – SELLER'S INFORMATION (Do not use agent's information)				SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Pulte Home Company, LLC				Exempt Code If no exempt code enter NONE	Public Road Acquisition
MAILING ADDRESS (STREET & NUMBER) 2475 Northwinds Parkway Suite 600				1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Alpharetta, GA 30009 USA		DATE OF SALE 9/22/2026		1A. Estimated fair market value of Real and Personal property	\$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)				2. Fair market value of Personal Property only	\$0.00
BUYER'S BUSINESS / ORGANIZATION / OTHER NAME Coweta County				3. Amount of liens and encumbrances not removed by transfer	\$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 22 E. Broad Street				4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Newnan, GA 30263 USA		Check Buyers Intended Use () Residential () Commercial () Agricultural () Industrial		5. TAX DUE at .10 per \$100 or fraction thereof (Minimum \$1.00)	\$0.00
SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)		PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION			SUITE NUMBER
COUNTY COWETA		CITY (IF APPLICABLE)		MAP & PARCEL NUMBER p/o 109-5112-003	ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT	SUB LOT & BLOCK
SECTION E – RECORDING INFORMATION (Official Use Only)					
DATE	DEED BOOK		DEED PAGE		PLAT PAGE

ADDITIONAL BUYERS

None



SHORT COMMERCIAL TITLE AND ESCROW

2300 Windy Ridge Parkway
Suite 570 South
Atlanta, Georgia 30339
Telephone: (770) 955-9005
Facsimile: (770) 955-0049

R. Matthew Short, Esq.
mshort@commercialtitlelaw.com
Direct: (770) 692-2183

CERTIFICATE AND OPINION OF TITLE

TO: Coweta County, Georgia
c/o Pulte Home Company, LLC
Attn: Legal Department
2475 Northwinds Parkway, Suite 600
Alpharetta, GA 30009

RE: ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lots 80, 81 and 112 of the 5th District of Coweta County, Georgia, and being more particularly described on EXHIBIT "A" attached hereto and made a part hereof by reference.

This is to certify that the law firm of Short Commercial Title and Escrow, LLC has examined the records of title to the real property listed above from September 24, 2025 (the date of that First American Title Insurance Company Owner's Policy of Title Insurance # 7251210-234847485) through May 17, 2026, the current date of the Coweta County, Georgia Records, said property being more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference and made a part hereof (the "Property").

Based upon our examination we have found fee simple title to the Property to vest in:

Coweta Hollz Ventures, LLC, a Georgia limited liability company, by virtue of the following:

1. Warranty Deed from JHP Family Investments, L.L.L.P., dated December 31, 2021, and recorded at Deed Book 5494, Page 275-283, Coweta County, Georgia Records;
2. Quitclaim Deed from JHP Family Investments, L.L.L.P., dated December 31, 2021, and recorded at Deed Book 5494, Page 284-288, Coweta County, Georgia Records;
3. Limited Warranty Deed from P&L Shenandoah, LP, dated March 1, 2022, and recorded at Deed Book 5527, Page 172-181, Coweta County, Georgia Records.

The following matters are set forth as exceptions to this title:

I. GENERAL EXCEPTIONS:

- (1) All matters of record subsequent to the date of this certificate;
- (2) Matters affecting the title which are not of record in the Records of the Clerk of the Superior Court of Coweta County, Georgia, or which, if they are of record, are not indexed in such a manner that a reasonable prudent search would have revealed them to us;
- (3) Such state of facts that would be disclosed by a Georgia Registered Land Surveyor's survey and inspection of the Property.

NOTE: It is always advisable that a survey be made in order to determine if there are encroachments, overhangs, overlaps, that the improvements are within the boundaries of the Property and that the lines and corners of the Property are clearly marked.

- (4) Rights of upper, lower and adjacent riparian owners in and to the waters of any stream, creek or branch and the natural flow thereof, free from diminution or pollution;
- (5) Rights of tenants in possession;
- (6) All zoning laws, ordinances or regulations, municipal or county, and all governmental regulations of use and occupancy of the Property, including regulation or condemnation of the land or any building or structure thereon;
- (7) Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not appearing of record;
- (8) Pay-as-you-enter water or sewer lines, which, while not technically a lien, will be payable upon connection to such lines;
- (9) No certification is made as to the exact amount of acreage contained in the Property;
- (10) This certification is limited to the names of married women as they appear in the chain of title and as furnished to us.
- (12) Federal or State seizures under Racketeer Influenced and Corrupt Organizations (18 U.S.C. Section 1961 - 1968) or under the Controlled Substance Act (21 U.S.C. Section 800) or similar federal or state statutes.
- (13) Unpaid water and/or sanitation bills.
- (14) Easements, or claims of easements, not shown by the public records;
- (15) Taxes or assessments which are not shown as existing liens by either the public records or the records of any taxing authority that levies taxes or assessments on real property.

II. SPECIAL EXCEPTIONS:

1. Ad valorem real property taxes for the calendar year 2026, and all years subsequent thereto, and those taxes that become due or payable subsequent to Date of Policy, none of which are liens due or payable.
2. Encroachment Agreement between Coweta Holz Ventures, LLC, and Products (SE) Pipe Line Corporation dated July 23, 2025, and recorded at Deed Book 5733, Page 1100, Coweta County, Georgia Records.
3. Encroachment Agreement for Easement from Coweta Holz Ventures, LLC, to Georgia Transmission, dated August 14, 2025, and recorded at Deed Book 5736, Page 697, Coweta County, Georgia Records.
4. Development Construction and Access Easement between Pulte Home Company, LLC, and Coweta Holz Ventures, LLC, dated September 2, 2025, and recorded at Deed Book 5736, Page 2073, Coweta County, Georgia Records.
5. Development Construction and Access Easement between Pulte Home Company, LLC, and Coweta Holz Ventures, LLC, dated September 2, 2025, and recorded at Deed Book 5736, Page 2087, Coweta County, Georgia Records.
6. Agreement between Coweta Holz Ventures, LLC, and Coweta County Water and Sewerage Authority dated July 18, 2025, and recorded at Deed Book 5747, Page 1387, Coweta County, Georgia Records.
7. Deed Restriction from Coweta Holz Ventures, LLC, to Coweta County dated February 18, 2026, and recorded at Deed Book 5760, Page 313, Coweta County, Georgia Records.

III. SECURITY INSTRUMENTS:

(1) N/A

IV. EFFECTIVE DATE: May 17, 2026

SHORT COMMERCIAL TITLE AND ESCROW, LLC

BY: 

R. Matthew Short
Attorney at Law

EXHIBIT "A"

Portions of the Proposed R/W for Holz Parkway described as follows:

ALL THAT CERTAIN TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 82 OF THE 5TH LAND DISTRICT OF COWETA COUNTY, GEORGIA, CONTAINING 3.738 ACRES (162,818.85 SF) AND BEING MORE PARTICULARLY DESCRIBED AS A "R/W DEDICATION PARCEL A" ON A RIGHT-OF-WAY DEDICATION EXHIBIT PREPARED FOR COWETA HOLLZ VENTURES, LLC. (TAX ID NUMBER 097 5079 001A), BY PAPE-DAWSON GEORGIA, LLC, DATED 05-11-2026, WHICH READS AS FOLLOWS:

COMMENCING AT A POINT LOCATED AT THE LAND LOT CORNER COMMON TO LAND LOTS 79, 80, 81, & 82; THENCE NORTH 15°04'31" WEST ALONG A TIE LINE A DISTANCE OF 174.37' TO A POINT LOCATED AT THE INTERSECTION OF THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

BEGINNING AT A POINT LOCATED AT THE INTERSECTION OF THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 01°23'50" EAST A DISTANCE OF 8.68' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 15°10'42" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=405.01', RADIUS=700.00') WHICH SUBTENDS A CHORD DISTANCE OF 399.39' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 31°45'13" WEST A DISTANCE OF 251.26' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 10°30'40" WEST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=593.20', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 579.70' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 30°59'08" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=83.00', RADIUS=57.00') WHICH SUBTENDS A CHORD DISTANCE OF 75.86' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 72°42'09" WEST A DISTANCE OF 18.00' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 17°17'51" EAST A DISTANCE OF 82.00' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 72°42'09" EAST A DISTANCE OF 18.00' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 65°34'50" EAST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=83.00', RADIUS=57.00') WHICH SUBTENDS A CHORD DISTANCE OF 75.86' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 34°52'43" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=307.59', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 305.70' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 45°53'37" EAST A DISTANCE OF 82.43' TO A POINT; THENCE LEAVING THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 57°04'43" EAST A DISTANCE OF 20.64' TO A POINT; THENCE SOUTH 16°54'37" EAST A DISTANCE OF 8.12' TO A POINT; THENCE SOUTH 73°53'31" EAST A DISTANCE OF 35.93' TO A POINT; THENCE SOUTH 65°10'12" EAST A DISTANCE OF 44.45' TO A POINT LOCATED ON THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 45°53'37" WEST A DISTANCE OF 117.17' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 07°04'12" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=948.64', RADIUS=700.00') WHICH SUBTENDS A CHORD DISTANCE OF 877.69' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 31°45'13" EAST A DISTANCE OF 251.26' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 28°23'17" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=93.98', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 93.93' TO A POINT LOCATED AT THE INTERSECTION OF THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 03°58'47" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=365.13', RADIUS=4050.00') WHICH SUBTENDS A CHORD DISTANCE OF 365.01' TO A POINT LOCATED AT THE INTERSECTION OF THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

SAID RIGHT-OF-WAY DEDICATION PARCEL IS LOCATED ENTIRELY WITHIN COWETA COUNTY
TAX PARCEL ID NUMBER 097 5079 001A, WHICH IS CURRENTLY OWNED BY COWETA HOLLZ VENTURES, LLC.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 15°04'31"W	174.37'
L2	N 01°23'50"E	8.68'
L3	N 31°45'13"W	251.26'
L4	N 72°42'09"W	18.00'
L5	N 17°17'51"E	82.00'
L6	S 72°42'09"E	18.00'
L7	N 45°53'37"E	82.43'
L8	S 57°04'43"E	20.64'
L9	S 16°54'37"E	8.12'
L10	S 73°53'31"E	35.93'
L11	S 65°10'12"E	44.45'
L12	S 45°53'37"W	117.17'
L13	S 31°45'13"E	251.26'

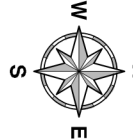
CURVE TABLE				
CURVE	BEARING	RADIUS	ARC	CHORD
C1	N 15°10'42"W	700.00'	405.01'	399.39'
C2	N 10°30'40"W	800.00'	593.20'	579.70'
C3	N 30°59'08"W	57.00'	83.00'	75.86'
C4	N 65°34'50"E	57.00'	83.00'	75.86'
C5	N 34°52'43"E	800.00'	307.59'	305.70'
C6	S 07°04'12"W	700.00'	948.64'	877.69'
C7	S 28°23'17"E	800.00'	93.98'	93.93'
C8	S 03°58'47"W	4050.00'	365.13'	365.01'

EXHIBIT A (continued)

LEGEND

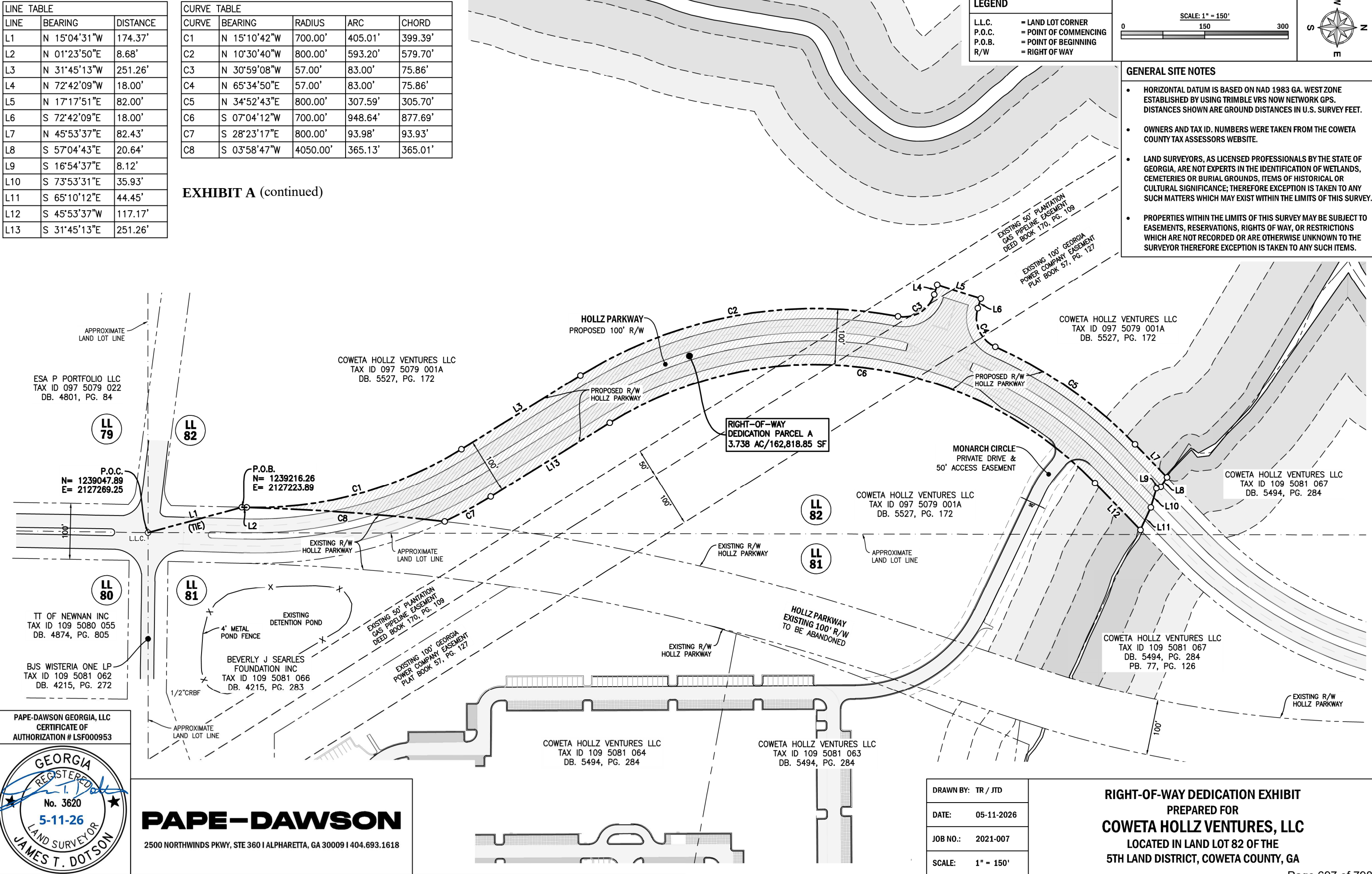
L.L.C. = LAND LOT CORNER
P.O.C. = POINT OF COMMENCING
P.O.B. = POINT OF BEGINNING
R/W = RIGHT OF WAY

SCALE: 1" = 150'

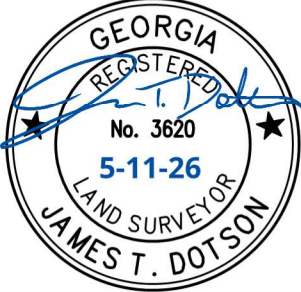


GENERAL SITE NOTES

- HORIZONTAL DATUM IS BASED ON NAD 1983 GA. WEST ZONE ESTABLISHED BY USING TRIMBLE VRS NOW NETWORK GPS. DISTANCES SHOWN ARE GROUND DISTANCES IN U.S. SURVEY FEET.
- OWNERS AND TAX ID. NUMBERS WERE TAKEN FROM THE COWETA COUNTY TAX ASSESSORS WEBSITE.
- LAND SURVEYORS, AS LICENSED PROFESSIONALS BY THE STATE OF GEORGIA, ARE NOT EXPERTS IN THE IDENTIFICATION OF WETLANDS, CEMETERIES OR BURIAL GROUNDS, ITEMS OF HISTORICAL OR CULTURAL SIGNIFICANCE; THEREFORE EXCEPTION IS TAKEN TO ANY SUCH MATTERS WHICH MAY EXIST WITHIN THE LIMITS OF THIS SURVEY.
- PROPERTIES WITHIN THE LIMITS OF THIS SURVEY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHTS OF WAY, OR RESTRICTIONS WHICH ARE NOT RECORDED OR ARE OTHERWISE UNKNOWN TO THE SURVEYOR THEREFORE EXCEPTION IS TAKEN TO ANY SUCH ITEMS.



PAPE-DAWSON GEORGIA, LLC
CERTIFICATE OF
AUTHORIZATION # LSF000953



PAPE-DAWSON

2500 NORTHWINDS PKWY, STE 360 | ALPHARETTA, GA 30009 | 404.693.1618

DRAWN BY: TR / JTD

DATE: 05-11-2026

JOB NO.: 2021-007

SCALE: 1" = 150'

RIGHT-OF-WAY DEDICATION EXHIBIT
PREPARED FOR
COWETA HOLLZ VENTURES, LLC
LOCATED IN LAND LOT 82 OF THE
5TH LAND DISTRICT, COWETA COUNTY, GA

EXHIBIT "A"
(continued)

ALL THAT CERTAIN TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 112 OF THE 5TH LAND DISTRICT OF COWETA COUNTY, GEORGIA, CONTAINING 3.250 ACRES (141,583.7385 SF) AND BEING MORE PARTICULARLY DESCRIBED AS A "R/W DEDICATION PARCEL B" ON A RIGHT-OF-WAY DEDICATION EXHIBIT PREPARED FOR COWETA HOLLZ VENTURES, LLC. (TAX ID NUMBER 097 5079 001A), BY PAPE-DAWSON GEORGIA, LLC, DATED 05-11-2026, WHICH READS AS FOLLOWS:

COMMENCING AT A POINT LOCATED AT THE LAND LOT CORNER COMMON TO LAND LOTS 81, 82, 111 AND 112; THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 SOUTH 89°16'51" EAST A DISTANCE OF 169.57' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

BEGINNING AT A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE LEAVING THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 03°08'16" WEST A DISTANCE OF 762.05' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 01°13'13" WEST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=271.08', RADIUS=4050.00') WHICH SUBTENDS A CHORD DISTANCE OF 271.03' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 00°41'49" EAST A DISTANCE OF 281.84' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 02°31'10" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=101.05', RADIUS=900.00') WHICH SUBTENDS A CHORD DISTANCE OF 101.00' TO A POINT; THENCE LEAVING THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 89°05'23" EAST A DISTANCE OF 100.61' TO A POINT LOCATED AT THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 02°11'09" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=100.63', RADIUS=1000.00') WHICH SUBTENDS A CHORD DISTANCE OF 100.59' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°41'49" WEST A DISTANCE OF 281.84' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 01°13'13" EAST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=264.39', RADIUS=3950.00') WHICH SUBTENDS A CHORD DISTANCE OF 264.34' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 03°08'16" EAST A DISTANCE OF 768.79' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112, THE EXISTING NORTHERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE LEAVING THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND ALONG THE LAND LOT COMMON TO LAND LOTS 81 AND 112 AND THE EXISTING NORTHERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 89°16'56" WEST A DISTANCE OF 33.67' TO A POINT; THENCE LEAVING THE EXISTING NORTHERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND ALONG THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 NORTH 89°16'51" WEST A DISTANCE OF 66.56' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

SAID RIGHT-OF-WAY DEDICATION PARCEL IS LOCATED ENTIRELY WITHIN COWETA COUNTY
TAX PARCEL ID NUMBER 097 5079 001A, WHICH IS CURRENTLY OWNED BY COWETA HOLLZ VENTURES, LLC.

- GENERAL SITE NOTES**
- HORIZONTAL DATUM IS BASED ON NAD 1983 GA. WEST ZONE ESTABLISHED BY USING TRIMBLE VRS NOW NETWORK GPS. DISTANCES SHOWN ARE GROUND DISTANCES IN U.S. SURVEY FEET.
 - OWNERS AND TAX ID. NUMBERS WERE TAKEN FROM THE COWETA COUNTY TAX ASSESSORS WEBSITE.
 - LAND SURVEYORS, AS LICENSED PROFESSIONALS BY THE STATE OF GEORGIA, ARE NOT EXPERTS IN THE IDENTIFICATION OF WETLANDS, CEMETERIES OR BURIAL GROUNDS, ITEMS OF HISTORICAL OR CULTURAL SIGNIFICANCE; THEREFORE EXCEPTION IS TAKEN TO ANY SUCH MATTERS WHICH MAY EXIST WITHIN THE LIMITS OF THIS SURVEY.
 - PROPERTIES WITHIN THE LIMITS OF THIS SURVEY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHTS OF WAY, OR RESTRICTIONS WHICH ARE NOT RECORDED OR ARE OTHERWISE UNKNOWN TO THE SURVEYOR THEREFORE EXCEPTION IS TAKEN TO ANY SUCH ITEMS.

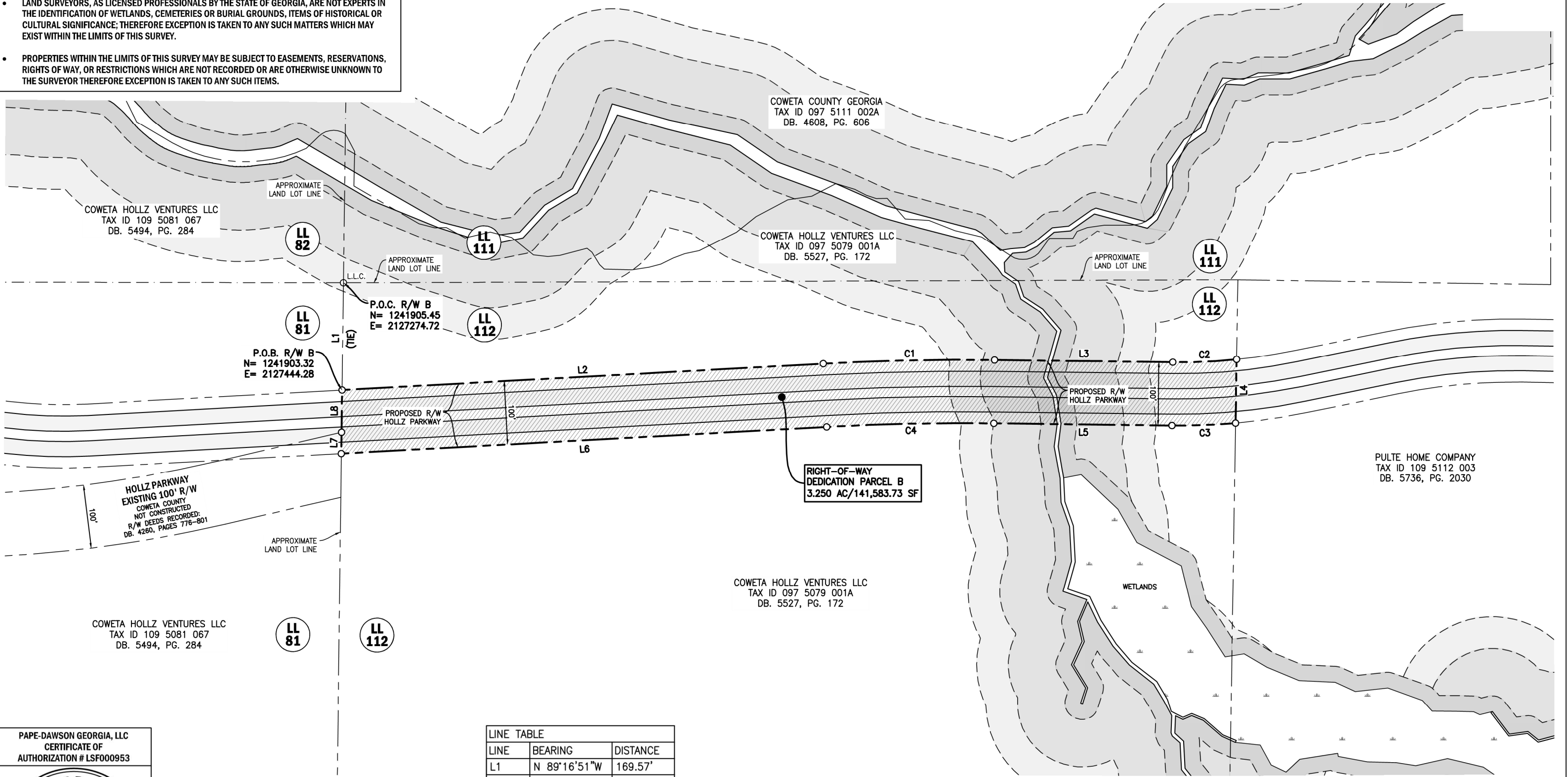
EXHIBIT A (continued)

LEGEND

L.L.C. = LAND LOT CORNER
P.O.C. = POINT OF COMMENCING
P.O.B. = POINT OF BEGINNING
R/W = RIGHT OF WAY

SCALE: 1" = 150'

0 150 300



PAPE-DAWSON GEORGIA, LLC
CERTIFICATE OF
AUTHORIZATION # LSF000953

GEORGIA
REGISTERED
No. 3620
5-11-26
LAND SURVEYOR
JAMES T. DOTSON

PAPE-DAWSON
2500 NORTHWINDS PKWY, STE 360 | ALPHARETTA, GA 30009 | 404.693.1618

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 89°16'51"W	169.57'
L2	N 03°08'16"W	762.05'
L3	N 00°41'49"E	281.84'
L4	S 89°05'23"E	100.61'
L5	S 00°41'49"W	281.84'
L6	S 03°08'16"E	768.79'
L7	N 89°16'56"W	33.67'
L8	N 89°16'51"W	66.56'

CURVE TABLE				
CURVE	BEARING	RADIUS	ARC	CHORD
C1	N 01°13'13"W	4050.00'	271.08'	271.03'
C2	N 02°31'10"W	900.00'	101.05'	101.00'
C3	S 02°11'09"E	1000.00'	100.63'	100.59'
C4	S 01°13'13"E	3950.00'	264.39'	264.34'

DRAWN BY:	TR / JTD
DATE:	05-11-2026
JOB NO.:	2021-007
SCALE:	1" = 150'

RIGHT-OF-WAY DEDICATION EXHIBIT
PREPARED FOR
COWETA HOLLZ VENTURES, LLC
LOCATED IN LAND LOT 112 OF THE
5TH LAND DISTRICT, COWETA COUNTY, GA

EXHIBIT "A"
(continued)

ALL THAT CERTAIN TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 81 AND 82 OF THE 5TH LAND DISTRICT OF COWETA COUNTY, GEORGIA, CONTAINING 2.557 ACRES (111,378.09 SF) AND BEING MORE PARTICULARLY DESCRIBED AS A "RIGHT-OF-WAY DEDICATION PARCEL" ON A RIGHT-OF-WAY DEDICATION EXHIBIT PREPARED FOR COWETA HOLLZ VENTURES, LLC. (TAX ID NUMBER 109 5081 067), BY PAPE-DAWSON GEORGIA, LLC, DATED 05-11-2026, WHICH READS AS FOLLOWS:

COMMENCING AT A POINT LOCATED AT THE LAND LOT CORNER COMMON TO LAND LOTS 81, 82, 111, AND 112; THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 SOUTH 89°16'51" EAST A DISTANCE OF 169.57' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

BEGINNING AT A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 SOUTH 89°16'51" EAST A DISTANCE OF 66.56' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 13°04'52" EAST A DISTANCE OF 194.53' TO A POINT LOCATED AT THE INTERSECTION OF THE EXISTING WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) AND THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 03°08'16" EAST A DISTANCE OF 207.95' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 21°22'40" WEST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=684.61', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 663.91' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 45°53'37" WEST A DISTANCE OF 83.19' TO A POINT; THENCE LEAVING THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 65°10'12" WEST A DISTANCE OF 44.45' TO A POINT; THENCE NORTH 73°53'31" WEST A DISTANCE OF 35.93' TO A POINT; THENCE NORTH 16°54'37" WEST A DISTANCE OF 8.12' TO A POINT; THENCE NORTH 57°04'43" WEST A DISTANCE OF 20.64' TO A POINT LOCATED ON THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 45°53'37" EAST A DISTANCE OF 117.94' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 21°22'40" EAST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=599.03', RADIUS=700.00') WHICH SUBTENDS A CHORD DISTANCE OF 580.92' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 03°08'16" WEST A DISTANCE OF 404.03' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 81 AND 112 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

SAID RIGHT-OF-WAY DEDICATION PARCEL IS LOCATED ENTIRELY WITHIN COWETA COUNTY
TAX PARCEL ID NUMBER 109 5081 067, WHICH IS CURRENTLY OWNED BY COWETA HOLLZ VENTURES, LLC.

EXHIBIT A (continued)

COWETA HOLLZ VENTURES LLC
TAX ID 097 5079 001A
DB. 5527, PG. 172

COWETA HOLLZ VENTURES LLC
TAX ID 097 5079 001A
DB. 5527, PG. 172

COWETA HOLLZ VENTURES LLC
TAX ID 109 5081 067
DB. 5494, PG. 284
PB. 77, PG. 126

COWETA HOLLZ VENTURES LLC
TAX ID 109 5081 067
DB. 5494, PG. 284

COWETA HOLLZ VENTURES LLC
TAX ID 097 5079 001A
DB. 5527, PG. 172

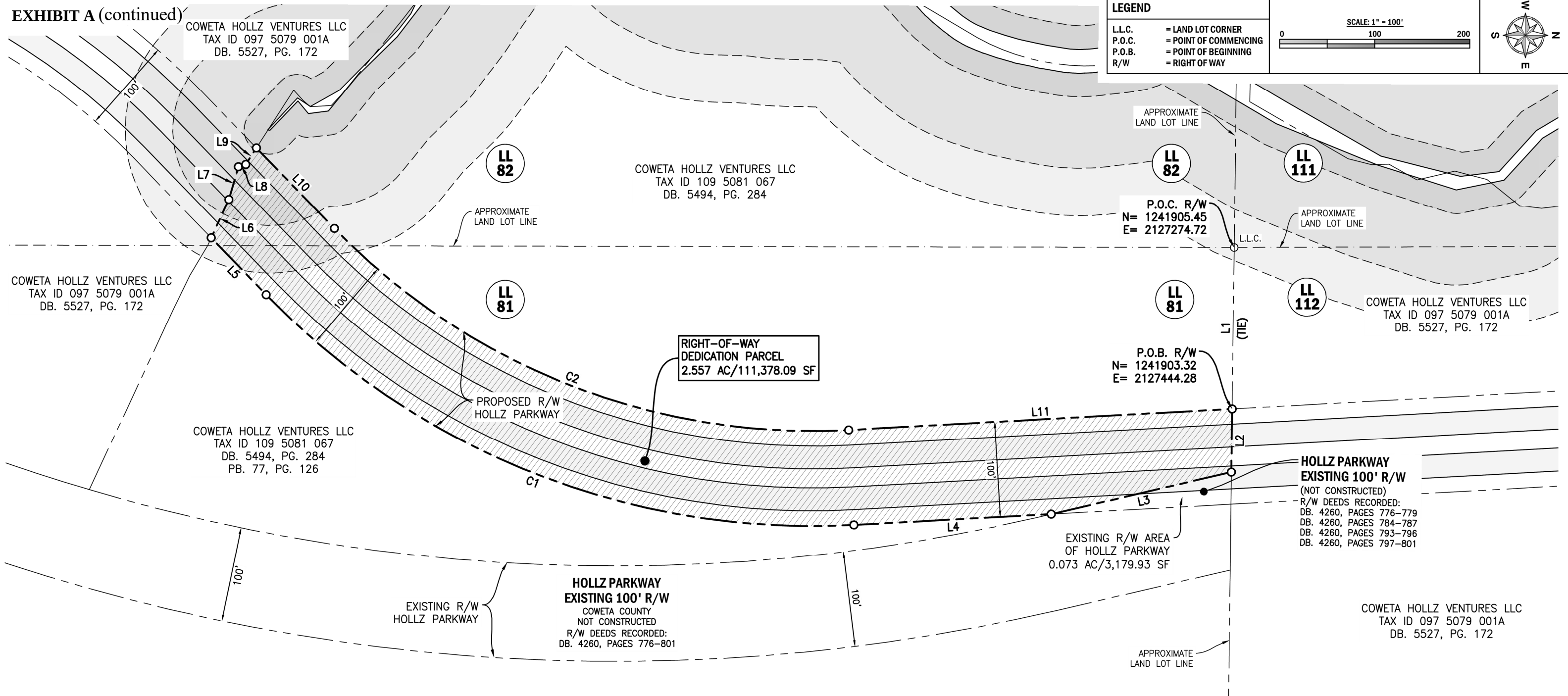
COWETA HOLLZ VENTURES LLC
TAX ID 097 5079 001A
DB. 5527, PG. 172

COWETA HOLLZ VENTURES LLC
TAX ID 109 5081 067
DB. 5494, PG. 284

LEGEND

L.L.C. = LAND LOT CORNER
P.O.C. = POINT OF COMMENCING
P.O.B. = POINT OF BEGINNING
R/W = RIGHT OF WAY

SCALE: 1" = 100'
0 100 200



RIGHT-OF-WAY
DEDICATION PARCEL
2.557 AC/111,378.09 SF

P.O.C. R/W
N= 1241905.45
E= 2127274.72

P.O.B. R/W
N= 1241903.32
E= 2127444.28

HOLLZ PARKWAY
EXISTING 100' R/W
(NOT CONSTRUCTED)

R/W DEEDS RECORDED:
DB. 4260, PAGES 776-779
DB. 4260, PAGES 784-787
DB. 4260, PAGES 793-796
DB. 4260, PAGES 797-801

EXISTING R/W AREA
OF HOLLZ PARKWAY
0.073 AC/3,179.93 SF

HOLLZ PARKWAY
EXISTING 100' R/W
COWETA COUNTY
NOT CONSTRUCTED
R/W DEEDS RECORDED:
DB. 4260, PAGES 776-801

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 89°16'51"E	169.57'
L2	S 89°16'51"E	66.56'
L3	S 13°04'52"E	194.53'
L4	S 03°08'16"E	207.95'
L5	S 45°53'37"W	83.19'
L6	N 65°10'12"W	44.45'
L7	N 73°53'31"W	35.93'
L8	N 16°54'37"W	8.12'
L9	N 57°04'43"W	20.64'
L10	N 45°53'37"E	117.94'
L11	N 03°08'16"W	404.03'

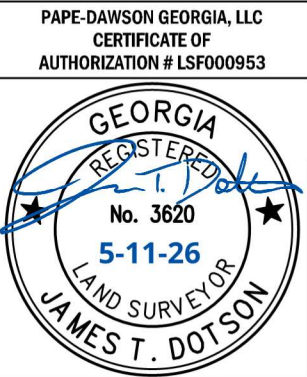
CURVE TABLE				
CURVE	BEARING	RADIUS	ARC	CHORD
C1	S 21°22'40"W	800.00'	684.61'	663.91'
C2	N 21°22'40"E	700.00'	599.03'	580.92'

GENERAL SITE NOTES

- HORIZONTAL DATUM IS BASED ON NAD 1983 GA. WEST ZONE ESTABLISHED BY USING TRIMBLE VRS NOW NETWORK GPS. DISTANCES SHOWN ARE GROUND DISTANCES IN U.S. SURVEY FEET.
- OWNERS AND TAX ID. NUMBERS WERE TAKEN FROM THE COWETA COUNTY TAX ASSESSORS WEBSITE.
- LAND SURVEYORS, AS LICENSED PROFESSIONALS BY THE STATE OF GEORGIA, ARE NOT EXPERTS IN THE IDENTIFICATION OF WETLANDS, CEMETERIES OR BURIAL GROUNDS, ITEMS OF HISTORICAL OR CULTURAL SIGNIFICANCE; THEREFORE EXCEPTION IS TAKEN TO ANY SUCH MATTERS WHICH MAY EXIST WITHIN THE LIMITS OF THIS SURVEY.
- PROPERTIES WITHIN THE LIMITS OF THIS SURVEY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHTS OF WAY, OR RESTRICTIONS WHICH ARE NOT RECORDED OR ARE OTHERWISE UNKNOWN TO THE SURVEYOR THEREFORE EXCEPTION IS TAKEN TO ANY SUCH ITEMS.

DRAWN BY: JTD
DATE: 05-11-2026
JOB NO.: 2021-007
SCALE: 1" = 100'

RIGHT-OF-WAY DEDICATION EXHIBIT
PREPARED FOR
COWETA HOLLZ VENTURES, LLC
LOCATED IN LAND LOTS 81 & 82 OF THE
5TH LAND DISTRICT, COWETA COUNTY, GA



PAPE-DAWSON
2500 NORTHWINDS PKWY, STE 360 | ALPHARETTA, GA 30009 | 404.693.1618



SHORT COMMERCIAL TITLE AND ESCROW

2300 Windy Ridge Parkway
Suite 570 South
Atlanta, Georgia 30339
Telephone: (770) 955-9005
Facsimile: (770) 955-0049

R. Matthew Short, Esq.
mshort@commercialtitlelaw.com
Direct: (770) 692-2183

CERTIFICATE AND OPINION OF TITLE

TO: Coweta County, Georgia
c/o Pulte Home Company, LLC
Attn: Legal Department
2475 Northwinds Parkway, Suite 600
Alpharetta, GA 30009

RE: ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lots 80, 81 and 112 of the 5th District of Coweta County, Georgia, and being more particularly described on EXHIBIT "A" attached hereto and made a part hereof by reference.

This is to certify that the law firm of Short Commercial Title and Escrow, LLC has examined the records of title to the real property listed above from September 24, 2025 (the date of that First American Title Insurance Company Owner's Policy of Title Insurance # 7251210-234847485) through May 17, 2026, the current date of the Coweta County, Georgia Records, said property being more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference and made a part hereof (the "Property").

Based upon our examination we have found fee simple title to the Property to vest in:

Pulte Home Company, LLC, a Michigan limited liability company, by virtue of the following:

1. Limited Warranty Deed from E. Kirk Daniel a/k/a Kirk Daniel, Richard C. Daniel and Judy D. Morris, dated September 2, 2025, and recorded at Deed Book 5736, Page 2008-2013, Coweta County, Georgia Records;
2. Limited Warranty Deed from Robert Edwin Daniel, dated September 2, 2025, and recorded at Deed Book 5736, Page 2014-2017, Coweta County, Georgia Records;
3. General Warranty Deed from Patricia L. Farmer, individually, and as Executor Under the Last Will and Testament of Regina B. Lee, Deceased, dated September 2, 2025, and recorded at Deed Book 5736, Page 2018-2020, Coweta County, Georgia Records;
4. General Warranty Deed from Clint M. Odom, a/k/a Clinton M. Odom, dated September 2, 2025, and recorded at Deed Book 5736, Page 2021-2025, Coweta County, Georgia Records;
5. Limited Warranty Deed from Stonewall Square Center, LLC, dated September 2, 2025, and recorded at Deed Book 5736, Page 2026-2029, Coweta County, Georgia Records;
6. Quitclaim Deed from Clint M. Odom, a/k/a Clinton M. Odom, Patricia L. Farmer, individually, and as Executor Under the Last Will and Testament of Regina B. Lee, Deceased, E. Kirk Daniel a/k/a Kirk Daniel, Richard C. Daniel, Judy D. Morris, and Robert Edwin Daniel, dated September 2, 2025, and recorded at Deed Book 5736, Page 2030-2039, Coweta County, Georgia Records.

The following matters are set forth as exceptions to this title:

I. GENERAL EXCEPTIONS:

- (1) All matters of record subsequent to the date of this certificate;
- (2) Matters affecting the title which are not of record in the Records of the Clerk of the Superior Court of Coweta County, Georgia, or which, if they are of record, are not indexed in such a manner that a reasonable prudent search would have revealed them to us;
- (3) Such state of facts that would be disclosed by a Georgia Registered Land Surveyor's survey and inspection of the Property.

NOTE: It is always advisable that a survey be made in order to determine if there are encroachments, overhangs, overlaps, that the improvements are within the boundaries of the Property and that the lines and corners of the Property are clearly marked.

- (4) Rights of upper, lower and adjacent riparian owners in and to the waters of any stream, creek or branch and the natural flow thereof, free from diminution or pollution;
- (5) Rights of tenants in possession;
- (6) All zoning laws, ordinances or regulations, municipal or county, and all governmental regulations of use and occupancy of the Property, including regulation or condemnation of the land or any building or structure thereon;
- (7) Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not appearing of record;
- (8) Pay-as-you-enter water or sewer lines, which, while not technically a lien, will be payable upon connection to such lines;
- (9) No certification is made as to the exact amount of acreage contained in the Property;
- (10) This certification is limited to the names of married women as they appear in the chain of title and as furnished to us.
- (12) Federal or State seizures under Racketeer Influenced and Corrupt Organizations (18 U.S.C. Section 1961 - 1968) or under the Controlled Substance Act (21 U.S.C. Section 800) or similar federal or state statutes.
- (13) Unpaid water and/or sanitation bills.
- (14) Easements, or claims of easements, not shown by the public records;
- (15) Taxes or assessments which are not shown as existing liens by either the public records or the records of any taxing authority that levies taxes or assessments on real property.

II. SPECIAL EXCEPTIONS:

1. Ad valorem real property taxes for the calendar year 2026, and all years subsequent thereto, and those taxes that become due or payable subsequent to Date of Policy, none of which are liens due or payable.
2. Reciprocal Easement Agreement between Pulte Home Company, LLC, and Clinton M. Odom, dated September 2, 2025, and recorded at Deed Book 5736, Page 2045, Coweta County, Georgia Records.
3. Development Construction and Access Easement between Pulte Home Company, LLC, and Coweta Holz Ventures, LLC, dated September 2, 2025, and recorded at Deed Book 5736, Page 2073, Coweta County, Georgia Records.

4. Development Construction and Access Easement between Pulte Home Company, LLC, and Coweta Holz Ventures, LLC, dated September 2, 2025, and recorded at Deed Book 5736, Page 2087, Coweta County, Georgia Records.
5. Temporary Construction Easement between Pulte Home Company, LLC, and Posey Road Investments, LLC, dated September 2, 2025, and recorded at Deed Book 5736, Page 2122, Coweta County, Georgia Records.
6. Temporary Construction Easement between Pulte Home Company, LLC, and Beverly J. Searles Foundation, Inc., dated September 2, 2025, and recorded at Deed Book 5736, Page 2128, Coweta County, Georgia Records.
7. Development Agreement between Pulte Home Company, LLC, and Coweta County Water and Sewerage Authority, dated September 3, 2025, and recorded at Deed Book 5737, Page 1757, Coweta County, Georgia Records.

III. SECURITY INSTRUMENTS:

(1) N/A

IV. EFFECTIVE DATE: May 17, 2026

SHORT COMMERCIAL TITLE AND ESCROW, LLC

BY: 

R. Matthew Short
Attorney at Law

EXHIBIT "A"

Portion of the proposed R/W for Hollz Parkway described as follows:

ALL THAT CERTAIN TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 112 AND 113 OF THE 5TH LAND DISTRICT OF COWETA COUNTY, GEORGIA, CONTAINING 3.894 ACRES (169,643.12 SF) AND BEING MORE PARTICULARLY DESCRIBED AS "RIGHT-OF-WAY DEDICATION PARCEL A" ON A RIGHT-OF-WAY DEDICATION EXHIBIT PREPARED FOR PULTE HOME COMPANY, LLC. (TAX ID NUMBER 109 5112 003), PREPARED BY PAPE-DAWSON GEORGIA, LLC, DATED 03-18-2026, WHICH READS AS FOLLOWS:

COMMENCING AT A POINT LOCATED AT THE LAND LOT CORNER COMMON TO LAND LOTS 111, 112, 113, AND 114; THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 NORTH 90°00'00" EAST A DISTANCE OF 45.27' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

BEGINNING AT A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE LEAVING THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 AND ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 00°54'38" EAST A DISTANCE OF 218.48' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 00°05'41" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=24.56', RADIUS=700.00') WHICH SUBTENDS A CHORD DISTANCE OF 24.56' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 16°22'23" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=10.66', RADIUS=20.00') WHICH SUBTENDS A CHORD DISTANCE OF 10.54' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 87°16'26" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=249.07', RADIUS=60.00') WHICH SUBTENDS A CHORD DISTANCE OF 105.04' TO A POINT LOCATED ON THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 12°24'30" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=9.62', RADIUS=20.00') WHICH SUBTENDS A CHORD DISTANCE OF 9.53' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°14'00" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=31.94', RADIUS=800.00') WHICH SUBTENDS A CHORD DISTANCE OF 31.94' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°54'38" WEST A DISTANCE OF 26.00' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°54'38" WEST A DISTANCE OF 414.09' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 00°54'38" WEST A DISTANCE OF 669.79' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 05°21'09" EAST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=196.75', RADIUS=900.00') WHICH SUBTENDS A CHORD DISTANCE OF 196.36' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 11°36'55" EAST A DISTANCE OF 147.48' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) SOUTH 08°20'31" EAST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=114.26', RADIUS=1000.00') WHICH SUBTENDS A CHORD DISTANCE OF 114.20' TO A POINT; THENCE LEAVING THE PROPOSED EASTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 89°05'23" WEST A DISTANCE OF 100.61' TO A POINT LOCATED ON THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W); THENCE ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 08°40'32" WEST COUNTERCLOCKWISE ALONG THE ARC OF A CURVE (ARC=92.35', RADIUS=900.00') WHICH SUBTENDS A CHORD DISTANCE OF 92.31' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 11°36'55" WEST A DISTANCE OF 147.48' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 05°21'09" WEST CLOCKWISE ALONG THE ARC OF A CURVE (ARC=218.62', RADIUS=1000.00') WHICH SUBTENDS A CHORD DISTANCE OF 218.18' TO A POINT; THENCE CONTINUING ALONG THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W) NORTH 00°54'38" EAST A DISTANCE OF 891.39' TO A POINT LOCATED AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 112 AND 113 AND THE PROPOSED WESTERN RIGHT-OF-WAY OF HOLLZ PARKWAY (100' R/W), WHICH IS THE POINT OF BEGINNING.

EXHIBIT A

R/W DEDICATION AREA NOTE

THE RIGHT OF WAY DEDICATION AREA SHOWN ON THIS EXHIBIT IS THE AREA OF HOLLZ PARKWAY LOCATED IN SOUTHERN OAKS SUBDIVISION.

LEGEND

L.L.C.

= LAND LOT CORNER

P.O.C.

= POINT OF COMMENCING

P.O.B.

= POINT OF BEGINNING

R/W

= RIGHT OF WAY

SCALE: 1" = 150'

0

150

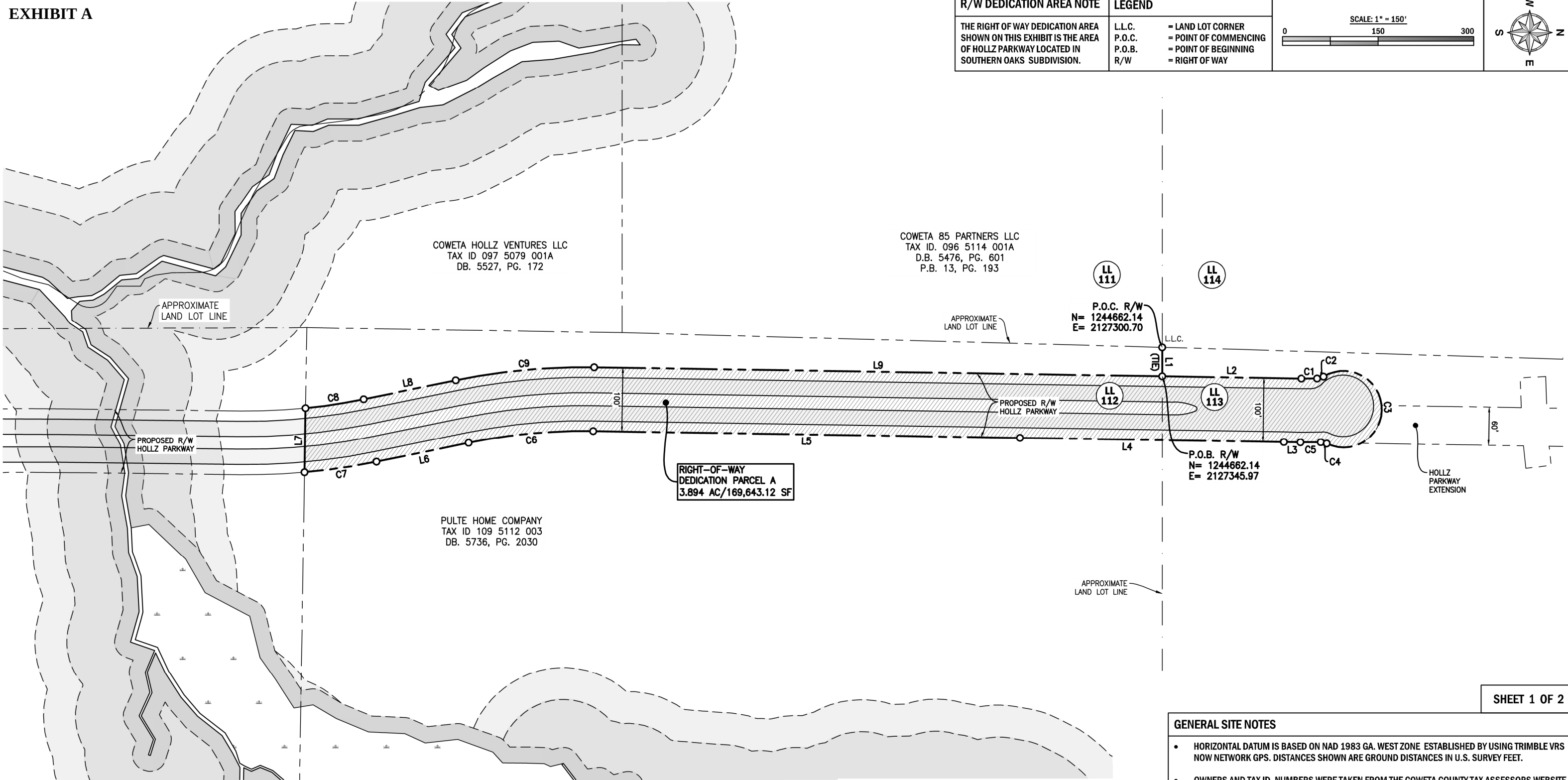
300

W

S

N

E



SHEET 1 OF 2

- GENERAL SITE NOTES
- HORIZONTAL DATUM IS BASED ON NAD 1983 GA. WEST ZONE ESTABLISHED BY USING TRIMBLE VRS NOW NETWORK GPS. DISTANCES SHOWN ARE GROUND DISTANCES IN U.S. SURVEY FEET.
 - OWNERS AND TAX ID. NUMBERS WERE TAKEN FROM THE COWETA COUNTY TAX ASSESSORS WEBSITE.
 - LAND SURVEYORS, AS LICENSED PROFESSIONALS BY THE STATE OF GEORGIA, ARE NOT EXPERTS IN THE IDENTIFICATION OF WETLANDS, CEMETERIES OR BURIAL GROUNDS, ITEMS OF HISTORICAL OR CULTURAL SIGNIFICANCE; THEREFORE EXCEPTION IS TAKEN TO ANY SUCH MATTERS WHICH MAY EXIST WITHIN THE LIMITS OF THIS SURVEY.
 - PROPERTIES WITHIN THE LIMITS OF THIS SURVEY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHTS OF WAY, OR RESTRICTIONS WHICH ARE NOT RECORDED OR ARE OTHERWISE UNKNOWN TO THE SURVEYOR THEREFORE EXCEPTION IS TAKEN TO ANY SUCH ITEMS.

PAPE-DAWSON GEORGIA, LLC

CERTIFICATE OF

AUTHORIZATION # LSF000953

GEORGIA

REGISTERED

No. 3620

3-18-26

LAND SURVEYOR

JAMES T. DOTSON

PAPE-DAWSON
2500 NORTHWINDS PKWY, STE 360 | ALPHARETTA, GA 30009 | 404.693.1618

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 90°00'00"E	45.27'
L2	N 00°54'38"E	218.48'
L3	S 00°54'38"W	26.00'
L4	S 00°54'38"W	414.09'
L5	S 00°54'38"W	669.79'
L6	S 11°36'55"E	147.48'
L7	N 89°05'23"W	100.61'
L8	N 11°36'55"W	147.48'
L9	N 00°54'38"E	891.39'

CURVE TABLE				
CURVE	BEARING	RADIUS	ARC	CHORD
C1	N 00°05'41"W	700.00'	24.56'	24.56'
C2	N 16°22'23"W	20.00'	10.66'	10.54'
C3	N 87°16'26"E	60.00'	249.07'	105.04'
C4	S 12°24'30"W	20.00'	9.62'	9.53'
C5	S 00°14'00"E	800.00'	31.94'	31.94'
C6	S 05°21'09"E	900.00'	196.75'	196.36'
C7	S 08°20'31"E	1000.00'	114.26'	114.20'
C8	N 08°40'32"W	900.00'	92.35'	92.31'
C9	N 05°21'09"W	1000.00'	218.62'	218.18'

DRAWN BY:	TR / JTD
DATE:	03-18-2026
JOB NO.:	2021-007
SCALE:	1" = 150'

RIGHT-OF-WAY DEDICATION EXHIBIT
PREPARED FOR
PULTE HOME COMPANY, LLC
LOCATED IN LAND LOTS 112 & 113 OF THE
5TH LAND DISTRICT, COWETA COUNTY, GA



Administration

To: Coweta County Board of Commissioners
From: Shannon Zerangue, County Clerk
Date: September 22, 2026
RE: Appointments to Various Boards/Authorities

Issue:

Appointments to Various Boards/Authorities

Discussion:

There are several boards and authorities that require appointments.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board consider nominations and appointments to various boards/authorities.



COWETA COUNTY

BOARD OF COMMISSIONERS

TO: Coweta County Board of Commissioners

FROM: Shannon Zerangue

DATE: August 12, 2026

SUBJECT: Appointments to Boards/Authorities by District

The following is a list of expired or expiring appointments to various County Boards/Authorities:

1st District	Board of Zoning Appeals	Lisa Mitchum	12/31/2026
	Newnan Coweta-County Airport Authority	Joe Rutkiewicz	12/31/2026
	Residential Care Facilities for the Elderly Authority	Barbara Smith	06/18/2024 (relocated)
2nd District	Animal Services Board	Judi Conger	12/31/2026
	Board of Tax Assessors	Beverly Ward	12/31/2026
	Library System Board of Trustees	Charlotte Patterson	12/31/2026 (second term)
	Residential Care Facilities for the Elderly Authority	Frank Barron	06/18/2026
3rd District	Animal Services Board	Libby Parham	12/31/2026
	Board of Zoning Appeals	Russell Berry	12/31/2026
4th District	Library System Board of Trustees	Renee Rich	12/31/2026 (second term)
5th District	Board of Tax Assessors	Sanina Moreland	12/31/2026
	Residential Care Facilities for the Elderly Authority	Joy Shirley	06/18/2026
At-Large	Board of Trustees for the Group Pension Plan	Garnet Reynolds Eric Smith	12/31/2026 (citizen member) 12/31/2026 (employee member)
	Board of Trustees for the Salary Deferral and Employee Matching Plans	Annamarie Salazar Cathy Farr	12/31/2026 (resigned) 12/31/20256 (employee member)

Community Action for Improvement	Curtis Connally	06/30/2017 (resigned)
Coweta-Fayette-Meriwether Joint Development Authority	Greg Wright	12/31/2026
Department of Behavioral Health and Development Disabilities	Dr. Jeffrey Cantor	06/30/2024
Library System Board of Trustees	Beth Willems	12/31/2026 (second term)
Residential Care Facilities for the Elderly Authority	Deloris Wood Glenn Flake	06/18/2026 06/28/2028 (resigned)

Transit

Citizens Advisory Committee (CAC) *(for the 5311 Transit Program)*

- | | | |
|--|--------|------------|
| • One (1) representative from a Non-Profit | Vacant | 12/31/2025 |
| • One (1) representative from continuing education | Vacant | 12/31/2023 |
| • One (1) representative from health care services | Vacant | 12/31/2023 |
| • One (1) representative from industry | Vacant | 12/31/2023 |

Transit

Transit Technical Coordinating Committee (TTCC) *(for the 5311 Transit Program)*

Voting members

- | | |
|--|-----------------------|
| • Commissioner Bill McKenzie - representative from County Commission | 12/31/2026 |
| • Cathy Wickey - 1 of 3 County staff members | 12/31/2025 |
| • Charlyn Shepherd – 2 of 3 County staff members | 12/31/2027 (resigned) |



Administration

To: Coweta County Board of Commissioners
From: Kelly Mickle, Assistant County Administrator
Date: September 22, 2026
RE: Amendment to the Indigent Defense Services Agreement with the Superior Court Public Defender for 2027

Issue:

Amendment to the Indigent Defense Services Agreement with the Superior Court Public Defender for 2027

Discussion:

At the Commission meeting held on July 21, 2026, the Board voted to approve an appropriation for the Superior Court Public Defender in the amount of \$999,305 for the State's Fiscal Year 2027 (July 1, 2026 through June 30, 2027).

For Fiscal Year 2027, Public Defender Rick Samper requested that the Board provide funding for an additional Administrative Assistant position and pay increases for his existing staff, totaling \$93,352. Mr. Samper also requested increases to his operating budget totaling \$50,929, including \$45,000 for new software. The Board approved the additional \$144,281 in funding to the Superior Court Public Defender's Office as part of the County's Fiscal Year 2027 budget to become effective on October 1, 2026.

Staff proposes that the Board execute an amendment to the existing 2027 contract with the Superior Court Public Defender's Office for the State's Fiscal Year 2027 (July 1, 2026 through June 30, 2027) to reflect these changes to become effective October 1, 2026.

Fiscal Impact:

Included in FY27 budget

Recommendation:

Staff recommends that the Board execute Amendment # 1 to the Indigent Defense Services Agreement with the Superior Court Public Defender's Office for Fiscal Year 2027 to reflect additional funding approved by the Board to become effective on October 1, 2026.

AMENDMENT # 1

GEORGIA INDIGENT DEFENSE SERVICES AGREEMENT

WHEREAS, the parties entered into a contract effective July 1, 2026, that did not provide for additional staffing, pay increases for existing staff, or additional operating funds;

WHEREAS, since such time, it has been determined by the parties that certain additional staffing, pay increases for existing staff, and additional operating funds should be provided; and

WHEREAS, the parties have now agreed that the County shall pay to the State an additional \$70,014 for certain additional staffing and pay increases for existing staff and an additional \$50,929 in operating funds beginning on October 1, 2026.

NOW THEREFORE, in consideration of the mutual promises contained in this agreement, IT IS AGREED TO AS FOLLOWS:

The County shall pay to the Georgia Public Defender Council the additional sum, over and above the originally contracted amount, of \$70,014 for certain additional staffing and pay increases for existing staff. This shall equate to a new Total of County-funded Personnel amount of \$1,004,942.97, including the 5% administrative charge and the supplements to the Circuit Public Defender and State-paid Attorney, on Attachment A in the original agreement.

In accordance with the original agreement, the County shall pay to the Georgia Public Defender Council the amount of \$77,360.75 per month for the months of July, August, and September 2026. In accordance with this amendment, the County shall pay to the Georgia Public Defender Council the amount of \$85,140.08 per month for the period of October 1, 2026 through June 30, 2027.

Attachment B, Coweta County Office Operating Expenses, shall increase by a total of \$50,929, as outlined below, and be effective for the period October 1, 2026 through September 30, 2027 in accordance with the County's fiscal year:

Expense Type	Object Code	Budget Amount
Office Supplies	7200	\$3,500
Communications	6330	\$500
Maintenance Contracts	7100	\$50,780
Postage	7360	\$300
Printing	7370	\$375
Dues & Memberships	6550	\$3,200
Subscriptions/Books	7690	\$300
Telephone	7740	\$700
Rent	7505	\$50,600
Utilities: Gas	7862	\$1,300
Utilities: Electricity	7863	\$3,500
Building Repair & Maintenance	6270	\$250
Total		\$115,305

IN WITNESS WHEREOF, the parties have each here unto affixed their signatures, the day and year first written above.

**CIRCUIT PUBLIC DEFENDER OFFICE
COWETA JUDICIAL CIRCUIT**

By: _____ (SEAL)

Ricardo Samper
Circuit Public Defender

COWETA COUNTY, GEORGIA

By: _____ (SEAL)

Bill McKenzie
Chairman, Coweta County Board of
Commissioners

ATTEST:

ATTEST:

ATTEST:

_____ (SEAL)

**APPROVED AND CONSENTED TO:
GEORGIA PUBLIC DEFENDER
COUNCIL**

BY: _____ (SEAL)

Signature
Omotayo B. Alli
Director



Public Works

To: Coweta County Board of Commissioners
From: Tod Handley, Public Works Administrator
Date: September 22, 2026
RE: Lighting Agreement with Georgia Power Associated with Roundabout Lighting at US 29 and the Madras Connector, Phase 1

Issue:

Lighting Agreement with Georgia Power Associated with Roundabout Lighting at US 29 and the Madras Connector, Phase 1

Discussion:

The first phase of the Madras Connector includes the construction of a roundabout at the intersection of US 29 and the Madras Connector, which, after closure of the Herring Road at-grade railroad crossing, will handle all of the traffic from Herring Road, at its intersection with US 29. The plans and contract for the project include lighting of the new roundabout on each approach to the intersection. The lighting was included in the construction bids for the project with total contract cost for the lighting components, wiring, and fixtures of \$129,629.97. If installed as a part of the construction contract, after completion of the project, the County would be responsible for the monthly energy costs, which are estimated to be \$195 per month, plus any maintenance and upkeep costs for the system, including repairs and/or replacement of damaged or failed components.

Staff has also provided the lighting plans for the project to Georgia Power's lighting group and requested a price from Georgia Power to construct and serve the lighting system for the roundabout. Georgia Power has provided two options for the lighting system. The first option would have no upfront costs but would have a recurring monthly cost of \$1,907. The second option would have an initial cost of \$110,000 and a recurring monthly cost of \$407.44. If installed by Georgia Power under option 2, any necessary repairs or maintenance to the lighting would be the responsibility of Georgia Power.

Georgia Power's Option 2 would provide an initial installation savings of \$19,629.97 but would incur an increased monthly cost of \$212.44 above the estimated cost of \$195 per month for the electrical power service.

Since this lighting system is located primarily within the right-of-way of the Georgia Department of Transportation and since Georgia Power is generally better equipped to perform maintenance and repairs to lighting systems, it is staff's recommendation that the construction and maintenance of the lighting system be performed by Georgia Power.

Fiscal Impact:

Estimated Cost: \$110,000 initial cost and \$407.44 monthly cost after construction

Is this Budgeted? Yes

Funding Source: SPLOST for construction, General fund for ongoing power costs.

Recommendation:

Staff recommends that the Board execute an agreement with Georgia Power for Option 2 associated with lighting of the roundabout on the Madras Connector project, Phase 1.



September 9, 2026

Coweta County – New Roundabout Madras Connector Phase 1
2166 US 29
Newnan, GA 30263

Thank you for being a valued Georgia Power customer. We look forward to servicing all your outdoor lighting needs. The following proposal is to install a new Georgia Power Company owned Outdoor Lighting LED System.

Per your request, Georgia Power Company proposes the following:



BILLING OPTIONS:

Standard Service Agreement: One (1) month service agreement, automatically renews month to month, service price is fixed. Georgia Power retains ownership of the system. **All materials, labor, energy & maintenance to operate the system are included.**

- Install (11) 161W LED light for roadway lighting per Figure 1

Option 1: No Upfront Payment required: \$0.00

Monthly service amount (energy included) - \$1,907.07/month

Option 2: Upfront Payment required: \$110,000.00

Monthly service amount (energy included) - \$407.44/month

This proposal is valid for (30) days from the above date and if you have any questions, please call me at the number listed below or email me at your convenience.

Regards,

Terron Hallums
GPC Outdoor Lighting Account Executive
C: 678-416-1874
E: wthallum@southernco.com

Lighting Services Agreement



Project # LP151690

Customer Legal Name COWETA CO BD OF COMM DBA _____

Service Address 2166 US 29 Newnan GA 30265 County Coweta County

Mailing Address 22 E Broad St Newnan GA 30263

Email thandley@coweta.ga.us Tel # 678-201-9413 Alt Tel # _____

Tax ID# 1371 Business Description Government

Existing Customer Yes ☒ No ☐ If Yes (and if possible), does customer want the Service added to an existing account? Yes ☐ No ☒ If Yes, which Account Number? _____

Selected Components				
Action	Qty	Wattage	Type	Description
INS	11	160	LED	Roadway

Service Cost (\$)	Regulated Cost (\$)*	Monthly Cost (\$)*	Term (Months)	1
\$1,825.45	\$81.62	\$1,907.07		

* The actual Regulated Cost will be calculated using the tariffs approved by Georgia Public Service Commission at the time of billing. The estimate is based on Summer Rates in effect at the time of this proposal. Excludes applicable sales tax.

Project Notes:

Customer agrees to this Lighting Services Agreement with Georgia Power Company under the attached terms and conditions and authorizes all actions noted on this agreement.

Customer also agrees to allow removal of existing lights. Yes ☐ N/A ☐

Type	Customer	Tariff	Content	Pre-Payment (\$)
NESC	Gov	EOL	NLC	\$0.00

Customer recognizes that the individual signing this Agreement on its behalf has authority to do so.

Customer Authorization		Georgia Power Authorization	
Signature	_____	Signature	_____
Print Name	_____	Print Name	<u>William Hallums</u>
Print Title	_____	Print Title	<u>Account Executive</u>
Date	_____	Date	_____

TERMS and CONDITIONS (*Lighting Services – Governmental*)

1. **Agreement Scope.** These Terms and Conditions incorporate by reference the terms set forth in the attached transaction overview (the “**Transaction Overview**”), which collectively constitute the Lighting Services Agreement (the “**Agreement**”). The Agreement establishes the terms and conditions under which Georgia Power Company (“**GPC**”) will provide lighting and, if applicable, related electric service (collectively, the “**Service**”) to **Customer** at the Service Address (the “**Premises**”). GPC may at any time and from time to time, install, update, modify, or replace any GPC-owned pole, bases, wiring, conduit, fixture, control, equipment, device, or related item at the Premises (collectively, the “**GPC Assets**”) for any reason related to the Service or the GPC Assets. GPC and Customer are each a “**Party**,” and, collectively, the “**Parties**.” The Parties may exchange counterparts of the Agreement as a scanned image (e.g., .pdf or .tiff file extension) as an attachment to email; an electronic or scanned signature is an original signature for all purposes.
2. **Intent and Title.** This Agreement governs GPC’s provision of the Service to Customer by GPC and is not a sale, lease, or licensing of goods, equipment, property, or assets of any kind. GPC retains the sole and exclusive right, title, and interest in and to all GPC Assets. Customer acknowledges that GPC Assets, although attached to real property, will always remain the exclusive personal property of GPC and that GPC may remove GPC Assets upon a Customer Default or Agreement termination. **GPC makes no representation or warranty regarding treatment of this transaction by the Internal Revenue Service or the status of this Agreement under any federal or state tax law. Customer enters into this Agreement in sole reliance upon Customer’s own advisors.**
3. **Term and Termination.** The initial Term of the Agreement, as stated in the Transaction Terms section, is calculated from the date of the first monthly bill. After the initial term, this Agreement automatically renews on a month-to-month basis until terminated by either party by providing written notice of intent to terminate to the other party (in accordance with the notice provisions of the Miscellaneous section below) at least 30 calendar days before the desired termination date. The initial term and any renewal term or terms are collectively, the “**Term**.”
4. **Payment.** GPC will invoice Customer in accordance with this Section 4 and the Transaction Overview, subject to any change in the electric service charge approved by the Georgia Public Service Commission. Customer acknowledges that the Monthly Cost set forth in the Transaction Overview may vary from month to month due to changes in the number of days in a billing month and modifications to the Georgia Public Service Commission-approved tariffs or regulatory charges. Customer agrees to pay the amount billed by the due date. If a balance is outstanding past the due date, Customer will pay to GPC an amount equal to the lesser of 1.5% per month of such unpaid sum or the maximum amount permitted by applicable law to defray the expenses incurred by GPC in handling and processing the delinquent payment (the “**Late Charge**”). The Late Charge will be: (i) computed from the occurrence of Customer’s payment Default until the earlier of the date upon which all delinquent payments are paid in full; and (ii) added to the Service Cost portion of the Monthly Cost, as described in the Transaction Overview. The terms and conditions of this Section 4 will not be construed as an agreement or privilege to extend the date of payments or the Monthly Cost, nor as a waiver of any other right or remedy accruing to GPC by reason of the occurrence of any payment Default by Customer. GPC may require Customer to pay a deposit of up to two times the Estimated Monthly Charge in order to continue service. If applicable, Customer must provide a copy of its Georgia sales tax exemption certificate. Customer will be required to pay all costs associated with Customer initiated changes to the Service after the effective date of this Agreement.
5. **Premises Activity.** Customer hereby grants to GPC and its contractors, agents, and representatives, the right and license to enter the Premises at any time and from time to time to perform any activity related to the Service, including the right to: (i) access the Premises with vehicles and other tools or equipment, to survey, dig, and excavate for the sole purpose of installing and connecting the GPC Assets, or to provide, suspend, or disconnect Service; (ii) remove and disconnect pre-existing equipment where necessary or convenient for the Service; (iii) inspect, maintain, test, replace, repair, and remove GPC Assets; (iv) provide electric energy in relation to the Service where GPC deems necessary; and (v) conduct any other activities reasonably related to the Service, including surveying, digging and excavation with tools, mechanized equipment, and other machinery (activity items (i) – (v) collectively, the “**GPC Activity**”). Customer represents and warrants that it has the right to permit GPC to provide the Service and perform the GPC Activity upon the Premises and, where applicable, has obtained the express authority and any required permissions from all Premises owners (and any other party with rights in the Premises) to enter into this Agreement and to authorize the GPC Activity and Service. Customer is solely responsible for the safety and security of the Premises and agrees that GPC has no obligation to ensure the safety of the Premises. Customer agrees that GPC has no obligation to ensure the safety or security of the Premises and that, except to the extent determined to have been caused by GPC’s gross negligence or willful misconduct, GPC has no liability for any personal injury, real or personal property damage or loss, or negative impact to Customer or any third-party that occurs at the Premises.
6. **Installation.** Customer acknowledges that providing the Service may require the installation of GPC Assets. Customer represents that: (i) the Premises’ final grade will vary no more than 6 inches from the grade existing at the time of Installation; and (ii) if applicable and required for proper Installation, the Premises’ property lines will be clearly marked before Installation of GPC Assets.
 - A. **Customer Work.** If GPC permits Customer, either directly or through a third-party, to carry out any part of the activities for the GPC Assets at the Premises (including trenching), Customer warrants that the work will meet GPC’s installation specifications, which GPC will provide to Customer upon request and are incorporated by this reference. Customer must provide GPC with at least 10 calendar days’ prior written notice of its schedule for Customer Work, to allow GPC to plan its installation work accordingly. Customer is responsible for all additional costs resulting from Customer’s non-compliance with GPC’s specifications, failing to inform GPC in advance that installation and connection of GPC Assets can begin. If the Customer Work impacts the performance or schedule of the Service performed by GPC, Customer is fully responsible for all resulting costs, expenses, losses, or damages arising directly or indirectly from such impact, including but not limited to additional labor, materials, equipment, or administrative expenses.
 - B. **Underground Facility/Obstruction Not Subject to Dig Law.** Because GPC Activity may require excavation not subject to the Georgia Utility Facility Protection Act (O.C.G.A. §§25- 9-1 – 25-9-13) (“**Dig Law**”), **Customer must mark any private utility or facility (e.g., gas/water/sewer line; irrigation facility; low voltage/fiber/data/communication line) or other underground obstruction at the Premises that is not subject to the Dig Law.** If GPC causes or incurs damage due to Customer’s failure to mark a private facility or obstruction before GPC commences any GPC Activity, Customer is responsible for all damages and any damages arising from or related to any such delay.
 - C. **Unforeseen Condition.** The charges shown in the Transaction Overview include no allowance for any subsurface rock, wetland, underground stream, buried waste, unsuitable soil, underground obstruction, archeological artifact, burial ground, threatened or endangered species, hazardous substance, or similar condition encountered during the GPC Activity (“**Unforeseen Condition**”). If GPC encounters an Unforeseen Condition, GPC, in its sole discretion, may stop all GPC Activity until Customer either remedies the condition or agrees to reimburse GPC for all costs arising from the condition. Customer is responsible for all costs of modification or change to the GPC Assets requested by Customer or arising from an Unforeseen Condition or circumstance outside GPC’s control. Customer is responsible for addressing any Unforeseen Conditions by either entering into a Change Order with GPC or contracting with a third party. Provided the Unforeseen Condition is not caused by GPC, GPC is entitled to adjustments in both the contract time and the contract sum.

7. **GPC Asset Protection and Damage.** During the term of this Agreement, if Customer intends to perform any work or digging near the GPC Assets, Customer (or any person or entity working on behalf of Customer) must: (i) provide notices and submit locate requests to the Georgia Utilities Protection Center ("UPC") and other utility owners or operators as required by the then current Dig Law; (ii) coordinate with UPC and all utility facility owners or operators as required by the Dig Law; and (iii) comply with the High-voltage Safety Act (O.C.G.A. §§46- 3-30 -- 46-3-40). Customer is responsible for all damages arising from failure to comply with applicable law or for damage to the GPC Assets caused by Customer or any person or entity working on behalf of Customer, other than GPC or a GPC contractor, agent, or representative.
8. **Interruption of Service.** Customer understands that Service is provided on an "as is" and "as available" basis and may be interrupted. If there is a Service interruption, Customer must notify GPC. Following notice, unless Customer is in Default, GPC will restore Service at no cost to Customer. Customer is responsible for providing any necessary or desired interim standalone lighting not attached or connected to any GPC Assets, until GPC can restore Service. No restoration timeline can or will be guaranteed, and any estimated timeline provided by GPC is subject to change in GPC's sole discretion. Customer must notify GPC of any outage by either calling 1-888-660-5890 or visiting <https://www.georgiapower.com/community/outages-and-stormcenter/power-outage-overview/street-light-outage.html>.
9. **Pole Attachments.** This Agreement does not grant Customer any right to attach or affix anything to any GPC Asset. Customer agrees that it will not, and will not permit others to, rearrange, disconnect, remove, relocate, repair, alter, tamper with, or otherwise interfere with any GPC Asset. If Customer desires to attach or affix anything to a GPC Asset, Customer must first obtain GPC's written consent, which may be withheld, conditioned, or delayed in GPC's sole discretion, and will be evidenced through a separate work authorization. Customer must contact GPC in writing at 241 Ralph McGill Boulevard, BIN 10210, Atlanta, Georgia 30308, to request consent.
10. **Disclaimer; Limitation of Liability.** GPC makes no covenant, warranty, or representation of any kind (including warranty of fitness for a particular purpose or of merchantability, or noninfringement) regarding the Service, GPC Assets, any GPC Activity, or otherwise. Customer also acknowledges that, due to the unique characteristics of the Premises, Customer's needs, or selection of GPC Assets, the Service may not comply with IESNA guidelines. With respect to the portion of the Service relating to the Service Cost (but not the Regulated Cost), GPC warrants that it has the appropriate technical skills necessary to provide the Service and will perform the Service in a workmanlike manner and in accordance with applicable industry standards. As Customer's sole and exclusive remedy for a breach of the foregoing warranty, GPC will re-perform or repair any work that does not conform with the foregoing warranty. **To the fullest extent permitted by law, each Party waives any right to consequential, special, indirect, treble, exemplary, incidental, punitive, loss of business reputation, or loss of use (including loss of revenue, profits, or capital costs) damages in connection with the Service, GPC Assets or this Agreement, or arising from damage, hindrance, or delay involving the Service or this Agreement, whether or not reasonable, foreseeable, contemplated, or avoidable, and whether arising in tort, contract, or under any other theory of liability. Additionally, to the extent GPC is liable under this Agreement, and except to the extent determined to have been caused by GPC's gross negligence or willful misconduct, GPC's liability under this Agreement, whether arising in tort, contract, or under any other theory of liability, is expressly limited to the annual recurring service fees (excluding any pre-payment amount) paid by Customer for the year of Service during which GPC's liability arose.**
11. **Risk Allocation.** Each party will be responsible for its own acts and the results of its acts, except as otherwise described in this Agreement.
12. **Georgia Security, Immigration, and Compliance Act.** Customer is a "public employer" as defined by O.C.G.A. § 13-10-91, and this is a contract for physical performance of services in Georgia. Compliance with O.C.G.A. § 13-10-91 is a condition of this Agreement and is mandatory. GPC will provide to Customer a contractor's affidavit for installation services as required by O.C.G.A. § 13-10-91. If GPC employs any subcontractor in connection with installation under this Agreement, GPC also will secure from each subcontractor an affidavit attesting to compliance with O.C.G.A. § 13-10-91.
13. **Default.** Customer is in "Default" if: (i) Customer does not pay any amount to GPC, which remains unpaid 45 calendar days after the bill date; (ii) terminates this Agreement without proper written notice and prior to the end of the then current term of this Agreement; or (iii) breaches any material term, warranty, covenant, or representation of this Agreement. GPC's waiver of a past or concurrent Default will not waive any other Default. If a Default occurs, GPC may select one or more of the following remedies: (a) immediately terminate this Agreement; (b) remove any GPC Asset and anything attached or affixed to any GPC Asset from the Premises (including, without limitation, disconnect electric lighting service or removing Equipment) and to assess a reconnection charge; (c) without terminating this Agreement or removing any GPC Asset from the Premises, suspend or discontinue providing all or any portion of the Service to the Customer at the Premises (including, without limitation, disconnecting electric lighting service or removing Equipment) and to assess a reconnection charge; and (d) seek any available remedy provided under this Agreement or by law, including, the right to require a deposit, increase the amount of an existing deposit, or collect any past due amount, late payment charge, or amount due for the Service during the remaining term of the Agreement.
14. **Miscellaneous.** This Agreement, as amended or modified in writing by both parties from time to time, contains the parties' entire agreement relating to the Service, GPC Assets, and GPC Activity, and merges with and supersedes all prior discussions, proposals, representations, or agreements regarding this Agreement. GPC may modify the terms of this Agreement to comply with any regulatory changes during the term of this Agreement, or as otherwise required by law, by providing 30 calendar days' prior written notice to Customer of such modification, which will become effective on the date specified in the notice provided to Customer ("Modification Effective Date"). Continued performance under, or failure to object to the Agreement prior to the Modification Effective Date, will constitute acceptance of the Agreement as amended or modified. If Customer does not agree with the amended or modified terms of the Agreement, Customer must provide written notice of objection before the Modification Effective Date, or the amendments and modifications will be deemed accepted and binding. GPC's address for notice is 241 Ralph McGill Boulevard, BIN 10210, Atlanta, Georgia 30308; Customer's address for notice is as stated in the Transaction Overview. Either party may update administrative or contact information (e.g., address, phone, website) at any time by written notice to the other party. Customer will not assign, in whole or in part, this Agreement or any right or obligation it has under this Agreement; In this Agreement: (i) "include(ing)" means "include, but are not limited to" or "including, without limitation"; (ii) "or" means "either or both" ("A or B" means "A or B or both A and B"); (iii) "e.g." means "for example, including, without limitation"; and (iv) "written" or "in writing" includes email communication. Georgia law governs this Agreement. If a court rules an Agreement provision unenforceable to any extent, the rest of that provision and all other provisions remain effective. The Sections titled Disclaimer; Limitation of Liability, Safety, Indemnity, Risk Allocation, and Miscellaneous will survive the expiration or termination of this Agreement. Additionally, the provisions of this Agreement will remain in effect to the extent necessary: (i) to provide for final billings and adjustments related to the period before termination with respect to the service provided to Customer before the date on which termination of this Agreement is effective, and (ii) payment of any money due and owing any party pursuant to this Agreement, in each case in accordance with the provisions of this Agreement.

Lighting Services Agreement



Project # LP151690

Customer Legal Name COWETA CO BD OF COMM DBA _____

Service Address 2166 US 29 Newnan GA 30265 County Coweta County

Mailing Address 22 E Broad St Newnan GA 30263

Email thandley@coweta.ga.us Tel # 678-201-9413 Alt Tel # _____

Tax ID# 1371 Business Description Government

Existing Customer Yes ☒ No ☐ If Yes (and if possible), does customer want the Service added to an existing account? Yes ☐ No ☒ If Yes, which Account Number? _____

Selected Components				
Action	Qty	Wattage	Type	Description
INS	11	160	LED	Roadway

Service Cost (\$)	Regulated Cost (\$)*	Monthly Cost (\$)*	Term (Months)	1
\$325.82	\$81.62	\$407.44		

* The actual Regulated Cost will be calculated using the tariffs approved by Georgia Public Service Commission at the time of billing. The estimate is based on Summer Rates in effect at the time of this proposal. Excludes applicable sales tax.

Project Notes:

Customer agrees to this Lighting Services Agreement with Georgia Power Company under the attached terms and conditions and authorizes all actions noted on this agreement.

Customer also agrees to allow removal of existing lights. Yes ☐ N/A ☐

Type	Customer	Tariff	Content	Pre-Payment (\$)
NESC	Gov	EOL	NLC	\$110,000.00

Customer recognizes that the individual signing this Agreement on its behalf has authority to do so.

Customer Authorization

Signature _____

Print Name _____

Print Title _____

Date _____

Georgia Power Authorization

Signature _____

Print Name William Hallums

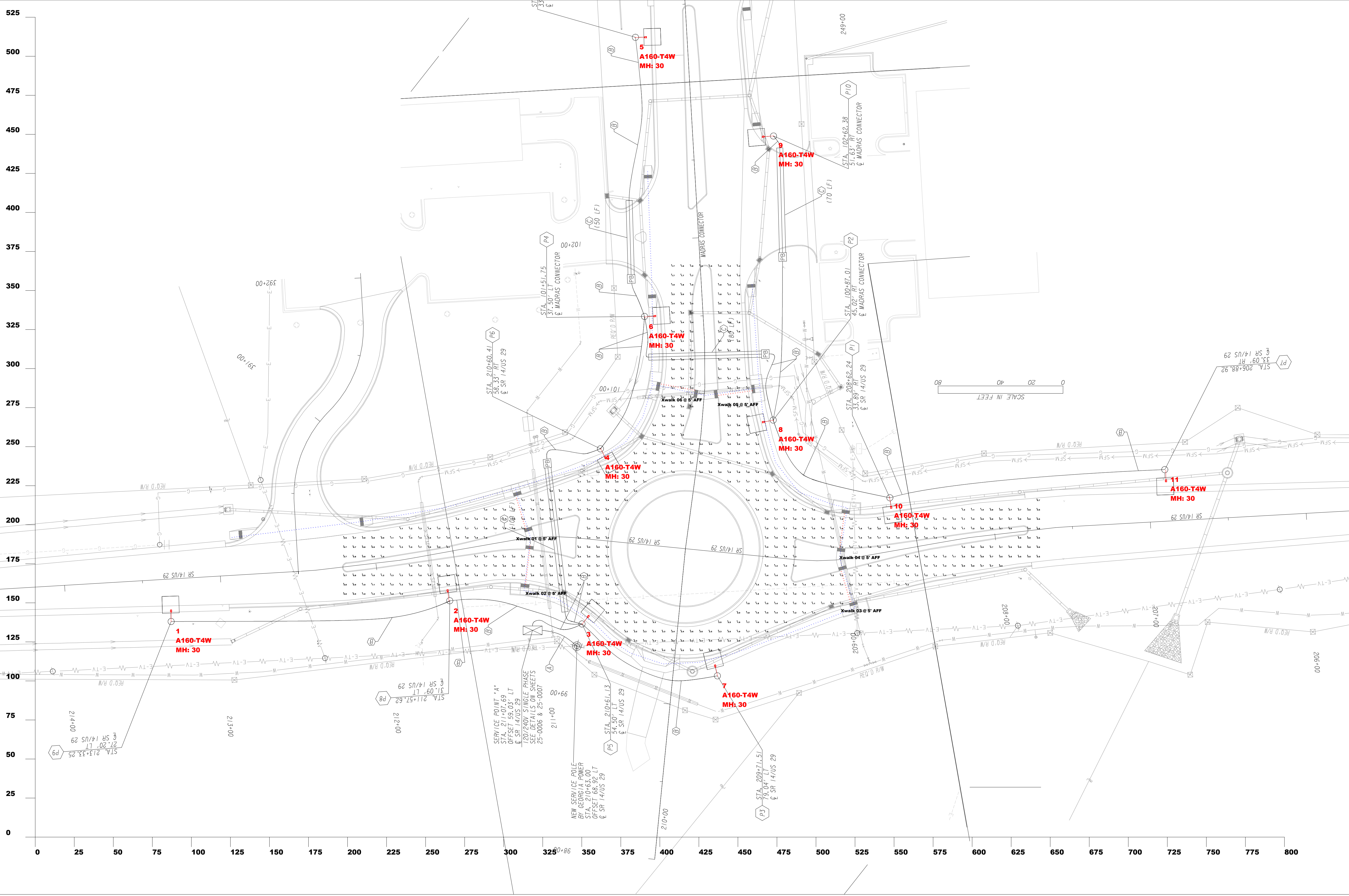
Print Title Account Executive

Date _____

TERMS and CONDITIONS (*Lighting Services – Governmental*)

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6. **Installation.** Customer acknowledges that providing the Service may require the installation of GPC Assets. Customer represents that: (i) the Premises’ final grade will vary no more than 6 inches from the grade existing at the time of Installation; and (ii) if applicable and required for proper Installation, the Premises’ property lines will be clearly marked before Installation of GPC Assets.
 - A. **Customer Work.** If GPC permits Customer, either directly or through a third-party, to carry out any part of the activities for the GPC Assets at the Premises (including trenching), Customer warrants that the work will meet GPC’s installation specifications, which GPC will provide to Customer upon request and are incorporated by this reference. Customer must provide GPC with at least 10 calendar days’ prior written notice of its schedule for Customer Work, to allow GPC to plan its installation work accordingly. Customer is responsible for all additional costs resulting from Customer’s non-compliance with GPC’s specifications, failing to inform GPC in advance that installation and connection of GPC Assets can begin. If the Customer Work impacts the performance or schedule of the Service performed by GPC, Customer is fully responsible for all resulting costs, expenses, losses, or damages arising directly or indirectly from such impact, including but not limited to additional labor, materials, equipment, or administrative expenses.
 - B. **Underground Facility/Obstruction Not Subject to Dig Law.** Because GPC Activity may require excavation not subject to the Georgia Utility Facility Protection Act (O.C.G.A. §§25- 9-1 – 25-9-13) (“**Dig Law**”), **Customer must mark any private utility or facility (e.g., gas/water/sewer line; irrigation facility; low voltage/fiber/data/communication line) or other underground obstruction at the Premises that is not subject to the Dig Law.** If GPC causes or incurs damage due to Customer’s failure to mark a private facility or obstruction before GPC commences any GPC Activity, Customer is responsible for all damages and any damages arising from or related to any such delay.
 - C. **Unforeseen Condition.** The charges shown in the Transaction Overview include no allowance for any subsurface rock, wetland, underground stream, buried waste, unsuitable soil, underground obstruction, archeological artifact, burial ground, threatened or endangered species, hazardous substance, or similar condition encountered during the GPC Activity (“**Unforeseen Condition**”). If GPC encounters an Unforeseen Condition, GPC, in its sole discretion, may stop all GPC Activity until Customer either remedies the condition or agrees to reimburse GPC for all costs arising from the condition. Customer is responsible for all costs of modification or change to the GPC Assets requested by Customer or arising from an Unforeseen Condition or circumstance outside GPC’s control. Customer is responsible for addressing any Unforeseen Conditions by either entering into a Change Order with GPC or contracting with a third party. Provided the Unforeseen Condition is not caused by GPC, GPC is entitled to adjustments in both the contract time and the contract sum.

7. **GPC Asset Protection and Damage.** During the term of this Agreement, if Customer intends to perform any work or digging near the GPC Assets, Customer (or any person or entity working on behalf of Customer) must: (i) provide notices and submit locate requests to the Georgia Utilities Protection Center ("UPC") and other utility owners or operators as required by the then current Dig Law; (ii) coordinate with UPC and all utility facility owners or operators as required by the Dig Law; and (iii) comply with the High-voltage Safety Act (O.C.G.A. §§46- 3-30 -- 46-3-40). Customer is responsible for all damages arising from failure to comply with applicable law or for damage to the GPC Assets caused by Customer or any person or entity working on behalf of Customer, other than GPC or a GPC contractor, agent, or representative.
8. **Interruption of Service.** Customer understands that Service is provided on an "as is" and "as available" basis and may be interrupted. If there is a Service interruption, Customer must notify GPC. Following notice, unless Customer is in Default, GPC will restore Service at no cost to Customer. Customer is responsible for providing any necessary or desired interim standalone lighting not attached or connected to any GPC Assets, until GPC can restore Service. No restoration timeline can or will be guaranteed, and any estimated timeline provided by GPC is subject to change in GPC's sole discretion. Customer must notify GPC of any outage by either calling 1-888-660-5890 or visiting <https://www.georgiapower.com/community/outages-and-stormcenter/power-outage-overview/street-light-outage.html>.
9. **Pole Attachments.** This Agreement does not grant Customer any right to attach or affix anything to any GPC Asset. Customer agrees that it will not, and will not permit others to, rearrange, disconnect, remove, relocate, repair, alter, tamper with, or otherwise interfere with any GPC Asset. If Customer desires to attach or affix anything to a GPC Asset, Customer must first obtain GPC's written consent, which may be withheld, conditioned, or delayed in GPC's sole discretion, and will be evidenced through a separate work authorization. Customer must contact GPC in writing at 241 Ralph McGill Boulevard, BIN 10210, Atlanta, Georgia 30308, to request consent.
10. **Disclaimer; Limitation of Liability.** GPC makes no covenant, warranty, or representation of any kind (including warranty of fitness for a particular purpose or of merchantability, or noninfringement) regarding the Service, GPC Assets, any GPC Activity, or otherwise. Customer also acknowledges that, due to the unique characteristics of the Premises, Customer's needs, or selection of GPC Assets, the Service may not comply with IESNA guidelines. With respect to the portion of the Service relating to the Service Cost (but not the Regulated Cost), GPC warrants that it has the appropriate technical skills necessary to provide the Service and will perform the Service in a workmanlike manner and in accordance with applicable industry standards. As Customer's sole and exclusive remedy for a breach of the foregoing warranty, GPC will re-perform or repair any work that does not conform with the foregoing warranty. **To the fullest extent permitted by law, each Party waives any right to consequential, special, indirect, treble, exemplary, incidental, punitive, loss of business reputation, or loss of use (including loss of revenue, profits, or capital costs) damages in connection with the Service, GPC Assets or this Agreement, or arising from damage, hindrance, or delay involving the Service or this Agreement, whether or not reasonable, foreseeable, contemplated, or avoidable, and whether arising in tort, contract, or under any other theory of liability. Additionally, to the extent GPC is liable under this Agreement, and except to the extent determined to have been caused by GPC's gross negligence or willful misconduct, GPC's liability under this Agreement, whether arising in tort, contract, or under any other theory of liability, is expressly limited to the annual recurring service fees (excluding any pre-payment amount) paid by Customer for the year of Service during which GPC's liability arose.**
11. **Risk Allocation.** Each party will be responsible for its own acts and the results of its acts, except as otherwise described in this Agreement.
12. **Georgia Security, Immigration, and Compliance Act.** Customer is a "public employer" as defined by O.C.G.A. § 13-10-91, and this is a contract for physical performance of services in Georgia. Compliance with O.C.G.A. § 13-10-91 is a condition of this Agreement and is mandatory. GPC will provide to Customer a contractor's affidavit for installation services as required by O.C.G.A. § 13-10-91. If GPC employs any subcontractor in connection with installation under this Agreement, GPC also will secure from each subcontractor an affidavit attesting to compliance with O.C.G.A. § 13-10-91.
13. **Default.** Customer is in "Default" if: (i) Customer does not pay any amount to GPC, which remains unpaid 45 calendar days after the bill date; (ii) terminates this Agreement without proper written notice and prior to the end of the then current term of this Agreement; or (iii) breaches any material term, warranty, covenant, or representation of this Agreement. GPC's waiver of a past or concurrent Default will not waive any other Default. If a Default occurs, GPC may select one or more of the following remedies: (a) immediately terminate this Agreement; (b) remove any GPC Asset and anything attached or affixed to any GPC Asset from the Premises (including, without limitation, disconnect electric lighting service or removing Equipment) and to assess a reconnection charge; (c) without terminating this Agreement or removing any GPC Asset from the Premises, suspend or discontinue providing all or any portion of the Service to the Customer at the Premises (including, without limitation, disconnecting electric lighting service or removing Equipment) and to assess a reconnection charge; and (d) seek any available remedy provided under this Agreement or by law, including, the right to require a deposit, increase the amount of an existing deposit, or collect any past due amount, late payment charge, or amount due for the Service during the remaining term of the Agreement.
14. **Miscellaneous.** This Agreement, as amended or modified in writing by both parties from time to time, contains the parties' entire agreement relating to the Service, GPC Assets, and GPC Activity, and merges with and supersedes all prior discussions, proposals, representations, or agreements regarding this Agreement. GPC may modify the terms of this Agreement to comply with any regulatory changes during the term of this Agreement, or as otherwise required by law, by providing 30 calendar days' prior written notice to Customer of such modification, which will become effective on the date specified in the notice provided to Customer ("Modification Effective Date"). Continued performance under, or failure to object to the Agreement prior to the Modification Effective Date, will constitute acceptance of the Agreement as amended or modified. If Customer does not agree with the amended or modified terms of the Agreement, Customer must provide written notice of objection before the Modification Effective Date, or the amendments and modifications will be deemed accepted and binding. GPC's address for notice is 241 Ralph McGill Boulevard, BIN 10210, Atlanta, Georgia 30308; Customer's address for notice is as stated in the Transaction Overview. Either party may update administrative or contact information (e.g., address, phone, website) at any time by written notice to the other party. Customer will not assign, in whole or in part, this Agreement or any right or obligation it has under this Agreement; In this Agreement: (i) "include(ing)" means "include, but are not limited to" or "including, without limitation"; (ii) "or" means "either or both" ("A or B" means "A or B or both A and B"); (iii) "e.g." means "for example, including, without limitation"; and (iv) "written" or "in writing" includes email communication. Georgia law governs this Agreement. If a court rules an Agreement provision unenforceable to any extent, the rest of that provision and all other provisions remain effective. The Sections titled Disclaimer; Limitation of Liability, Safety, Indemnity, Risk Allocation, and Miscellaneous will survive the expiration or termination of this Agreement. Additionally, the provisions of this Agreement will remain in effect to the extent necessary: (i) to provide for final billings and adjustments related to the period before termination with respect to the service provided to Customer before the date on which termination of this Agreement is effective, and (ii) payment of any money due and owing any party pursuant to this Agreement, in each case in accordance with the provisions of this Agreement.



Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Roundabout @ Grade	Illuminance	Fc	1.78	3.1	0.6	2.97	5.17
Sidewalk @ Grade	Illuminance	Fc	1.61	2.8	0.5	3.22	5.60
Xwalk 01 @ 5' AFF	Illuminance	Fc	2.06	2.2	1.8	1.14	1.22
Xwalk 02 @ 5' AFF	Illuminance	Fc	1.94	2.3	1.5	1.29	1.53
Xwalk 03 @ 5' AFF	Illuminance	Fc	0.89	0.9	0.8	1.11	1.13
Xwalk 04 @ 5' AFF	Illuminance	Fc	1.97	2.3	1.6	1.23	1.44
Xwalk 05 @ 5' AFF	Illuminance	Fc	1.76	1.8	1.7	1.04	1.06
Xwalk 06 @ 5' AFF	Illuminance	Fc	2.15	2.7	1.7	1.26	1.59

FUNCTIONAL CLASSIFICATION	AVERAGE MAINTAINED ILLUMINANCE AT PAVEMENT BY PEDESTRIAN ACTIVITY CLASSIFICATION (fc)			UNIFORMITY E(avg)/E(min)
	HIGH	MEDIUM	LOW	
MAJOR / MAJOR	3.2	2.4	1.7	3:1
MAJOR / COLLECTOR	2.7	2.0	1.4	3:1
MAJOR / LOCAL	2.4	1.9	1.2	3:1
COLLECTOR/COLLECTOR	2.2	1.7	1.1	4:1
COLLECTOR / LOCAL	2.0	1.5	0.9	4:1
LOCAL / LOCAL	1.7	1.3	0.7	6:1

SOURCE: IESNA RP-8-22 TABLE 12-4

RP 8-22 SECTION 12.4.4.2 VERTICAL ILLUMINANCE IN CROSSWALKS TO ASSIST DRIVER IN IDENTIFYING PEDESTRIANS

Vertical illuminance in the crosswalks should be equal to the required horizontal illuminance for the roundabout. Measured at 1.5 meters (5ft) in height, along the centerline of the crosswalk, extending to the edge of the roadway, and spaced at 0.5 meters (1.65ft), for each driving direction

Recommended Design Criteria for Walkways Within Road Right of Way

Condition	E _{avg} lux/ftc	Ev _{avg} lux/ftc	E _{avg} / E _{min}
High Pedestrian Activity	10(0.9)	5(0.5)	5.0
Medium Pedestrian Activity	5(0.5)	2(0.2)	5.0
Low Pedestrian Activity	2(0.2)	1(0.1)	10.0

IESNA RP-8-21 Table 11-2

E, avg - Minimum maintained average horizontal illuminance at pavement
Ev, avg - Average vertical illuminance at 1.5m above the pavement in both directions and parallel to the main pedestrian flow
*Horizontal Only.

Where a Bikeway is adjacent to the roadway (within the surround area) the lighting of the bikeway shall meet the surround ratio requirements. Where the bikeway is within the road right of way but outside of the surround area, walkway levels shall apply

3.2.3.2 Pedestrian Walkways.

Calculation Points
Horizontal Illuminance Pedestrian Area - Calculation points shall be positioned in the center of the sidewalk/pedestrian area, located at sidewalk level no more than 5 meters apart.
Vertical Illuminance Pedestrian Area - The calculation points shall be positioned 1.5 m above the pavement facing parallel to the main pedestrian flow. Vertical illuminance calculations adjacent to the pole on the horizontal grid shall be omitted for sidewalk calculation

Pedestrian Activity
RP-8-21 11.3.2 - per 100 meters during highest nightly one-hour period
High - >/= 100 pedestrians
Medium - 11-99 pedestrians
Low- </= 10 pedestrians
If volume is unknown then "medium" activity should be assumed



Disclaimer: We make no representation as to its completeness, currency or accuracy because of reasons inherent to CAD and the additional digital data used to produce a lighting application. The end user of this data takes full responsibility for the use of the data. The data is provided as a guide only and is not to be used for any other purpose. The data is provided as a guide only and is not to be used for any other purpose. The data is provided as a guide only and is not to be used for any other purpose. The data is provided as a guide only and is not to be used for any other purpose.

Project No: SJ28626A1 AGI	US 29/SR 14 Roundabout
Drawn By: JR	Terron Hallums
Date: 9/2/2026	Georgia Power
Scale: 1" = 30'	



Public Works

To: Coweta County Board of Commissioners
From: Tod Handley, Public Works Administrator
Date: September 22, 2026
RE: Agreement with Motive to Provide Fleet Telematics, Tracking, and Operations
Diagnostics Applications and Hardware

Issue:

Agreement with Motive to Provide Fleet Telematics, Tracking, and Operations Diagnostics Applications and Hardware

Discussion:

Staff has researched vendors and has participated in trials of two vendors that provide telematics, tracking, and driver behavior monitoring for vehicle and equipment fleets. These types of applications allow fleet owners and supervisors to track the locations of their vehicles and equipment fleets, the status of their assets, and to identify and warn drivers and supervisors if a vehicle or equipment operator is operating the vehicle or piece of equipment in an undesirable manner. Along with other features, the application also records the video and telematics information when certain triggering events occur, such as hard braking, rapid acceleration, and crashes. The recordings of such events can be used to coach and train employees and to also protect the County from liability claims in the event of an accident that may not be the fault of the County employee.

Data from the fleet tracking can be used to enhance the productivity of the County's workforce and reduce equipment damage and failures.

Based upon the trials that have been performed, Motive has been selected as the preferred vendor to provide the equipment and computer application package that would be installed in all County vehicles except for the Sheriff's Department's vehicles.

The first year cost of the system is \$108,671 with the cost of the following two years being \$128,700 each year.

The costs for the first year of this application and hardware were included in the approved budget for Fiscal Year 2027.

Fiscal Impact:

Estimated Cost: \$108,671 (2027), \$128,700 (2028 and 2029)

Is this Budgeted? Yes

Funding Source: General Fund

Recommendation:

Staff recommends that the Board execute an agreement with Motive to provide telematics, tracking, and operations diagnostic information on the County's vehicle and equipment fleet, contingent upon final legal review.

Motive

Initial Order Form for County of Coweta (GA)

Valid Until 8/30/2026 12:00:00 AMI

Order Form Number: Q-2091742

Sold To

County of Coweta (GA)

Matt Lovett

70SELTRD

NEWNAN GA 30263

US

Sales Rep

Brent Thomas

brent.thomas@gomotive.com

Ship To

County of Coweta (GA)

Matt Lovett

70 SELTRD

NEWNAN GA 30263

US

Estimated Contract Term 08/15/2026

Start Date²

Estimated Contract Term 08/14/2029

End Date²

Contract Term Length² 36 months

Billing Frequency Annual

Billing Email mlovett@coweta.ga.us

Primary Contact

Primary Email

Primary Phone

Matt Lovett

mlovett@coweta.ga.us

(770) 254-3785

Payment Method

Payment Terms

Check

Net45

Order Summary

One-Time Charges	Unit Price	Quantity	Net Total
Installation - AI Dashcam Plus	\$0.00	325	\$0.00
Sales Credit - SW	(\$21,450.00)		(\$21,450.00)
AI Dashcam Plus - Dual-Facing	\$0.00	325	\$0.00
Beacon	\$0.00	5	\$0.00
Shipping Fee: Ground Shipping	\$1,421.70		\$1,421.70

Subscription Charges	Monthly Unit Price	Quantity	Net Total
Driver Safety Plan - AI Dashcam Plus Dual-Facing	\$16.50	325	\$193,050.00
Beacon Plan	\$0.00	5	\$0.00
Fleet Management Plan - AI Dashcam Plus Dual-Facing	\$16.50	325	\$193,050.00

One-Time Total	USD \$1,421.70
Subscription Total	USD \$364,650.00
Total Contract	USD \$366,071.70
Value First Invoice	USD \$108,671.70
Total Recurring Annual	USD \$128,700.00
Total	

CONFIDENTIAL

Page 1 of 6

The parties acknowledge and agree that the pricing and terms of this Order Form are the confidential information of Motive and Customer agrees not to share such information with any third parties to the extent permitted by law..

Learn how you can maximize savings on all spend - fuel *and* nonfuel - with Motive Card

Over 35,000 partner locations and powerful fraud controls make saving easy

MOTIVE CARD BENEFITS

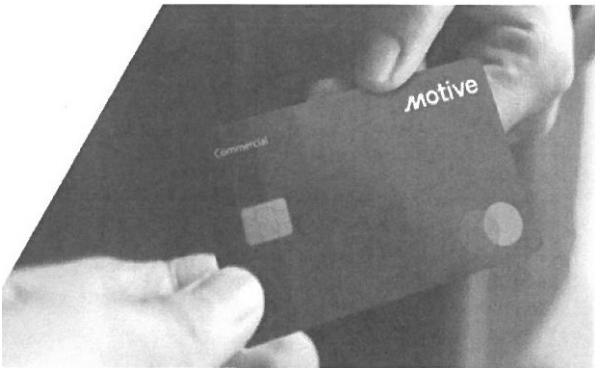
- 0

Improve profitability with the AI-powered fleet card
- 0

Tier I fuel rebates averaging \$02.0+/- on diesel
- 0

Cut unauthorized spend with our AI-powered fraud detection & \$250k fraud protection guarantee
- 0

Fully customizable spend controls and temporary overrides



Speak to your sales rep today or apply for this offer at <https://gomotive.com/savings-expert>

*The Motive Card is issued by Sutton Bank, Member FDIC pursuant to a license from Mastercard International. Subject to terms of Spend Management Services Agreement Mastercard and the circles design are registered trademarks of Mastercard International Incorporated.

Terms and Conditions for Motive Services

Introduction

The Parties agree to be bound by the attached terms of service ("TOS"). The Effective Date of this Order Form is the date last signed below.

Taxes

Customer is responsible for and agrees to pay any and all taxes that Motive may be required to collect or pay for providing the Customer with the Services. Any such taxes will be included on Customer's invoices.

Billing and Invoicing

Customer's Payment Method will be billed for the first payment due under this Order Form upon receipt and confirmation of the order. Such payment will be due in accordance with the terms of this Order Form and the TOS. If payment is due immediately, then Motive has the right to charge Customer's Payment Method immediately upon placement of the order. Thereafter, Customer will be billed in accordance with the Payment Frequency set forth in the Order Summary.

Payment Terms

By signing this Order Form, Customer is authorizing Motive to bill Customer's Payment Method in accordance with this Order Form and the TOS. For any additional Services or upgrades which are ordered and activated in between billing cycles, Customer will be billed for a prorated amount with respect to such additional Services or upgrades. Except as otherwise set forth in the TOS, this Order Form is noncancellable and Customer is responsible for payment for the Subscription Services for the entire Contract Term. Specific information concerning cancellation is set forth in Motive's Cancellation Policy attached hereto.

Additional Orders and Upgrades

Promotional discounts and other credits are only available on a per order basis, as set forth in the applicable Order Form. Other than with respect to any credits set forth herein, the pricing set forth in this Order Form shall be applicable with respect to additional orders (but only with respect to the same models of Hardware and the same levels of Subscription Service plans agreed to in this Order Form) to the extent such additional orders are placed during the applicable Pricing Period as set forth in the table below, based on the overall length of your current Contract Term:

Contract Term length:	<12 months	2: 12 months but < 36 months	2: 36 months
Pricing Period:	NONE	first 90 days of the Contract Term	first 365 days of the Contract Term

Any additional orders placed after the Pricing Period will be agreed by the parties in writing.

The pricing for any orders for upgrades or services other than those set forth in the Order Summary will be subject to the then-current non-promotional rates offered by Motive.

The total pricing for any additional orders will be prorated based on the remainder of Customer's current subscription then on the date of activation of the services, plus any additional charges for upgrades, taxes and shipping.

Pricing for Beacons under this Order Form reflects a one-time promotional rate and is explicitly excluded from the pricing lock set forth in the **Additional Orders and Upgrades** section. Any future or additional purchases of Beacons will be subject to mutually agreed-upon rates at the time of order.

¹ In the event that delivery and activation of the Services has not occurred as of the Valid Until Date, Motive may require Customer to enter into a new Order Form for the Services set forth in the Order Summary and void this Order Form. Upon execution of the updated Order Form, this Order Form shall be void and of no effect.

Docusign Envelope ID: 35C60EE7-AC7A-81BA-825E-53313F8D570D

Motive may move the Contract Term Stan Date, Contract Term End Date, Order Term Start Date based on the date that Motive activates or delivers the Services in the Order Summary. Customer may contact hl!Jll!On@gomotive.com for confirmation of the Contract Term Start Date, Contract Term End Date, and Order Term Stan Date. Order Term Lengths are estimates only and your prorated billing will be reflected on Customer's invoices.

³ Amounts are estimated, and Customer's invoice may include additional charges for shipping and tax. Pricing for additional orders and upgrades will be prorated based on the remainder of the Contract Term at the time of activation or delivery of the Services, which will be reflected on Customer's invoices.

Accepted and agreed to by Customer's authorized representative.

[Signature Page Follows]

Customer: County of Coweta (GA)

Signature

Printed Name

Bill McKenzie

Title

Chairman, Board of Commissioners

Date

LEGAL

Policies & Agreements

Terms & Agreements

Spend Management Terms & Agreements

Motive

☐ Sales

Policies & Disclosures

Trust Center

Motive Terms of Service

Effective Date: July 7, 2025

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Log

1. Introduction

1.1

These Terms of Service ("Terms") are a legal agreement between you, (referred to as "Customer", "Administrator", and/or "End User"), and Motive Technologies, Inc. and its subsidiaries (referred to as "Motive", "we", "our", or "us") (individually "Party" and collectively the "Parties") and govern your use of and access to Motive's services, including the Motive App Marketplace (as defined herein) and any software, hardware, mobile applications, tools, features, and other products and services that are made available through our website (<https://www.gomotive.com>) ("Site") or otherwise made available by us (collectively, and together with the items set forth in the definition of Motive Services, "Services"). To the extent any term or condition contained on any link or website referenced herein shall conflict with these Terms, these Terms shall control.

1.2

By executing the Order Form , you accept and agree to be bound by these Terms and any applicable Additional Terms, which are incorporated by reference. If you are using our Services for an organization. such as your employer, you are agreeing to these Terms on behalf of that organization.

1.3 For Customers

If you are accepting these Terms on behalf of your employer or another entity or for use of the Services by your employer or another entity ("Customer"), you represent and warrant that (a) you have the legal authority to bind the applicable entity to these Terms, and are 18 years or older, and (b) that you agree, on behalf of the entity you represent, to these Terms. If you are using our Services for an organization, such as your employer, you are agreeing to these Terms on behalf of that organization.

1.4 For End Users

If you are using the Services as an End User, you represent and warrant that you have the legal capacity to agree to these Terms and are 18 years or older. Additionally, you agree and acknowledge that Motive, the Customer and any Administrator has the ability to access, disclose, restrict, and remove information in or from an End User account, and that the Administrator may be able to monitor, restrict, or terminate access to an End User account. The Motive Services are intended only as a business to business offering. If you are an End User and accessing Motive Services through a Motive Customer, the Motive Customer's privacy policies and other legal agreements govern the use and sharing of your personal information throughout the Motive Services. Please check with your employer on their privacy policies and data sharing policies to better understand your rights.

2. General Service Terms

2.1 Provision of Services

1. Customer and End Users may access and use the Services solely in accordance with these Terms, the Documentation and applicable laws. You may only use our Services and Hardware in accordance with these Terms.
2. Customer agrees that it has not relied on the availability of any future functionality of the Services or any other future product or service in executing these Terms or any Order Form. Customer acknowledges that information provided by Motive regarding future functionality should not be relied upon to make a purchase decision.
3. Motive agrees to provide the Services to Customer in accordance with these Terms, applicable Order Form(s). and applicable Documentation.

2.2 Customer Support

If you need assistance with the Services, please contact Motive by emailing Motive at support@gomotive.com or by calling Motive at 1-855-434-3564.

2.3 Telephone Communications

By providing any phone numbers, Customer consents to Motive, our affiliates, or partners contacting Customer for the following purposes:

1. Account notifications and troubleshooting;
2. Dispute resolution and debt collection; or

3. As necessary to service Customer's account or enforce these Terms, policies, applicable law, or any other applicable agreement we may have with you.

3. Customer Use of the Services

3.1 Customer Responsibilities.

Customer is responsible for any use of the Services through its account, including all use of the Services by Customer's End Users and Administrators. Customer's responsibility extends to End Users and Administrators, including the use, damage, or misuse of the Hardware, as further set forth in these Terms. Customer is responsible for (a) obtaining consents, approvals, and/or authorizations from any employee and/or third party that are necessary for Motive to collect the Customer Data and (b) complying with any laws necessary to allow the operation of the Services, collection of Customer Data and End User data, and permission for Motive to process, store, and transfer Customer Data and End User data. In addition, Customer is solely responsible for all of its own software, network and internet connection costs related to its use of the Services (including internet connections needed for any firmware or other software updates released by Motive), including but not limited to mobile phone or mobile network data usage fees and applicable roaming charges which are provided by the Customer's or End User's mobile network provider under the Customer's or End User's separate contracts with them. Motive is not responsible for these third-party data services or any related costs.

The Parties' responsibilities, as it relates to Customer Data, to the extent required by applicable law, are addressed in the Data Protection Addendum and Biometric Services Addendum which are incorporated as Additional Terms. Customer is responsible for maintaining the required version of Android and iOS operating systems to operate the Motive Services, including any upgrades to tablets and/or mobile devices as necessary to run such versions. Motive does not suggest, control, or monitor the choices Customer makes as to use of the data or changes in Customer's business operations based on the data. Customer is solely responsible for any use made of the Services and for any data received through the Services. In particular, although the Services are intended to provide Customer with information that can help monitor and improve the efficiency, safety, and compliance record of Customer's operations, Customer is solely responsible for those and all other aspects of its operations. Customer acknowledges that the Services do not constitute advice as to managing Customer's operations. Customer acknowledges that the Motive Services alone will not improve efficiency, safety, or compliance.

3.2 Compliance with Laws and Regulations

Motive, Customer and End User assume responsibility for their compliance with all applicable laws and regulations, including but not limited, to any audio or video recording laws (when using Motive audio and/or video recording products). While Motive agrees to create accurate reports based on the information that it receives from Customer and End Users, it is Customer's sole responsibility to maintain compliance standards for IFTA filing and FMCSA Hours of Service of drivers.

3.3 End User Accounts

1. Customer may provision accounts for End Users to access Customer's Services account. Customer is responsible for maintaining the confidentiality of account credentials used by End Users to access the Services and preventing unauthorized use of the Services. Customer may not permit sharing of End User accounts or passwords. Customer agrees to (i) prevent any unauthorized access to, sharing of, or use by End Users of the Motive Services, (ii) terminate any unauthorized use of or access to the Services, and (iii) provide Motive with prompt notice of such unauthorized access or use.
2. Customer must keep account credentials confidential and not allow any third parties to use their accounts to access our Services.

3.4 Account Administration

Customer is responsible for designating Administrators for its Services accounts, maintaining updated Administrator contact information, and managing access by Administrators to Customer Accounts. Administrators may have the ability (a) to access, disclose, restrict or remove Customer Data in or from Customer's Service accounts and (b) to monitor, restrict, or terminate access to Customer's accounts. Motive's responsibilities do not extend to a Customer's internal management or administration of the Services.

3.5 Acceptable Uses

1. Although Motive is not obligated to monitor or screen access to, or use of the Services or to review Customer Data, Motive has the right to do so for the purpose of operating the Services, to ensure compliance with these Terms, or to comply with applicable law or legal requirements.
2. Motive reserves the right, but is not obligated, to remove or disable access to any Customer Data, at any time with notice, if practical, including if Motive reasonably believes Customer Data to be in violation of these Terms or in order to comply with Motive's legal obligations.
3. You agree not to (and not to permit or encourage any third party to) misuse or attempt to misuse the Motive Services, including by:
 - o interfering with, testing the vulnerability of, tampering with, or disrupting any part of the Services;
 - o submitting or distributing viruses, worms, Trojan horses, corrupted files or other destructive content;
 - o using any robot, spider, scraper, or other automated means to access the Services;
 - o intercepting or examining the content of messages, files or communications in transit on a data network;
 - o accessing illegally or without authorization computers, accounts, equipment or networks belonging to another party, or attempting to penetrate/circumvent security measures of another system;
 - o accessing the Services illegally or without authorization;
 - o attempting to penetrate/circumvent security measures of a Motive system, including any activity that may be used as a precursor to an attempted system penetration;
 - o purposefully or negligently submitting or transmitting misleading, inaccurate, or fraudulent data or information;

- o using Motive's name, trademark, logo or design features (including in meta tags or other hidden text), without Motive's express consent;
- o submitting or transmitting any content, or otherwise engaging in any activity that infringes, misappropriates, or violates a third party's intellectual property rights, or rights of publicity or privacy on the Motive system;
- o using the Services for high bandwidth operations, such as large file transfers and media sharing with peer-to-peer programs (Le.torrents);
- o submitting or transmitting any content that promotes or condones imminent violence, hatred or bigotry against any person or group of people based on race, ethnic origin, religion, disability, gender, age, nationality, veteran status, sexual orientation, gender identity, or any other core characteristic, or which is otherwise objectionable;
- o using, displaying, mirroring, or framing the Services, without Motive's express consent;
- o Display or transmit images of pornographic, obscene, or illegal acts;
- o altering or modifying the Hardware;
- o using, installing, or de-installing the Hardware in a way that does not substantially conform with instruction manuals, user guides, and other information and Documentation;
- o tampering with, abusing, improperly maintaining, or intentionally or negligently damaging the Hardware, including by connecting Hardware to an improper voltage supply;
- o using Hardware other than for its purpose or outside of the ordinary course of business;
- o using Hardware with accessories or third-party devices, without Motive's express consent;
- o violating any applicable laws or regulations in any way;
- o facilitating a violation of these Terms.

3.6 Restrictions

Customer will not (and will not allow any End Users or third parties to): (a) reverse engineer, decompile, disassemble, decipher or otherwise attempt to discover the source code or underlying ideas or algorithms of the Services; (b) modify or create derivative works based on the Services; (c) sell, resell, transfer, license, copy, rent, lease, distribute, time-share the Services for the benefit of a third party; (d) remove or alter proprietary notices from the Services, (e) use the Services to create any competitive or other product or service; (f) use the Services for the purposes of vulnerability testing, penetration testing, or to research the features and functions of the Service without prior written and signed consent from Motive; (g) share its Customer API Key with any third party; (h) use, sell, copy, modify, create derivative works based on, publicly perform, publicly display, or distribute the Motive Output outside of the Services, except for regulatory compliance purposes or otherwise with Motive's express consent, or (i) allow any person under the age of 18 to become an End User. Customer may perform benchmarks, comparative tests, or evaluations (each, a "Benchmark") of the Services. If you perform, disclose, direct, or permit any third party to perform or disclose, any Benchmark of any of the Services, you and/or the third party (i) will include in any disclosure, and will disclose to us, all information necessary to replicate such Benchmark, and (ii) agree that Motive may perform and disclose the results of Benchmarks of your

and/or the third party products or services, irrespective of any restrictions on Benchmarks in the terms governing your and/or the third party products or services.

3.7 Suspension

Motive, in its reasonable discretion, may suspend Customer's or End User's right to use the Services if: (a) Customer's or End User's use of the Services poses a security risk to the Services or may adversely affect the Services, Motive's systems and/or infrastructure, or Motive's reputation; (b) Customer's use of the Services could subject Motive to liability; (c) Customer violates any applicable law or regulation, these Terms or any Additional Terms; (d) late and/or non-payments in breach of Section 7.1 or 7.2, or (e) any default in accordance with Section 7.6 (Billing Disputes). Motive will use commercially reasonable efforts to provide prompt prior notice and explanation of a suspension and will promptly restore Services when the circumstances giving rise to the suspension is resolved.

3.8 Non-Motive Products

1. Customer may authorize, through the Motive App Marketplace or other approved methods, Motive to allow Non-Motive Products to access or use Customer Data, reports, or other information.
2. If Customer uses any Non-Motive Products, Customer is solely responsible for complying with licenses for Non-Motive Products and paying fees for Non-Motive Products. Customer bears all risks associated with using and/or relying on Non-Motive Products.
3. Customer acknowledges and agrees that: (i) you must use your own discretion when you access or deploy Non-Motive Products; (ii) you should read the terms and conditions and policies associated with any Non-Motive Products, as they will govern your use of the Non-Motive Products; and (iii) Motive does not own or control any Non-Motive Products. Customer acknowledges that if it has a relationship with a Non-Motive Product, Motive may rely upon such representations from Customer and/or the Non-Motive Product company concerning its authority to access Customer Data.
4. Motive does not in any way warrant the accuracy, reliability, security, completeness, usefulness, non-infringement, or quality of any Non-Motive Products (including without limitation the content contained therein). *even* if the Non-Motive Products comply with these Terms and the API Terms.
5. Motive does not endorse or warrant Non-Motive Product and will not be liable for any act or omission of such Non-Motive Product or any negative effect which any Non-Motive Product may have on the Services, including the Non-Motive Product's access to or use of Customer Data, other information or reports. If you have any questions about Non-Motive Products or the terms that govern the use of a Non-Motive Product, you should contact the applicable provider of the Non-Motive Product directly.
6. If Customer has elected to use a Non-Motive Product which allows passthrough payment for Motive Services, in addition to the provisions in this section, Customer acknowledges that the Non-Motive Product will have access to Customer Data, including payment information. If so elected, Customer may make payments for Motive Services through the Non-Motive Product platform interface. Motive is not responsible for any payment or Service failures caused by the Non-Motive Product platform interface and/or programs.

3.9 API Key

1. Customer may request an API Key for internal or third party use from Motive by emailing apisupport@gomotive.com. Unless authorized by Motive, the API Key is solely for such Customer's internal

use. Customer is solely responsible for use of its API Key by Customer, End User(s), Administrator(s), or authorized third party. By using any API Key, you are agreeing to the Motive API Terms of Service. You may not share any API Key with any unauthorized third party. Motive may suspend your API Key in the event that it becomes aware that such API Key has been shared by you with any unauthorized third party.

2. In the event that Customer or any authorized third party allows an unauthorized third party to access any Customer Data or other data via an API Key, Motive will not be responsible or liable for any use, act, or omission by such third party of the Customer Data or other data shared by Customer or its End Users.

4. Intellectual Property Rights

4.1 Reservation of Rights

Except for the limited licenses granted to Customer in these Terms, Motive and its licensors own and reserve all right, title, and interest in and to the Motive Technology (including the rights to any text, graphics, images, music, software, audio, video, documents, works of authorship of any kind, and information or other materials that are posted, generated, provided or otherwise made available by us through the Services).

4.2 Motive License

Motive grants to Customer a limited, non-exclusive, non-sublicensable, non-transferable license for Customer and its End Users to access and use the Software (including, as required, to use the Hardware) for business purposes during the Services Term.

4.3 Customer License

As between Motive and Customer, Customer shall own and reserve all right, title, and interest in and to the Customer Data. Customer grants Motive, its affiliates, and its contractors (e.g., Amazon Web Services) a worldwide, irrevocable, perpetual, non-exclusive, right to: (a) use, copy, distribute, create derivative works based on, display, and perform Customer Data in order to provide, analyze, support, operate, and improve the Services and its affiliates' services. and in order to develop new products and services, (b) share the Customer Data with third parties (such as our partners and vendors) bound by confidentiality requirements comparable to those in Section 13.8, and (c) as well as for any other lawful purpose authorized by Customer. Motive may submit Customer's contact information and billing information related to the timeliness of Customer's payments to credit rating, credit reporting, or similar agencies. Notwithstanding the foregoing, Motive does not sell any Customer Data to third parties and does not share any Customer Data in any manner that is not otherwise permitted for the business reasons provided herein.

4.4 Motive Data

Motive may collect and analyze data and information related to Customer's use and the performance of the Services and related systems and technologies therefrom ('Motive Data'), in order to enhance the Services for the Customer's benefit, Motive may use Motive Data for various purposes including to draw insights, improve the Services and/or develop new products and/or services, create, develop and distribute reports and materials about the Services; educate other prospective customers and end users about the Services via presentations,

exhibitions, demonstrations, and/or expositions. and any other lawful purpose. Customer agrees on behalf of itself and its End Users that Motive Data may be disclosed to others for the purposes above and that Customer and its End Users will obtain consent from vehicle occupants sufficient for Motive to analyze and use the data as set forth above; provided that, if Motive discloses Motive Data to others, then any Motive Data will (to the extent required by applicable law) (i) be anonymized and/or aggregated, (ii) not identify Customer, End User or Customer's users, and (iii) not be disclosed in a manner that would permit a third party to determine the identity of vehicle occupants. Motive owns and reserves all right, title, and interest in and to the Motive Data.

4.5 Suggestions

Motive appreciates Customer feedback and suggestions. Customer may submit feedback by emailing Motive at support@gomotive.com. Please note, however, if Customer chooses to submit feedback or suggestions, Motive has ownership of any such feedback and suggestions. Customer agrees that by submitting suggestions or other feedback regarding our Services or Motive, Motive may use such feedback for any purpose without limitation or compensation to Customer, Administrator or End User. Feedback and suggestions are not Confidential Information.

4.6 Publicity

Customer agrees that Motive may use its name and logo on Motive's website, investor material, customer lists, SEC filings, ESG reporting, and earnings calls. If requested, Customer agrees to review and approve public announcements concerning Customer's selection and purchase of Motive solutions and/or co-marketing activities following the successful onboarding of Motive solutions, and such approval will not be unreasonably withheld. Customer may revoke this approval at any time by emailing marketingteam@gomotive.com and legal@gomotive.com.

5. Data Security & Disclosure

5.1 Security

Motive has implemented and agrees to maintain commercially reasonable administrative, technical, and procedural safeguards to protect the integrity, and security of Customer Data.

Motive's responsibilities as they relate to the storage and use of Customer Data and End User Data are addressed herein. To the extent required by applicable law, personally identifiable information (as defined under applicable privacy regulations) contained within Customer Data is addressed under the Data Protection Addendum. By agreeing to the Terms of Service, Customer acknowledges and represents that they have been given sufficient access to Motive's security and privacy documentation, that it is the Customer's responsibility to do its own risk evaluation, including any third party risk evaluation questionnaires, and that sufficient documentation pertaining to Motive's information security and privacy programs has been provided to Customer by Motive.

5.2 User Connections and Data Transmission

The Services enable Customer and its authorized End Users and Administrators (the "Connecting Party") to connect directly with Customer's other authorized End Users and Administrators (the "Receiving Party"), allowing the Receiving Party to receive and access Customer Data and to interact with the Connecting Party in its use of the Services. When a Connecting Party connects with a Receiving Party through the Services, the Connecting Party consents to automatically and continuously transmitting its Customer Data with the Receiving Party. Further, the parties may interact with and manage the data of the Connecting Party and that Motive is not liable for any act or omission of a Receiving Party, including access to, use of, or sharing of the Connecting Party's Customer Data.

5.3 International Transfers

The Parties agree that Customer Data may be transferred to, and maintained on, computers located outside of Customer's and/or End User's state, province, country or other governmental jurisdiction where the data protection laws differ from those in the Customer's jurisdiction of residence. If Customer and/or End Users are located outside of the United States and choose to provide Customer Data to Motive, the parties agree to use legally recognized mechanisms to permit the transfer of Customer Data to the United States. Where such mechanisms are contractual in nature (e.g., the use of EU approved Standard Contractual Clauses) such contractual terms are included in the Data Protection Addendum.

6. Service-Specific Terms & Conditions

6.1 General Hardware Terms

1. Shipment

Shipment of in-stock Hardware will be completed as proscribed in the applicable Order Form. If the Order Form is silent in regards to shipment dates, the shipment of in-stock Hardware will be shipped within two (2) weeks of execution of the applicable Order Form to the locations provided by the Customer to Motive.

2. Installation

Unless otherwise agreed by the Parties in an Order Form, Customer is solely responsible for installing the Hardware in accordance with Motive's written instructions and Documentation. If neither Motive, nor a Motive contractor installs the Hardware, Customer agrees that Motive is not liable for any cost, expense, or damages arising from the installation of the Hardware. If Motive or a Motive contractor installs Customer's Hardware, the Professional Services Terms governs such installations.

3. Battery Drain

The Hardware connects to the battery of a vehicle and consumes a small amount of power from the vehicle's battery, which in some vehicles may adversely affect the vehicle while not in operation. Motive is not liable for any consequences of the battery drain associated with use of Motive Services.

4. Compatibility

Customer is solely responsible for determining whether or not the Services and Hardware are compatible with any vehicles utilizing the Services and Hardware. Motive will provide Customer with the applicable Hardware based upon the vehicle information that Customer provides to Motive. Customer agrees that Motive is not responsible for any cost, expense or damage arising from compatibility issues.

6.2 Additional Service-Specific Terms

1. Additional Terms for Google Maps

While Google Maps does not receive any Customer Data, our Services may incorporate certain Google Maps features and content; and your use of Google Maps features and content is subject to the then-current versions of the: (1) Google Maps/Google Earth Additional Terms of Service at

http://maps.google.com/help/terms_maps.html and (2) Google Privacy Policy at <http://www.google.com/policies/privacy>.

2. Additional Terms for Wi-Fi Hotspot

If Customer's subscription package includes Wi-Fi Hotspot service, the following terms and conditions apply:

- **Data Allotment.** Motive will provide Customer with 400MB of Wi-Fi data per month per applicable active subscription (a "Monthly Data Plan") as further specified in the applicable Documentation. Any Data Allotment will be pooled across all units on Customer's account. There is no "roll-over" with respect to Monthly Data Plans, which means any unused data is not accessible in future months. If Customer wishes to increase its Monthly Data Plan, Customer may contact its sales or support representative.
- **Over-usage and Misuse.** In the event that Customer's aggregate data usage goes over its allotted Monthly Data Plan, or Customer uses the Wi-Fi Hotspot in violation of these Terms, Motive may reduce connection speeds, restrict, or block Customer's connections, or take other measures to curtail Customer's over-usage or misuse. Motive reserves the right to charge Customer for any overage fees. Motive may restrict access to the types of applications available with the Wi-Fi Hotspot, including, but not limited to, any non-Motive streaming websites.
- **Wi-Fi Data Access.** Customer and all End Users understand and agree that Motive will have access to Customer Data and/or any data related to Wi-Fi Hotspot usage transmitted as a part of Motive's normal course of business in providing the Services.
- **Wi-Fi Security.** By using the Wi-Fi Hotspot, Customer acknowledges and agrees that there are inherent security and confidentiality risks in accessing or transmitting information through Wi-Fi. Security issues may include, but are not limited to, interception of transmissions, loss of data, and the introduction of viruses and other programs that can damage computers, other devices, or other networks. Customer agrees to ensure that any devices connecting to the Wi-Fi Hotspot have reasonable technical safeguards implemented to protect against the propagation of any malicious or unauthorized software code, or application across the Wi-Fi Hotspot network. Accordingly, Customer agrees that Motive will not be liable for any interception of transmissions, computer worms or viruses, loss of data, file corruption, hacking or any other damages to Customer's or its Administrator's and/or End Users' computers or other devices that result from the transmission or download of information or materials through Wi-Fi.

3. Additional Terms for Apple Apps

These Terms apply to your use of all the Software, including the iPhone and iPad applications available via the Apple, Inc. ("Apple") App Store (each an "Apple Store App"); however, the following additional terms in this Section 6.2 {3} also apply if you are downloading Apple Store Apps:

- Customer and Motive acknowledge that these Terms are between Customer and Motive only, and not with Apple, and that Apple is not responsible for Apple Store Apps, the content, maintenance, or support;
- The Apple Store Apps are licensed to Customer on a limited, non-exclusive, non-transferable, non-sublicensable basis, solely to be used in connection with the Services, subject to these Terms as they are applicable to the Services;
- Customer agrees to only use the Apple Store Apps in connection with an Apple device that Customer owns or controls;
- In the event of any failure of the Apple Store Apps to conform to any applicable warranty, including those implied by law, Customer may notify Apple of such failure; upon notification, Apple's sole warranty obligation to Customer will be to refund to Customer the purchase price, if any, of the Apple Store App;
- Customer acknowledges and agrees that Motive, and not Apple, is responsible for addressing any claims Customer or any third party may have in relation to the Apple Store App and Motive will be responsible for the investigation, defense, settlement, and discharge of any such claim;
- Both Customer and Motive acknowledge and agree that, in use of the Apple Store App, Customer will comply with any applicable third party terms of agreement which may affect or be affected by such use; and;
- Both Customer and Motive acknowledge and agree that Apple and Apple's subsidiaries are third party beneficiaries of Section 6.2(c), and that upon your acceptance of these Terms, Apple will have the right (and will be deemed to have accepted the right) to enforce Section 6.2(c) against Customer as the third party beneficiary hereof.

4. Additional Terms for Face Match Feature

If you have elected to access the Face Match capabilities in the Motive Dashboard, you acknowledge that you are aware of all applicable laws governing the use of the feature and that you are solely responsible for obtaining signed written consent from all persons whose image and/or other identifying characteristics may be captured by this product feature. Motive is not in a position to be able to capture such consents nor possesses the knowledge of which individuals would require their consent and is therefore not responsible for obtaining such consents nor is liable for your failure to do so. Motive partners with backend technology that makes this process work securely and as such Motive is never in possession of any such information. Motive will not possess, sell, rent, or trade any information gathered by this feature. As the Face Match Feature may collect biometric data, if Customer elects to use this feature, the Biometric Services Addendum applies.

5. Additional Terms for First Responder Feature

If you have elected to access the First Responder functionality in the Motive Dashboard, you acknowledge that Motive is not responsible for detecting every possible life-threatening collision or event and Motive will never call an Emergency Medical Service (EMS) on Customer's or any End User's behalf. Furthermore, you acknowledge that if the Administrator calls the unique 10-digit number to a local EMS provided by Motive, that Motive will automatically send that EMS the following information about the collision/event: (a) driver name, (b) vehicle make, model and year, (c) license plate number, (d) VIN, (e) time of impact/event, and (f) latitude and longitude location of the vehicle. Customer is responsible for notifying its End Users that the aforementioned information

will be provided to the EMS provider. Furthermore, Customer is responsible for obtaining any necessary consents, approvals, and/or authorizations necessary from any End User in order to provide this service.

6. Additional Terms for Live Streaming Feature

If Customer's dashcam subscription package includes Live Streaming Service, Customer will have a monthly free allotment of live video streaming per dashcam unit (a "Monthly Live Streaming Allotment").

- **Data Allotment.** Standard Live Streaming license has 10 minutes of streaming per camera per month. However, Customer may purchase an upgraded Live Streaming license to provide 10 hours of streaming per camera per month. Such Monthly Live Streaming Allotment is subject to change or modification by Motive. Any Monthly Live Streaming Allotment will be pooled across all dashcam units on Customer's account. There is no "roll over" for unused Live Streaming. In the event that Customer's data usage goes over its Live Streaming Allotment, or Customer uses Live Streaming in violation of these Terms, Motive may reduce connection speeds, restrict or block Customer's connections, or take other measures to curtail Customer's over-usage or misuse. Motive reserves the right to charge Customer for any overage fees.
- **Access Alerts.** When Live Streaming Service is enabled, the Hardware in the vehicle will deliver in-cab audio and visual alerts to notify drivers and any other persons inside the vehicle that the service is enabled.
- **Consent.** Customer is solely responsible for (1) informing any individual who may be present in the vehicle while Live Streaming is enabled of the meaning of such audio and visual alerts, (2) obtaining any legally required consents, approvals, and/or authorizations from any employee and/or third party in relation to the Live Streaming feature and (3) complying with any laws necessary to allow the operation of the Live Streaming Services, collection of Customer Data, and permission for Motive to process, store, and transfer Customer Data in relation to the Live Streaming feature.

7. Additional Terms for Workforce Management

If you have elected to access the Workforce Management functionality in the Motive Dashboard, any files, images, photos, and content that you provide is Workforce Management data. Your Workforce Management data is yours. These Terms don't give us any rights to your Workforce Management data except for the limited rights that enable us to provide the Services.

By choosing to use the Workforce Management functionality, you give us the permission to do things like hosting your Workforce Management data, backing it up, and sharing it when you ask us to. Our Services also provide you with features like reporting, searching, image thumbnails, document previews, optical character recognition (OCR), easy sorting and organization, and personalization. To provide these and other features, Motive accesses, stores, and scans Workforce Management data. You represent that you have the necessary rights, license, or sublicense to upload such data to Motive's Systems.

Any Workforce Management data you upload is subject to the terms of Motive's Data Request Policy.. Motive is not responsible to ensure your compliance with any applicable laws or regulations governing information in your Workforce Management data, including but not limited to your obligations to obtain consent from your End Users to upload their personal or sensitive information in accordance with the privacy laws and regulations of the jurisdiction where you operate.

6.3 Additional Terms for Financed Equipment

If you are paying for the Services through a third party financing entity ("Lender"), you acknowledge and agree that the Lender is pre-paying for the Services on your behalf and such prepayment is final and cannot be refunded by Motive. Motive is not a party to your agreement with the Lender. If you choose to discontinue use of the Services for any reason, you may continue to be liable for any outstanding payment obligations specified in your financing agreement with Lender. If you are purchasing through a Lender, Motive may terminate your access to the Services should you breach these Terms or the terms between you and the Lender. Any refunds issued under these Terms by Motive may be remitted to the Lender in reduction of the total number of remaining payments owed by you.

7. Fees & Payment

7.1 Fees

1. Customer will pay Motive the undisputed fees for the Services set forth in the agreed Order Form on the payment schedule set forth therein.
2. All payments are due in U.S. dollars unless otherwise indicated on the Order Form or invoice. Customer is responsible for providing complete and accurate billing and contact information to Motive and updating Motive of any changes. All fees are non-refundable unless otherwise set forth in these Terms and are not subject to set-off by Customer.

7.2 Invoicing & Payment

1. Unless otherwise set forth in the Order Form, all fees will be invoiced or billed in advance. Unless disputed in accordance with Section 7.6 below, all invoices issued under these Terms are due and payable according to the payment terms in the Order Form, if applicable, or within 30 days from invoice send date if not specified therein. If Customer has provided a credit card to be saved on file in order to be charged for Motive Services, such fees will be charged to such credit card on the invoice sent date, unless otherwise specified in Customer's Order Form. If the Customer requires the use of a purchase order or purchase order number, the Customer (i) must provide the purchase order number at the time of purchase and (ii) agrees that any terms and conditions on a Customer purchase order will not apply to, supersede, or add to these Terms or any Order Form and are otherwise void.
2. If Customer is purchasing the Services from an authorized reseller, any terms and conditions between Customer and the authorized reseller that conflict with these Terms are void.

7.3 Credit Card Payment

1. If Customer provides Motive with credit card information for payment, Customer acknowledges that an invoice may not be sent, and Customer authorizes Motive to charge the credit card for the Services listed in the Order Form on the payment schedule set forth in the Order Form for the Subscription Term and any renewal. Customer also agrees and acknowledges that Motive may charge Customer's credit card for any required fees, including any processing fees, Replacement Fees and/or Restoration Fees. A credit card processing fee of no more than 2.99% will be applied to all credit card transactions. This fee is charged to cover the processing costs associated with credit card payments. Please note that this fee does not apply to other payment methods such as ACH or debit cards. Motive uses a third party payment processor and

Customer's use of the payment processing service will be subject to the payment processor's terms and conditions and privacy policy.

2. MOTIVE MAY SUBMIT PERIODIC CHARGES (E.G., MONTHLY, RENEWALS, ADDITIONAL ORDERS, AND FEES) WITHOUT FURTHER AUTHORIZATION FROM CUSTOMER UNTIL CUSTOMER PROVIDES PRIOR NOTICE (RECEIPT OF WHICH IS CONFIRMED BY MOTIVE) THAT CUSTOMER WILL TERMINATE THIS AUTHORIZATION OR WISHES TO CHANGE THE PAYMENT METHOD. SUCH NOTICE WILL NOT AFFECT CHARGES SUBMITTED BEFORE MOTIVE REASONABLY COULD ACT.

7.4 Taxes

Customer is responsible for all taxes, duties, tariffs, levies, and other governmental charges of any kind (including but not limited to sales, use, excise, value-added, and property taxes) associated with the purchase of Motive Services, excluding those directly relating to Motive's net income, gross receipts, or capital stock. Motive will invoice Customer for such tax when required to do so by the applicable municipality and Customer will pay such tax unless Customer provides Motive with a valid tax exemption certificate authorized by the appropriate taxing authority.

7.5 Late Payments

Except for obligations pursuant to the Motive Spend Management Agreement and applicable supplements, undisputed past due amounts are subject to a finance charge equal to either (1) the highest rate permitted by the laws in your jurisdiction or (2) if your jurisdiction has no maximum rates, the higher of 15% or \$10 ('Late Fee'). The Late Fee is payable immediately upon receipt of invoice for undisputed past due amounts. Customer will be responsible for all reasonable expenses (including professional and attorneys' fees) incurred by Motive in collecting undisputed past due amounts. If Customer's fees are past due (including any fees owing to any Lender), Motive may suspend the Services and provide notice of termination for material breach in accordance with Section 8.2 - Termination for Cause.

7.6 Billing Disputes

If Customer disputes any invoices or charges, Customer must notify Motive in writing within a commercially reasonable time and will endeavor to do so within sixty (60) days after the date that Motive invoices or bills Customer for the disputed amount to the extent practicable. Such notice must be sent to Billing@gomotive.com, with a copy to SUP-P-Ort@gomotive.com and Legal@gomotive.com. Motive will review such requests along with any documentation provided by Customer and make a good faith determination within thirty (30) days of receipt of such dispute. Customer may withhold payment of any disputed amounts until such determination is made.

7.7. Free Trials, Beta Features and Other Promotions

1. Unless the Parties have entered into a separate written agreement, Motive reserves the right to terminate access to Services provided on a free or trial basis. Any free trial or other promotion that provides access to free Services must be used within the specified time of the trial as communicated by Motive during the trial period. If Motive has provided Hardware as part of a trial at no cost to Customer (the "Trial Hardware"), and Customer does not wish to purchase the associated Services at the end of the trial, Customer must return the Trial Hardware within thirty (30) days of the end of the trial period. If Customer does not return the Trial

Hardware within such timeframe, Motive may bill and invoice Customer Replacement Fees for such Trial Hardware, and Customer is responsible to pay Motive for such Replacement Fees.

2. IF THE CUSTOMER IS IN A TRIAL PERIOD AND THE CUSTOMER HAS ALREADY PROVIDED A METHOD OF PAYMENT TO MOTIVE FOR THE MOTIVE SERVICES, MOTIVE MAY CHARGE AUTOMATICALLY AT THE END OF THE TRIAL, UNLESS THE CUSTOMER NOTIFIES MOTIVE THAT THE CUSTOMER WANTS TO CANCEL.
3. Despite anything to the contrary in these Terms, Customer and End User(s) acknowledge that (a) Customer and/or End User, as applicable, has the sole discretion whether to use any Beta Features, (b) Beta Features may not be supported and may be changed by Motive at any time, including in a manner that reduces functionality, (c) Beta Features may not be available or reliable, and (d) Motive provides Beta Features uas-is".

8. Term and Termination

8.1 Contract and Subscriptions Term

These Terms will continue in full force and effect until through the end of the term specified on the Order Form, unless they are otherwise terminated in accordance with these Terms..

Notwithstanding the foregoing, regardless of when additional purchases are made throughout the Subscription Term, all subsequent orders for Subscription Services will terminate on the same date as the Order Form. Customer is responsible for all fees billable through the end of the existing applicable term.

8.2 Termination for Cause

Either Party may terminate these Terms and/or any applicable Services if (a) the other Party is in material breach of these Terms and fails to cure such material breach within thirty (30) days after receipt of written notice of such material breach, or (b) the other Party ceases its business operations or becomes subject to insolvency proceedings. Motive may also terminate these Terms if it has the right to suspend the Services or in order to comply with any applicable law or regulation.

If termination is by Customer for cause due to Motive's material breach hereunder, Customer will owe no further fees except those that have accrued up to the date of such termination and Customer will receive a pro rata refund of any fees paid in advance for Services not yet received as of the date of termination.

8.3 Customer Early Termination

If Customer chooses to discontinue, cancel or terminate any Services, Order Forms, or these Terms before the end of the applicable Subscription Term, other than for default of Motive, Customer must provide notice at least thirty (30) days prior to the

proposed termination date. In such an event of early termination, Motive will invoice Customer or charge Customer's authorized credit card and Customer will pay any balance due for the remainder of the applicable full Subscription Term, including any agreed upon Replacement Fees and Restoration Fees.

8.4 Effect of Termination

If these Terms expire or are terminated, (a) the rights granted by one Party to the other will cease immediately except as otherwise set forth in this section, (b) Motive will have no obligation to maintain Customer Data and may delete any copies of Customer Data, and (c) the following sections will expressly survive: 4 (Intellectual Property Rights), 5.3 (Compelled Disclosure), 7 (Fees & Payment), 8.4 (Effect of Termination), 9 (Disclaimers), 10 (Indemnity), 11 (Limitation of Liability), 13 (Miscellaneous), 14 (Definitions), and any other term which by its nature would survive termination.

9. Disclaimers

9.1

TO THE FULLEST EXTENT PERMITTED BY LAW, EXCEPT AS SET FORTH IN THESE TERMS AND ALL INCORPORATED DOCUMENTS, MOTIVE AND ITS AFFILIATES, LICENSORS, SUPPLIERS, AND DISTRIBUTORS (A) MAKE NO WARRANTIES OF ANY KIND, EITHER EXPRESS OR IMPLIED WARRANTIES, STATUTORY OR OTHERWISE REGARDING THE MOTIVE SERVICES AND ANY OUTPUT FROM THE MOTIVE SERVICES, AND (B) DISCLAIM ALL WARRANTIES OF (I) MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, NON-INTERFERENCE, AND NON-INFRINGEMENT, (II) ARISING FROM A COURSE OF DEALING, USAGE OR TRADE PRACTICE, OR (III) THAT THE MOTIVE SERVICES OR OUTPUT ARE COMPLETELY SECURE, ERROR-FREE OR UNINTERRUPTED.

9.2

EXCEPT AS SET FORTH IN THESE TERMS AND ALL DOCUMENTS INCORPORATED HERETO, THE MOTIVE SERVICES AND OUTPUT ARE PROVIDED UAS IS" AND "AS AVAILABLE" AND MOTIVE MAKES NO WARRANTY REGARDING THE ACCURACY. COMPLETENESS, QUALITY, RELIABILITY. TIMELINESS, OR TRUTHFULNESS OF ANY MOTIVE OUTPUT. CUSTOMER IS SOLELY RESPONSIBLE FOR (AND MOTIVE DISCLAIMS) ANY AND ALL LOSS, LIABILITY, OR DAMAGES RELATING TO OR ARISING FROM CUSTOMER'S INSTALLATION OF THE HARDWARE, CUSTOMER'S OR END USER'S USE OF THE MOTIVE SERVICES OR HARDWARE, CUSTOMER'S VEHICLES, AND INTERNET CONNECTIVITY. PROVIDED HOWEVER, IF MOTIVE OR A MOTIVE CONTRACTOR INSTALLS THE HARDWARE, MOTIVE WARRANTS THAT SUCH INSTALLATION WILL BE COMPLETED IN A PROFESSIONAL MANNER.

CUSTOMER AND END USER(S) ACKNOWLEDGE AND AGREE THAT THE MOTIVE SERVICES ARE A DRIVER AID ONLY. THEY ARE NOT A SUBSTITUTE FOR A SAFE, CONSCIENTIOUS DRIVER. THEY CANNOT COMPENSATE FOR A DRIVER THAT IS DISTRACTED, INATTENTIVE, OR IMPAIRED BY FATIGUE, DRUGS, ALCOHOL, OR OTHERWISE. THE DRIVER IS RESPONSIBLE TO AVOID AN ACCIDENT. CUSTOMER'S DRIVERS AND END USERS SHOULD NEVER WAIT FOR ANY OF THE MOTIVE SERVICES TO PROVIDE A WARNING BEFORE TAKING MEASURES TO AVOID AN ACCIDENT OR ANY VIOLATIONS.

CUSTOMER AND END USER(S) ACKNOWLEDGE THAT USE OF THE SOFTWARE (OTHER THAN SOFTWARE EMBEDDED IN HARDWARE), WHILE DRIVING IS INADVISABLE. DISTRACTED DRIVING IS DANGEROUS AND ILLEGAL

IN MANY JURISDICTIONS.

9.3 IFTA Reporting

While Motive strives to create accurate fuel tax reports based on Customer Data and state and federal requirements, Customer accepts responsibility to ensure the accuracy and the suitability of the reports generated by the Services before submitting them to any state or federal agency. Motive accepts no responsibility or liability for any setbacks, financial or otherwise, incurred by using our Services. It is Customer's and End User's sole responsibility to maintain compliance standards for IFTA filing purposes.

9.4 Wireless and Bluetooth Providers

1. Customer, End User(s) or Motive may use a third party provider for cellular, wireless, and bluetooth connectivity, including Wi-Fi Hotspot connectivity ("Connectivity Service Carriers"). As such service is provided by the Wireless Service Carrier, Motive cannot and does not guarantee uninterrupted or continuous service or specific area coverage and is not responsible for downtime or loss of use of the Services caused by a Connectivity Service Carrier's lack of provision of such services.
2. CUSTOMER AND END USER(S) UNDERSTAND AND AGREE THAT CUSTOMER AND END USER(S): (1) CUSTOMER HAS NO CONTRACTUAL RELATIONSHIP WITH THE CONNECTIVITY SERVICE CARRIERS, (2) CUSTOMER IS NOT A THIRD PARTY BENEFICIARY OF ANY AGREEMENT BETWEEN MOTIVE AND THE CONNECTIVITY SERVICE CARRIERS, (3) THE CONNECTIVITY SERVICE CARRIERS HAVE NO LIABILITY OF ANY KIND TO CUSTOMER OR END USERS, WHETHER FOR BREACH OF CONTRACT, WARRANTY, NEGLIGENCE, STRICT LIABILITY IN TORT OR OTHERWISE, (4) MESSAGES OR DATA TRANSMISSIONS MAY BE DELAYED, DELETED OR NOT DELIVERED, AND 911 CALLS MAY NOT BE COMPLETED, AND (5) THE CONNECTIVITY SERVICE CARRIERS CANNOT GUARANTEE THE SECURITY OF WIRELESS TRANSMISSIONS AND WILL NOT BE LIABLE FOR ANY LACK OF SECURITY RELATING TO THE USE OF THE SERVICES.

10. Indemnity

10.1 Customer Indemnity

1. Indemnity. Notwithstanding anything in these Terms or the Additional Terms to the contrary, to the extent permitted by law, Customer will indemnify, defend, and hold harmless Motive and its affiliates, officers, directors, employees, and agents (collectively "Motive Indemnified Parties") from and against all liabilities, damages, losses, and costs and expenses, including settlement costs and reasonable attorneys' fees, arising out of third party claims, suits, or proceedings arising out of (i) Customer's, Administrator's, or End User's access to or use of the Services; (ii) Customer Data; (iii) Customer's, Administrator's, or End User's breach of these Terms; or (iv) negligent acts or omissions of Customer, Administrator(s), or End User(s) ("Customer Indemnified Claim").
2. Indemnity Excused. Customer's obligation to defend and indemnify, to the extent permitted by law, Motive Indemnified Parties is excused only to the extent that the following materially prejudices Customer's defense: (i) Motive fails to provide prompt notice to Customer of the Customer Indemnified Claim; and (ii) Motive fails to reasonably cooperate with Customer's defense. Furthermore, Motive grants the sole control of the defense of the Customer Indemnified Claim, including appeals, negotiations, and any settlement or compromise thereof to Customer. Customer's obligation to indemnify and defend includes: (1) settlement at Customer's expense and payment of judgments finally awarded by a court of competent jurisdiction, as well as payment of attorneys' fees,

courts costs, and other reasonable expenses, and (2) reimbursement of reasonable attorneys' fees incurred before Customer assumed the defense (but not attorneys' fees incurred by the Motive Indemnified Parties thereafter).

10.2 Motive Indemnity

1. Indemnity. Notwithstanding anything in these Terms or the Additional Terms to the contrary, Motive will indemnify and defend and hold harmless Customer, and its affiliates, officers, directors, members, managers, employees, and agents (collectively the "Customer Indemnified Parties"), from and against all liabilities, damages, losses, and costs and expenses, including settlement costs and reasonable attorneys' fees, arising out of third party claims, suits, or proceedings arising out of (i) Motive's negligence, willful misconduct, or fraud or (ii) infringement or misappropriation of any patent, copyright, trademark, moral right, or trade secret or other intellectual property with respect to the Services ("Motive Indemnified Claim").
2. Indemnity Excused. Motive's obligations to defend and indemnify Customer Indemnified Parties is excused only to the extent that the following materially prejudices Motive's defense: (i) Customer fails to provide prompt notice to Motive of the Motive Indemnified Claim; and (ii) Customer fails to reasonably cooperate with Motive's defense. Furthermore, Customer grants the sole control of the defense of the Motive Indemnified Claim, including appeals, negotiations, and any settlement or compromise thereof to Motive. Motive's obligation to indemnify and defend includes: (1) settlement at Motive's expense and payment of judgments finally awarded by a court of competent jurisdiction, as well as payment of attorneys' fees, courts costs, and other reasonable expenses, and (2) reimbursement of reasonable attorneys' fees incurred before Motive assumed the defense (but not attorneys' fees incurred by the Customer Indemnified Parties thereafter).
3. Exclusions. Motive has no obligation to indemnify Customer if a claim of infringement under part (a)(ii) is caused by (1) Customer's use of the Services in a manner prohibited by these Terms; (2) Customer's use of a modification or derivation of the Services not approved or provided by Motive; (3) Customer's use of the Services in combination with any product, software, data or equipment not owned or developed by Motive where or such combination was not contemplated by these Terms, or (4) Customer Indemnified Party's failure to modify or replace Motive technologies as required by Motive.
4. Additional Remedies. If claims arise that prevent the Customer from using the Services as contemplated under these Terms, or Motive reasonably believes such a claim may arise, in addition to Motive's defense and indemnity obligations set forth in the preceding paragraph, Motive may, at its option: (i) secure the necessary rights and licenses for Customer to continue using the Services, (ii) modify the Services such that it is non-infringing, or (iii) terminate these Terms (and, in such event, Motive will provide Customer with a pro-rata refund of any fees paid in advance for any access to the Services not yet provided). This section sets forth Customer's sole remedy, and Motive's exclusive liability, with respect to claims related to the infringement or violation of third party intellectual property rights.

11. Limitation of Liability

11.1

TO THE FULLEST EXTENT PERMITTED BY LAW, NEITHER PARTY NOR ITS AFFILIATES, LICENSORS, AND DISTRIBUTORS WILL BE LIABLE UNDER THESE TERMS OR FROM USE OR INABILITY TO USE THE MOTIVE SERVICES FOR (A) ANY INDIRECT, INCIDENTAL, PUNITIVE, EXEMPLARY OR CONSEQUENTIAL DAMAGES, (B) LOSS OF USE, DATA, BUSINESS, OR PROFITS (IN EACH CASE WHETHER DIRECT OR INDIRECT), OR

(C) LIABILITY FOR PROPERTY DAMAGE, REGARDLESS OF THE LEGAL THEORY AND REGARDLESS OF WHETHER THAT PARTY HAS BEEN INFORMED OF THE POSSIBILITY OF SUCH DAMAGES, EVEN IF A LIMITED REMEDY SET FORTH IS FOUND TO HAVE FAILED OF ITS ESSENTIAL PURPOSE.

11.2

NOTWITHSTANDING ANYTHING IN THESE TERMS, THE ADDITIONAL TERMS, OR ANY INCORPORATED DOCUMENTS TO THE CONTRARY, TO THE FULLEST EXTENT PERMITTED BY LAW, EITHER PARTY AND ITS AFFILIATES, OFFICERS, DIRECTORS, EMPLOYEES, LICENSORS, DISTRIBUTORS, AND AGENTS' MAXIMUM COLLECTIVE, AGGREGATE LIABILITY IS LIMITED TO THE AMOUNT CUSTOMER HAS PAID OR IS PAYABLE FOR USE OF THE MOTIVE SERVICES IN THE TWELVE (12) MONTH PERIOD IMMEDIATELY PRIOR TO THE EVENT GIVING RISE TO THE LIABILITY. THE LIMITATIONS OF DAMAGES SET FORTH ABOVE ARE FUNDAMENTAL ELEMENTS OF THE BASIS OF THE BARGAIN BETWEEN MOTIVE AND CUSTOMER. THESE LIMITATIONS ARE NOT APPLICABLE TO ANY EXPRESS INDEMNIFICATION OBLIGATIONS SET FORTH HEREIN AND ANY CUSTOMER PAYMENT OBLIGATIONS, INCLUDING THOSE FOR MOTIVE CARDS, IN THE EVENT OF A BREACH OR EARLY TERMINATION BY CUSTOMER.

11.3

Some of the above limitations or exclusions may not be allowed in your jurisdiction and may not apply to you. The terms of this limitation of liability will apply to the extent permitted by applicable law.

12. Dispute Resolution

12.1 Informal Dispute Resolution

You and Motive agree to make a good faith attempt to resolve any disputes informally. You and Motive agree to provide notice to the other Party with information concerning the Claim and will attempt to resolve the dispute through good faith discussion ("Informal Negotiation Period"). After 30 days, if the Parties have been unable to reach a resolution, either Party may bring a formal proceeding as outlined below.

13. Miscellaneous

13.1 Integration

1. All attachments executed by the Parties, Additional Terms, and Order Forms are hereby incorporated into these Terms by reference. These Terms, including any such attachments and Order Forms, constitute the entire and exclusive understanding and agreement between Motive and you regarding the Services, and supersede and replace any and all prior or contemporaneous oral or written agreements between Motive and you regarding the Services, including any non-disclosure agreements.

2. If there is a conflict between the documents that make up these Terms, the documents will control in the following order: these Terms, Order Form, Additional Terms, and the Documentation.

13.2 Severability

If for any reason a court of competent jurisdiction finds any provision of these Terms invalid or unenforceable, that provision will be enforced to the maximum extent permissible, and the other provisions of these Terms will remain in full force and effect.

13.3 Modifications

1. Motive may modify these Terms periodically. Motive will notify you prior to the update's effective date (except for changes due to legal or regulatory reasons, which may be effective immediately). To the extent Customer disagrees with any modified Terms, Customer may terminate these Terms and any related contract documents without cost to Customer.
2. By continuing to use the Services after 30 days of such modification effective date or executing additional Order Forms after the changes become effective, you agree to be bound by the modified Terms.

13.4 Assignment

Either Party may assign or transfer these Terms, Services, or any Order Form, with written consent of the other Party, to its affiliate or in connection with a merger, acquisition, corporate reorganization, or sale of all or substantially all of its assets. Consent will not be unreasonably withheld. The Parties may not otherwise assign these Terms, Services, or any Order Form without prior written consent to the other Party, by operation of law or otherwise. Any other attempt to assign or transfer without consent, will be null and of no effect. Subject to the foregoing, these Terms will bind and inure to the benefit of the parties, their successors and permitted assigns.

13.5 Governing Law and Venue

These Terms and the relationship between you and Motive are governed and construed in accordance with the laws of the State of Georgia without regard to the conflict of laws principles. You and Motive further agree that the exclusive jurisdiction and venue for the resolution of any dispute relating to the subject matter of these Terms shall be in the Superior Court of Coweta County, Georgia.. You and Motive waive any objection on the basis of personal jurisdiction or venue.

13.6 U.S. Embargo

Customer represents and warrants that Customer is not located in a country subject to a U.S. Government embargo, or that has been designated by the U.S. Government as a "terrorist supporting" country, and that Customer is not listed on any U.S. Government list of prohibited or restricted parties.

13.7 Causes of Action

Any cause of action related to the Services or the Terms initiated by either Party must commence within the applicable statutes of limitation.. Otherwise, such cause of action is barred permanently.

13.8 Confidentiality

Confidential Information. Subject to Section 4.4, notwithstanding anything in these Terms, Order Forms, or the Additional Terms to the contrary, the Parties will consider confidential any information and/or documentation, which the receiving Party knew, or reasonably should have known, was confidential, regardless of its physical form or characteristics relating to the disclosing Party's, regardless of being marked as Confidential Information or not, including, without limitation, the existence of these Terms, past, present and future research, data, business strategies, marketing plans, methodologies, processes, customer lists, pricing, software code, development, business activities, Order Forms, intellectual property, Customer Data, and the Motive Technology (the "Confidential Information").

Exclusions. Notwithstanding the foregoing, Confidential Information does not include the following: (a) information that, at the time of disclosure, is in or becomes part of the public domain without violation of these Terms, directly or indirectly, by the Receiving Party or any of its Representatives (defined below); (b) information rightfully known to or rightfully in the possession of the Receiving Party on a non-confidential basis prior to disclosure to the Receiving Party by the Disclosing Party, as evidenced by written records; (c) information developed independently by the Receiving Party without reference to Confidential Information, as established by written evidence; (d) information disclosed to the Receiving Party by a third party under no obligation of confidentiality to the Disclosing Party and who did not obtain such information by a wrongful or tortious act; and (e) information authorized by the Disclosing Party in writing for disclosure or release by the Receiving Party and, in such case, only to the extent so authorized.

Disclosure. The Party receiving Confidential Information agrees that, until such time as the Confidential Information enters the public domain through no fault of the receiving Party, the receiving Party will not, directly or indirectly, disseminate, or disclose any of the Confidential Information disclosed to it without the prior written consent of the disclosing Party to any third party except to Representatives who (1) have a need to know such information as required to perform duties under these Terms and (2) are subject to obligations of a confidentiality agreement directly with receiving Party containing obligations at least as restrictive as those contained herein or

that are otherwise acceptable to disclosing Party; provided, however, the receiving Party will not disclose Confidential Information to any other person or entity that the receiving Party knows or should have reasonably known to be a competitor of the disclosing Party. "Representative" means, with respect to a Party, such Party's affiliates and its respective officers, directors, trustees, employees, agents, professional advisors, non-employee staff, attorneys, financial advisors, accountants, and consultants.

Compelled Disclosure. The Parties may disclose Confidential Information and other information when (a) required by law, regulation or legal process, provided that the Party receiving Confidential Information will use reasonable efforts to give the disclosing Party prior notice of the compelled disclosure, to the extent permitted, and reasonable assistance at the disclosing Party's cost to contest or limit the disclosure or (b) to prevent or stop illegal or unethical activity.

Term. Upon termination of these Terms, the receiving Party and its Representatives may retain copies of the Confidential Information for system archival purposes or if required by an applicable government or regulatory body as part of an active certification file, which at all times will remain subject to the obligations of the receiving Party as set forth herein. Notwithstanding the foregoing, the receiving Party and its Representatives may retain archival copies of the Confidential Information, which such Confidential Information will only be used by the receiving Party and its advisors in connection with the review of its obligations under these Terms with receiving Party's retention policy, or for purposes of compliance with applicable law; and provided that receiving Party's confidentiality obligations identified herein will remain in effect for as long as the Confidential Information is in the receiving Party's custody. Both Parties to these Terms acknowledge that damages for the breach of this section may be difficult to ascertain; therefore, in the event of a breach by a Party to these Terms of the provisions of this Confidentiality section, the non-breaching Party, in addition to any other available remedies, will be entitled to seek preliminary and permanent injunctive relief against any breach or threatened breach of the covenants contained in this section. The Parties' obligations under this section will survive the performance or any termination of these Terms for three (3) years.

13.9 Notices

Notices provided by Motive to Customer will be given by Motive: (i) to the address and/or email address on file for Customer; or (ii) by posting to the Site. For notices made by e-mail, the date of receipt will be deemed the date on which such notice is transmitted. Notices provided by Customer to Motive must be sent to: (1) Motive Technologies, Inc., Attn: Legal Department, Office of the General Counsel, 3500 South DuPont Highway, Suite GS-101, Dover, DE 19901 (2) with a copy to legal@gomotive.com.

13.10 Force Majeure

Except with respect to any payment obligations hereunder, neither Party will be liable to the other Party for inadequate performance to the extent caused by a reasonably unforeseeable condition (for example, natural disaster, pandemic, endemic, act of war or terrorism, labor disputes, governmental action, utilities failures, third party software or hardware, and internet disturbance) that was beyond its reasonable control, and which condition (a) has an adverse effect on such Party's ability to perform its obligations under an applicable Order Form and/or these Terms and (b) is not the result of that Party's negligence, fault, or failure to perform any of its obligations the applicable Order Form and/or these Terms. If such an event continues for more than thirty (30) days, either Party may cancel unperformed Services, applicable Order Forms, or these Terms upon fifteen (15) days written notice.

13.11 Relationship of the Parties

The Parties are independent contractors. These Terms do not create a partnership, joint venture, or agency relationship between the Parties.

13.12 Customer Affiliates

1. Rights of Customer's Affiliates. Motive acknowledges and agrees that the Affiliates, although not a contracting party to these Terms, will have the same rights and obligations as Customer described herein, including without limitation the right to insist upon performance of all Motive's obligations and duties described hereunder for the benefit of such Affiliates, provided, however that (i) any Affiliates using the Services must agree to the terms and conditions of these Terms and (ii) Customer will be responsible for such Affiliates' use of the Services under these Terms. Motive and Customer agree to use good faith efforts after execution of these Terms to apply the terms and conditions of these Terms to any Affiliate orders placed prior to execution.
2. No Joint Liability. Motive acknowledges there will be no joint liability between multiple Affiliates.
3. Order Form. Affiliates will sign an Order Form in order to be bound to these Terms and receive the benefits afforded herein.

13.13 Export Compliance

The Services may be subject to export restriction laws and regulations in the U.S. and any other applicable jurisdiction. and Customer and/or End User is responsible for compliance regarding Customer's and its End Users' use of the Services. Customer will not permit End Users to use the Services from a U.S. embargoed country.

13.14 Waiver

The Parties' failure to enforce any right or provision of these Terms will not be considered a waiver of those rights. The waiver of any such right or provision will be effective only if in writing and signed by a duly authorized representative. Except as expressly set forth in these Terms, the exercise by either Party of any of its remedies under these Terms will be without prejudice to its other remedies under these Terms or otherwise.

13.15 Construction

Any ambiguity in the Terms will be interpreted equitably without regard to which Party drafted the Terms. "Including" and "include" will be construed to mean "including without limitation."

13.16 Counterparts.

The Terms and any Order Form may be executed in counterparts, which taken together will constitute one instrument, and may be executed and delivered electronically.

14. Definitions

14.1 "Additional Terms" means all applicable terms and agreements located at:

1. "API Terms of Service" means the terms located at: <httpS://gomotive.com/legal/aP-i-terms-of-service/>
2. "Biometric Services Addendum" means the terms located at: <http-S://gomotive.com/legal/biometric-services-addendum/>
3. "Copyright Dispute Policy" means the terms located at: <httpP-S://gomotive.com/legal/cdP-/>
4. "Data Protection Addendum" means the terms located at: <httpP-s://gomotive.com/legal/data-P-rotection-addendum/>
5. "Hardware Terms and Warranty" means the terms located at: <httpP-S://gomotive.com/legal/hardware-terms/>
6. "Privacy Policy" means the policy located at: <httpP-s://gomotive.com/legal/P-rivacyL>
7. "Professional Service Terms and Conditions" means the terms located at: <httpP-s://gomotive.com/legal/P-rofessional-services/>
8. "Service Level Agreement" (or "SLA") means the terms located at: <httpP-s://gomotive.com/legal/service-level-!greement/>
9. "Spend Management Term" means the terms located at: <httpP-S://gomotive.com/legal/terms-of-service/exP-ense-management-cards/>
10. "Data Request Policy" means the terms located at: <httpP-s://gomotive.com/legal/data-requests/>

14.2 "Administrator(s)" means a Customer-designated End User who administers the Services account and has access to permissions and other sensitive settings.

14.3 "Affiliate(s)" means those entities that currently or hereafter directly or indirectly

through one or more intermediaries controls. is controlled by, or is under common control with a Party. Affiliates may also include those entities in which a Party currently or hereafter services as a general partner, limited partner or as a trustee (or similar capacity). For purposes of this definition, "control" (including "controlled by" and "under common control with") will mean the power to direct or cause the direction of the affairs or management of an entity, whether through the ownership of voting securities, as trustee, personal representative, or executor, by contract or otherwise, including, the ownership, directly or indirectly, of securities having the power to elect a majority of the board of directors or similar body governing the affairs of such entity.

14.4 "API Key" means any API key for the Services that Customer can use or share with a third party for access, collection. and use of Customer Data.

14.5 "Apps" means downloadable software, including the mobile device software.

14.6 "Beta Features" means services, or software features available to Customer on a trial, beta, early access. or similar basis. "Beta Features" does not apply to unreleased Hardware. Unreleased Hardware is governed by a separate written agreement between the Parties.

14.7 "Customer" means all authorized users of Motive Services including End Users, Administrators, entities which are paying for and/or utilizing Motive Services (can include End Users and/or Administrators).

- 14.8 "Customer Data" means any data and information Customer or its End Users upload, transmits, generates, or submits to the Motive Software, including data and information from Non-Motive Products and Hardware Data.
- 14.9 "Documentation" means any written documentation on the Motive website or with the Motive logo, and Motive's written policies related to the provision of the Services.
- 14.10 "End User(s)" means individual users of Customer's Services account. End Users may include Customer's and its affiliate's employees, agents, and contractors.
- 14.11 "Hardware" means the Motive devices that are ordered by Customer under an Order Form or otherwise provided by Motive and used by Customer under these Terms.
- 14.12 "Hardware Data" means the data and information regarding use of the Hardware, and/or collected from the Hardware, that Motive makes available to Customer via the Services.
- 14.13 "IFTA" means the International Fuel Tax Agreement.
- 14.14 "Live Streaming" means the ability to allow fleet managers to view live AI Dashcam video in their Fleet Dashboard remotely, in real-time.
- 14.15 "Motive Data" means Customer's usage and performance data, statistics, aggregate data, and other de-identified data derived from Customer Data so that such data cannot be attributed to a particular Customer.
- 14.16 "Motive Output" means the Hardware Data and other information and reports to the extent made available to Customer through the Services.
- 14.17 "Motive Service(s)" or the "Service(s)" means the (a) combined offerings of Software offered as a service, (b) Software offered as a service, either in combination with Purchased Hardware or otherwise, (c) the Motive App Marketplace, but not the Non-Motive Products, (d) support or other services described in an exhibit, attachment, or SOW referencing the Order Form or the Terms, (e) the Software, and (f) the Hardware, in each case that are ordered by Customer under an Order Form or otherwise provided by Motive and used by a Customer, End User, or Administrator under these Terms.
- 14.18 "Motive Technology" means the Services, Documentation, Motive Data, Motive API, Deliverables, and Motive's trademarks, logos, and other brand features.
- 14.19 "Non-Motive Product(s)" means any Customer-provided or third party services, hardware, products, websites, applications, services that interoperates with the Motive Services, a website linked from the Motive Services, and/or any application or service available through the Motive App Marketplace or other approved method.
- 14.20 "Order Form" means the (a) ordering document, (b) ordering webpage, or (c) order confirmation or other communication of ordering, in each case for the Motive Services.
- 14.21 "Replacement Fee" has the meaning set forth in the Hardware Terms and Warranty.
- 14.22 "Restoration Fee" has the meaning set forth in the Hardware Terms and Warranty.
- 14.23 "Software" means the Site, software embedded in Hardware, and fleet management and other software, including the Apps, that are ordered by Customer under an Order Form or otherwise provided by Motive and used by Customer under these Terms.

14.24 "Services Term" means the term of these Terms, which begins on the Effective Date and continues until the earlier of the expiration of Subscription Term or these Terms are otherwise terminated.

14.25 "Subscription Term" means the initial subscription term set forth in an Order Form and all renewal terms for the subscription services.

+1855-434-3564
sales@gomotive.com
support@gomotive.com

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Motive Cancellation Policy

Effective Date: April 28, 2022

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- 2. Hardware Device Returns, Exchanges and Return Fees

1. Cancellations, Refunds, and Returns

1.1 Refunds

Except as otherwise agreed to in writing signed by the parties or set forth in the **Terms of Service**, all fees paid are non-refundable.

1.2 Termination/Cancellation Fees

In the event that Customer cancels or terminates its subscription prior to the end of the Subscription Term (e.g. if customer signs up for an annual/12-month term contract and cancels after six 6 months) for Customer convenience, Motive may immediately charge customer's credit card, debit card, or other payment method on file for all remaining fees owed for the remainder of the subscription term.

1.3 Cancellation Prior to Automatic Renewal

If Customer wishes to cancel before automatic renewal, Customer must contact Motive Support at **SUP-P-Ort@gomotive.com** or **855-434-3564**.

2. Hardware Device Returns, Exchanges and Return Fees

2.1 Returns after cancellation/termination

Unless Customer has purchased the Hardware outright (as opposed to Service-Packaged Hardware), Customer must return all Hardware within 30 days from termination or cancellation of its Services. In the event that Motive determines Customer is eligible for any refunds after termination of its subscription services, any such refund will only be processed after the return of all Hardware to Motive.

2.2 Exchanges

If Customer exchanges its Hardware for new Hardware for any reason, Customer must return its old Hardware within 30 days of receipt of its new Hardware, or else Customer will be subject to the Fees for Unreturned/Damaged Hardware set forth below.

2.3 Fees for Unreturned/Damaged Hardware

If Customer does not return its Hardware, or returns it in a damaged state, Motive may charge Customer the Return Fees, as set forth in the **Terms of Service**.

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Human Resources

To: Coweta County Board of Commissioners
From: Patricia Palmer, Human Resources Director
Date: September 22, 2026
RE: Fiscal Year 2027 Salary Scale

Issue:

Fiscal Year 2027 Salary Scale

Discussion:

The County's Employee Pay Scale represents the approved range of pay for each pay grade, including both a minimum and maximum. The scale has a section for General Government employees, Public Safety (including those on 8-12 hour shifts), and Firefighters on a 24/48 shift structure.

As part of the FY2027 budget, the Board approved a 3% cost of living adjustment (COLA) for all employees. Staff requests that the Board apply a market adjustment to the pay scale to reflect the 3% COLA. Both the minimum and maximum amounts for each grade will be increased by the 3% COLA.

Fiscal Impact:

Estimated Cost: 3% salary increase

Is this Budgeted? Yes

Funding Source: various

Recommendation:

Staff recommends that the Board approve an updated Employee Pay Scale to become effective October 5, 2026.

Coweta County Salary - Effective October 5, 2026

Pay Gr.	Minimum	Mid	Maximum	General Gov. hourly Rate	Public Safety - LEO, 911 & EMS Minimum Hourly Recruit Rate	Public Safety 80/86 (LEO, 911 & EMS) Annual based on 2080 Hours	Fire 106 Minimum Hourly Recruit Rate	Fire 106 Annual Recruit (2,756 hours)	Annual OT if work all scheduled shifts -min 148 add'l hours- based on Min Recruit Rate	Total Annual minimum scheduled OT- 148 hours - plus base annual
6	\$ 33,488.00	\$ 46,046.00	\$ 58,604.00	\$ 16.10	\$ 17.39	\$ 36,171.20	\$ 13.13	\$ 36,186.28	\$ 2,914.86	\$ 39,101.14
7	\$ 35,526.40	\$ 48,848.80	\$ 62,171.20	\$ 17.08	\$ 18.45	\$ 38,376.00	\$ 13.93	\$ 38,391.08	\$ 3,092.46	\$ 41,483.54
8	\$ 37,648.00	\$ 51,766.00	\$ 65,884.00	\$ 18.10	\$ 19.55	\$ 40,664.00	\$ 14.76	\$ 40,678.56	\$ 3,276.72	\$ 43,955.28
9	\$ 39,915.20	\$ 54,883.40	\$ 69,851.60	\$ 19.19	\$ 20.73	\$ 43,118.40	\$ 15.65	\$ 43,131.40	\$ 3,474.30	\$ 46,605.70
10	\$ 42,286.40	\$ 58,143.80	\$ 74,001.20	\$ 20.33	\$ 21.96	\$ 45,676.80	\$ 16.57	\$ 45,666.92	\$ 3,678.54	\$ 49,345.46
11	\$ 44,824.00	\$ 61,633.00	\$ 78,442.00	\$ 21.55	\$ 23.27	\$ 48,401.60	\$ 17.56	\$ 48,395.36	\$ 3,898.32	\$ 52,293.68
12	\$ 47,548.80	\$ 65,379.60	\$ 83,210.40	\$ 22.86	\$ 24.69	\$ 51,355.20	\$ 18.63	\$ 51,344.28	\$ 4,135.86	\$ 55,480.14
13	\$ 50,336.00	\$ 69,212.00	\$ 88,088.00	\$ 24.20	\$ 26.14	\$ 54,371.20	\$ 19.73	\$ 54,375.88	\$ 4,380.06	\$ 58,755.94
14	\$ 53,393.60	\$ 73,416.20	\$ 93,438.80	\$ 25.67	\$ 27.72	\$ 57,657.60	\$ 20.92	\$ 57,655.52	\$ 4,644.24	\$ 62,299.76
15	\$ 56,576.00	\$ 77,792.00	\$ 99,008.00	\$ 27.20	\$ 29.38	\$ 61,110.40	\$ 22.17	\$ 61,100.52	\$ 4,921.74	\$ 66,022.26
16	\$ 59,966.40	\$ 82,453.80	\$ 104,941.20	\$ 28.83	\$ 31.14	\$ 64,771.20	\$ 23.50	\$ 64,766.00	\$ 5,217.00	\$ 69,983.00
17	\$ 63,564.80	\$ 87,401.60	\$ 111,238.40	\$ 30.56	\$ 33.01	\$ 68,660.80	\$ 24.91	\$ 68,651.96	\$ 5,530.02	\$ 74,181.98
18	\$ 67,392.00	\$ 92,664.00	\$ 117,936.00	\$ 32.40	\$ 34.99	\$ 72,779.20	\$ 26.41	\$ 72,785.96	\$ 5,863.02	\$ 78,648.98
19	\$ 71,427.20	\$ 98,212.40	\$ 124,997.60	\$ 34.34	\$ 37.09	\$ 77,147.20	\$ 27.99	\$ 77,140.44	\$ 6,213.78	\$ 83,354.22
20	\$ 75,712.00	\$104,104.00	\$ 132,496.00	\$ 36.40	\$ 39.31	\$ 81,764.80	\$ 29.67	\$ 81,770.52	\$ 6,586.74	\$ 88,357.26
21	\$ 80,246.40	\$110,338.80	\$ 140,431.20	\$ 38.58	\$ 41.67	\$ 86,673.60	\$ 31.45	\$ 86,676.20	\$ 6,981.90	\$ 93,658.10
22	\$ 85,072.00	\$116,974.00	\$ 148,876.00	\$ 40.90	\$ 44.17	\$ 91,873.60	\$ 33.34	\$ 91,885.04	\$ 7,401.48	\$ 99,286.52
23	\$ 90,168.00	\$123,981.00	\$ 157,794.00	\$ 43.35	\$ 46.82	\$ 97,385.60	\$ 35.34	\$ 97,397.04	\$ 7,845.48	\$105,242.52
24	\$ 95,617.60	\$131,474.20	\$ 167,330.80	\$ 45.97	\$ 49.65	\$103,272.00	\$ 37.47	\$ 103,267.32	\$ 8,318.34	\$111,585.66
25	\$ 101,316.80	\$139,310.60	\$ 177,304.40	\$ 48.71	\$ 52.61	\$109,428.80	\$ 39.71	\$ 109,440.76	\$ 8,815.62	\$118,256.38
26	\$ 107,411.20	\$147,690.40	\$ 187,969.60	\$ 51.64	\$ 55.77	\$116,001.60	\$ 42.09	\$ 116,000.04	\$ 9,343.98	\$125,344.02
27	\$ 113,838.40	\$156,527.80	\$ 199,217.20	\$ 54.73	\$ 59.11	\$122,948.80	\$ 44.61	\$ 122,945.16	\$ 9,903.42	\$132,848.58
28	\$ 120,681.60	\$165,937.20	\$ 211,192.80	\$ 58.02	\$ 62.66	\$130,332.80	\$ 47.29	\$ 130,331.24	\$ 10,498.38	\$140,829.62



Human Resources

To: Coweta County Board of Commissioners
From: Patricia Palmer, Human Resources Director
Date: September 22, 2026
RE: Employee Life, STD, and LTD insurance renewals

Issue:

Employee Life, STD, and LTD insurance renewals

Discussion:

One of the benefits that the County offers is a 4x annual base salary life insurance policy for full-time employees. This policy also includes a line of duty benefit, an Accidental Death and Dismemberment benefit, a waiver of premium in case of disability and other ancillary benefits to assist a family in this situation.

The County has been with Mutual of Omaha for this employer-paid policy, along with the Short Term Disability (STD) and employer-paid Long Term Disability (LTD) for the last three years.

For the 2027 renewal, County staff received proposals from two carriers. The proposal received from Mutual of Omaha through the County's local representative, Goldenberg Insurance, offered the existing policies with a three-year price guarantee for all three products. The LTD and STD rates remain the same and the Life Insurance has a cost reduction of approximately \$62,000 annually.

Fiscal Impact:

Estimated Cost: \$551,700 (Life)

Is this Budgeted? Yes

Funding Source: varied

Recommendation:

Staff recommends that the Board renew Group Term Life, Long Term Disability and Short Term Disability coverages with Mutual of Omaha through Goldenberg Insurance.



Human Resources

To: Coweta County Board of Commissioners
From: Patricia Palmer, Human Resources Director
Date: September 22, 2026
RE: Proposal 2026-2027 Liability and Property Insurance Plan

Issue:

Proposal 2026-2027 Liability and Property Insurance Plan

Discussion:

The proposed 2026–2027 liability and property insurance plan will continue the current approach with no major changes in overall coverage terms or processing of claims. There are no insurance carrier changes being proposed.

This year's proposal continues the County's long-standing relationship with Marsh McLennan Agency, LLC with Kenneth Grace as the County's insurance broker, and third-party administrator services (claims handling) provided by Lodestar Claims & Risk Services, Inc. (formerly PMA Management Corp).

Fiscal Year 2025-2026 proposed insurance plan | \$1,855,570 (actual invoiced \$1,774,970)

Fiscal Year 2026-2027 insurance plan | \$1,808,771

Fiscal Impact:

Estimated Cost: \$1,808,771

Is this Budgeted? YES

Funding Source: General Fund, Property and Liability Insurance Premium Account

Recommendation:

Staff recommends that the Board accept the 2026-2027 plan proposed by Marsh & McLennan Agency, LLC for the county's Property and Casualty Insurance program, which also includes third-party administration (TPA) services currently being provided by Lodestar Claims & Risk Services, Inc. (formerly PMA Management Corp).

Coweta County Insurance Program

2026–2027 Renewal Summary

Prepared for: County Administration

Premium Comparison by Line of Business

Line of Business	2026	2027
Property	\$455,464	\$473,255
Casualty SIR Program	\$910,000	\$925,600
Automobile Liability	Included	Included
General Liability	Included	Included
Law Enforcement	Included	Included
Public Officials	Included	Included
Employment Practices	Included	Included
Automobile Physical Damage	Included	Included
Crime	\$4,118	\$4,118
Excess Workers Compensation	\$173,817	\$173,817
Cyber Liability	\$40,655	\$42,912
Occupational Accident	\$27,913	\$26,563
Fiduciary Liability	\$28,815	\$28,815
Inland Marine	\$24,468	\$24,468
Terrorism	Included	Included
Airport	\$15,459	\$15,459
Sheriff's Helicopter (8/3/26)	\$13,682	\$13,682
Dr. Baker Professional Liab (5/29/26)	\$5,556	\$5,715
Fire Rescue Boat (3/11/26)	\$3,206	\$2,550
EMT Students Prof. Liab. (10/28/25)	\$6,292	\$6,292
TPA Fees (Estimated)	\$65,525	\$65,525
Total	\$1,774,970	\$1,808,771

Coweta County Insurance Program

2026–2027 Renewal — Risk Management Summary

Prepared by: Risk and Safety Manager / Chuck Lee

Renewal Overview

2026–2027 Insurance Renewal	2025–2026	2026–2027
Total Insurance Program	\$1,774,970	\$1,808,771
Dollar Increase	—	\$33,801
Percentage Increase	—	1.90%
Total Insured Values	\$363.8M	\$380.4M
Increase in Insured Values	—	4.55%

Risk Management Assessment

- Overall renewal increase of 1.90%
- Insured values for Property Insurance increased approximately 4.55%
- Property premiums increased 3.90%, below the increase in insured property values
- Casualty Program premium increased 1.71%
- Cyber premium increased 5.55%
- Excess Workers' Compensation premium remains unchanged
- All other lines of coverage (policies) premiums remain flat or decreased
- No change in Insurance Carries this year.

Recommendation

Risk Management recommends proceeding with the 2026–2027 renewal, subject to final underwriting approval.



Administration

To: Coweta County Board of Commissioners
From: Kelly Mickle, Assistant County Administrator
Date: September 22, 2026
RE: Procurement Policy for Coweta County Employees

Issue:

Procurement Policy for Coweta County Employees

Discussion:

Staff has been working on an updated, more comprehensive Procurement Policy to document the procedures governing purchasing activities of the County in order to ensure that County departments receive appropriate products and services in a timely manner; vendors have access to County business, opportunity to compete, and equity in their dealings with the County; stakeholders, including the Board of Commissioners, the County Administrator, and taxpayers, realize the efficiencies, savings, and business transparency they require; and the County remains compliant with all federal and state procurement laws, as applicable, depending upon the nature of the purchase. The policy addresses approval thresholds, requests for proposals, requests for qualifications, grant compliance, among other things.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board adopt an updated Procurement Policy for Coweta County employees.

COWETA COUNTY PROCUREMENT POLICY

PURPOSE

To document the procedures governing purchasing activities of the County. *County departments* will receive appropriate products and services in a timely manner. *Vendors* will have access to County business, opportunities to compete, and equity in their dealings with the County. *Stakeholders*, including the Board of Commissioners, the County Administrator, and taxpayers, will realize the efficiencies, savings, and business transparency they require. The County will remain compliant with all federal and state procurement laws, as applicable, depending upon the nature of the purchase.

Coweta County procurement processes and practices stress integrity, fairness, transparency, and economy. County employees shall refrain from showing favoritism or being influenced by a vendor through the acceptance of gifts, gratuities, entertainment, loans, or favors (See Coweta County Employee Handbook, Section 1002 Prohibited Conduct Generally, # 23, and Section 3000 Acceptance of Gifts and Gratuities). An employee must not participate in the procurement process if they, any member of their immediate family, partner, or an organization that employs or is about to employ any of the parties indicated herein, has a financial interest in or a tangible personal benefit from a vendor being considered. Any conflicts of interest must be disclosed.

DEFINITIONS

- Contract – An agreement entered into by the Board of Commissioners (or County Administrator or other authorized agent as designated according to policy) on behalf of the County with one or more parties for the procurement of goods, services, or a combination thereof. The term “contract” shall be synonymous with the term “agreement”.
- Formal procurement threshold – The dollar amount above which formal competitive sealed bids or proposals are required. The formal procurement threshold is the purchase of a good or service of more than \$100,000, unless otherwise provided for herein.
- Originating department – The department for which a product or service is being purchased.
- Open market purchase – A purchase costing less than the formal procurement threshold for requiring competitive sealed bids or proposals.
- Quote – An offered price from a vendor for an open market purchase. A quote must be written. For purposes of obtaining the required number of quotes, a “no-bid” response or non-response may be counted as a quote.
- Request for proposal (RFP) – A formal document used to describe a scope of work needed and inviting vendors to submit detailed proposals including but not limited to solutions, costs, and timelines. A vendor is selected based upon evaluation of the proposals using criteria specified in the RFP.
- Request for qualifications (RFQ) – A formal document used to solicit information about vendor experience, qualifications, methodologies, etc. A vendor or vendor is selected based upon qualifications in accordance with criteria specified in the RFQ. The selected vendors will either be asked to bid on the scope of work, or a contract will be negotiated with a single vendor.

PROCEDURE

A. Open-Market Purchases

Purchases that have a total cost of less than the formal procurement threshold of \$100,000 and that are not required to go through a sealed bid or proposal process are known as open-market purchases. Open market purchases do not require additional approval by the Board of Commissioners, **as long as funds are fully budgeted or awarded through an approved grant (including any local match)**. The dollar value of an open-market purchase determines the procedures that apply:

- Purchases < \$1,000: Purchases can be made without soliciting competitive quotes. To the extent practicable, originating departments should distribute these purchases equitably among qualified vendors. The originating department must consider the reasonable price based on research, experience, purchase history, or other information.
- Purchases of \$1,000 up to \$10,000: Authority is delegated to department directors to make purchases up to this amount. For a purchase above \$1,000, the originating department must obtain a minimum of three (3) written quotes, unless the purchase is made from an existing County or state contract. The lowest and best quote which in the County's discretion is the most advantageous to the County shall be selected. The County is not required to select the lowest quote if the lowest quote is not the most advantageous to the County. The originating department must retain the quotes, or documentation of the state contract, along with the invoice in accordance with the Georgia Local Government Record Retention Schedule.
- Purchases > \$10,000 up to \$99,999.99: Purchases within this range require three written quotes, unless the purchase is made from an existing County or state contract. The lowest and best quote which in the County's discretion is the most advantageous to the County shall be selected. The County is not required to select the lowest quote if the lowest quote is not the most advantageous to the County. The originating department must request approval prior to the purchase by submitting an Administrative Approval issue paper to the County Administrator, or his/her designee. The originating department must retain the quotes, or documentation of the state contract, along with the invoice in accordance with the Georgia Local Government Record Retention Schedule.

Originating departments may not artificially subdivide a purchase to avoid any of the above requirements or limits. A tax-exempt form should be provided to the vendor when making purchases.

Although proposals are required only for purchases over \$100,000, sometimes it may be in the best interest of the County to issue RFPs for certain purchases under \$100,000, depending upon the nature of the product or service being procured, or if required by state or federal grant funding terms and conditions.

B. Georgia Procurement Registry

The Official Code of Georgia Annotated (O.C.G.A.) 36-80-27 requires local governments to advertise a bid or proposal opportunity for goods or services valued at \$100,000 or more to be advertised on the Georgia Procurement Registry.

C. Request for Proposals (RFP)

All purchases of goods or services above the formal procurement threshold of \$100,000 or more shall follow a request for proposal process.

Request for Proposal Process:

1. The RFP shall include but not be limited to the following information:
 - a. Introduction
 - b. Scope of Work (product or service specifications)
 - c. Proposal Response Requirements
 - d. Evaluation Criteria (including but not limited to price, experience, qualifications)
 - e. Pricing Structure Requested
 - f. Timeline and Proposal Instructions (including Requests for Information)
 - g. Terms and Conditions
 - h. Immigration Affidavits (if applicable – see Section L)
 - i. Insurance Requirements (if applicable)
 - j. Business License Requirements
2. The originating department shall notify vendors using the following methods, unless otherwise required by law:
 - Post on the County’s website; and
 - Post on the Georgia Procurement Registry; and/or
 - E-mail directly to vendors;
3. The originating department shall provide a minimum of fourteen (14) days for vendors to respond to the RFP, unless otherwise required by law. Thirty (30) days is recommended. The originating department shall schedule a bid opening and open proposals in public view, at the established time and place, with at least one witness. Proposals shall be date and time stamped upon receipt and shall remain secure and unopened until the scheduled bid opening. No late bids will be accepted. The employee opening the bids will disclose each vendor and the total price of each bid.

Bid opened in error: If a County employee inadvertently opens a proposal in error before the established bid opening date and time, upon discovering the error the employee shall reseal the proposal and write on it “Opened in Error.” The employee shall ask another employee to witness the re-sealing. One employee shall note the time and date on the envelope, and both employees shall sign it. This action will allow the bid or proposal to maintain its status as a sealed bid.

4. After a bid opening, the originating department will conduct an evaluation. This may be done by an individual or an evaluation committee, depending on considerations such as

the size and complexity of the proposal. Evaluation criteria, evaluations, and scores must be retained by the originating department in accordance with the Georgia Local Government Record Retention Schedule.

5. After evaluation is complete, the originating department will complete an issue paper providing a written recommendation to the Board of Commissioners, including justification or explanations when recommending other than the lowest bid. If a contract is required, the contract must be reviewed by Administration, and the County attorney (if necessary), prior to submitting the issue paper.

Although proposals are required only for purchases over \$100,000, sometimes it may be in the best interest of the County to issue RFPs for certain purchases under \$100,000, depending upon the nature of the product or service being procured, or if required by state or federal grant funding terms and conditions.

The County reserves the right to reject or accept any or all proposals and to waive technicalities, informalities, and irregularities in the proposals received. The County reserves the right to make an award as deemed in its best interest which may include awarding a proposal to a single proposer or multiple proposers, or to award the whole proposal, only part of the proposal, or none of the proposal to single or multiple proposers, or to cancel a solicitation, based on its sole discretion if determined to be in the County's best interest.

D. Public Works Construction Projects

A public works construction project includes the building, altering, repairing, improving, or demolishing of any public structure or building or other public improvements of any kind to any public real property. It does NOT include the routine operating, repair, or maintenance of existing structures, buildings, or real property, projects less than \$250,000, projects self-performed by the local government, projects necessitated by emergencies, or legitimate sole source contracts.

The County will issue an RFP for any public works construction project costing \$250,000 or more and follow all procedures in accordance with Georgia Local Government Public Works Construction Law, O.C.G.A Title 36, Chapter 91.

Public works construction projects that are between \$100,000 and \$249,999 must follow the County's request for proposal process as outlined in Section C, along with any relevant procedures in accordance with Georgia Local Government Public Works Construction Law, O.C.G.A Title 36, Chapter 91.

E. Public Works Road Projects

A public works road project includes the construction, reconstruction, or maintenance of all or part of a public road. A public road is defined broadly to include highways, roads, and similar ways intended for public transportation; bridges, causeways, ferries, overpasses and underpasses, railroad grade crossings, and signs, signals, markings, and other traffic control devices; and building for public equipment and personnel engaged in the public road system; parking facilities, drainage ditches, rest areas, truck-weighing stations, and other similar facilities. Construction means location, surveying, designing, supervising, inspecting, and actual building of a new road; or the paving, striping, restriping, modifying for safety purposes, grading, widening, relocation, reconstruction, or other major improvement of a substantial portion of an existing public road

together with all activities incident to any of the foregoing. Maintenance includes all other activities for the preservation of public roads.

The County will issue an RFP for any public works road projects costing \$250,000 or more and follow all procedures in accordance with Georgia Local Government Road Construction Law, O.C.G.A. Title 32, Chapter 4, Articles 3 & 4.

Public works road projects that are between \$100,000 and \$249,999 must follow the County's request for proposal process as outlined in Section C, along with any relevant procedures in accordance with Georgia Local Government Road Construction Law, O.C.G.A. Title 32, Chapter 4, Articles 3 & 4.

Public works road projects involving expenditures of more than \$20,000 but less than \$100,000 require at least two written estimates in accordance with Georgia Local Government Road Construction Law, O.C.G.A. Title 32, Chapter 4, Articles 3 & 4.

F. Request for Qualifications (RFQ)

A request for qualifications (RFQ) is used to solicit information about a vendor's experience, qualifications, methodologies, etc, not their price. An RFP can then be issued to a limited number of selected vendors, or a contract negotiated with one vendor, based upon the results of the RFQ process.

Request for Qualifications Process:

1. The RFQ shall include but not be limited to the following information:
 - a. Introduction
 - b. Scope of Work (product or service specifications)
 - c. Proposal Response Requirements
 - d. Evaluation Criteria (including but not limited to qualifications and experience)
 - e. Timeline and Proposal Instructions (including Requests for Information)
 - f. Terms and Conditions
 - g. Immigration Affidavits (see Section L)
 - h. Insurance Requirements
 - i. Business License Requirements
2. The originating department shall notify vendors using the following methods, unless otherwise required by law:
 - Post on the County's website; and
 - Post on the Georgia Procurement Registry; and/or
 - E-mail directly to vendors;
3. After the RFQ deadline, the originating department will conduct an evaluation of all proposals received. This may be done by an individual or an evaluation committee, depending on considerations such as the size and complexity of the proposal. Evaluation criteria, evaluations, and scores must be retained by the originating department in accordance with the Georgia Local Government Record Retention Schedule.

4. After evaluation is complete, the originating department will initiate the request for proposal process with the selected vendors, or negotiate a contract with a vendor, based upon the results of the RFQ process.
5. If the originating department negotiates a contract and pricing with one vendor, the originating department must then complete an issue paper providing a recommendation to the Board of Commissioners to contract with the selected vendor. The contract must be reviewed by Administration, and the County attorney (if necessary), prior to submitting the issue paper.

G. Prequalification of Bidders

Prequalification of prospective bidders may be completed prior to issuing a request for proposal in certain situations. Prequalification is most practical for those services which are purchased on a regular or frequent basis. Prequalification may also be appropriate if the complexity or size of the project requires specialized expertise. An RFQ may be issued to solicit statements of professional qualifications from prospective bidders for a particular type of service or scope of work. Qualification statements submitted will be evaluated by a committee. A list of recommended qualified bidders will be submitted to the Board of Commissioners for approval. Examples of prequalified bidder lists include wrecker services for 911 and emergency cleaning and repair services for Fire Rescue.

H. Purchases from State Contracts

The County can leverage the state's purchasing power by searching for pre-established, competitive statewide contracts for certain goods and services. The Georgia Department of Administrative Services maintains a listing of active statewide contracts. Originating departments can review the approved state vendors list for qualified vendors engaged in a statewide contract benefiting local governments. Engaging with an approved state-wide vendor satisfies the fair and competitive procurement requirements of this policy. Prior to utilizing a state contract for the purchase of goods and/or services, the originating department should consider the totality of the benefits gained and the relevance of the established contract provisions compared to the County's needs versus following the request for proposal process.

I. Sole Source Procurement

The term "sole source" refers to the source, not the product or service. This can, but does not necessarily, refer to the fact that only one vendor provides the product or service. Circumstances may define a sole source situation, such as a need for immediate delivery or repairs at a particular location, when there is only one vendor that can accommodate. The decision may be based on a lack of competition, proprietary technology, copyright, or a supplier's unique capability. Sometimes procurement can be sole source in the short term, but not in the long term.

In the event of a need for sole source procurement, the originating department must provide, and retain, adequate justification in writing.

If federal funds are utilized, the noncompetitive procurement method may only be used if one of the following circumstances applies:

1. The aggregate amount of the procurement transactions does not exceed the federal micro-purchase threshold;
2. The procurement transaction can only be fulfilled by a single source;
3. The public exigency or emergency for the requirement will not permit a delay resulting from providing public notice of a competitive solicitation;
4. The recipient or subrecipient requests in writing to use a noncompetitive procurement method, and the Federal agency or pass-through entity provides written approval; or
5. After soliciting several sources, competition is determined inadequate.

J. Professional Services

At times, the County will need to enter into contracts for services that require an independent contractor in a professional occupation or field. A professional occupation is an occupation which requires exceptional qualifications by education and experience in a field or discipline to perform a specialized service (Examples: engineering, architecture, medical, legal, accounting). In these instances, and when it is in the County's best interest, a professional services contract may be negotiated, rather than executed through a competitive process, unless in conflict with existing laws, rules, regulations, or federal grant requirements.

K. Emergency Procurement

In times of emergency, the need for expediency outweighs the desire for price competition. These procedures address two levels of emergency, as described below:

1. A state of emergency may be declared by the Governor or determined to exist by the Board of Commissioners. During times of declared emergency, procedures for emergency procurement will be in effect, as authorized in the Coweta County Code of Ordinances, Chapter 22 Civil Emergencies, Section 22-1(a)(2). *The county governing authority, their designee, or the emergency interim successor may contract for public works without letting such contract out to the lowest, responsible bidder and without advertising and posting notification of such contract for four weeks; provided, however, that any public works contract entered into pursuant to this subsection shall be entered on the minutes of the county as soon as practical and the nature of the emergency described herein.*
2. An emergency may be caused by an unexpected and urgent situation, but which does not rise to the level of the above-described declared state of emergency. For procurement purposes, this level of emergency is described as an unexpected situation that requires rapid response outside of established purchasing procedures. It may involve danger to health, life or property. It may involve an unexpected delay in delivery, depleted inventory, or an unusually high volume of work, depending on the situation *{however, care must be taken that adequate planning is done so that these situations do not occur when avoidable}*. In the event of such a situation, the County Administrator shall have the authority to make necessary purchases of up to \$100,000, while adhering to established policies and procedures as closely as circumstances allow.

L. Immigration Compliance

All purchases must comply with current laws regarding immigration compliance. O.C.G.A. 13-10-91, requires public employers to obtain an E-Verify Affidavit from any business that provides labor or services exceeding \$2,499.99. The originating department must obtain required E-Verify

Affidavits or other documents when required. The originating department must attach a copy of the affidavit to the contract or invoice to be retained. Each affidavit must include, at a minimum, a notation of the contract name and date of contract.

M. Technology Procurement

The Information Technology Department is solely responsible for purchasing and/or approving purchasing of hardware, software, and related services. The IT Department will collaborate with the originating department to determine the most appropriate equipment or software that meets the needs of the originating department. It is the responsibility of the IT Department to determine compatibility with existing infrastructure, as well as evaluate security risks. No purchases of hardware, software, or related services should be made directly by any other department.

N. Facilities Renovations or Furniture Procurement

The Facilities Management Department is solely responsible for purchasing and/or approving purchasing construction and/or renovations to any County facilities, as well as any furniture for a County facility. The Facilities Management Department will collaborate with the originating department to determine the most appropriate construction, renovations, and/or furniture that meets the needs of the originating department. It is the responsibility of the Facilities Management Department to determine compatibility and evaluate structural, security, and life safety matters. No purchases of facility construction, renovations, or furniture should be made directly by another department.

O. Fleet Procurement

The Public Works Fleet Shop is solely responsible for purchasing and/or approving purchasing of vehicles to be used by County departments. The Public Works Fleet Shop will collaborate with the originating department to determine the most appropriate vehicle that meets the needs of the originating department. It is the responsibility of the Public Works Fleet Shop to evaluate the required uses of the requested vehicle with the most cost effective and reliable options available. No purchases of vehicles should be made directly by another department. This section is not applicable to the Fire Rescue Department or the Sheriff's Office.

P. Store Accounts

A department may open a store account, or warehouse membership, with prior approval of the Finance Director. The account must be registered under the County's name. No credit form should be completed or submitted without review and approval of the Finance Director. The originating department that establishes the store account must develop written procedures for oversight of the store account, including internal controls, that are approved by the Finance Director.

Q. Credit Cards

A department may request a credit card through Finance with prior approval of the Finance Director and County Administrator. Each credit card will have a pre-determined spending limit, based on the cardholder's role and departmental needs. The cardholder is responsible for safeguarding the credit card and its information. Loss or theft must be reported immediately to the Finance Department. Cardholders must report any disputed charges to the Finance Department immediately and work with the Finance Department to resolve. A receipt, an account

code, and an authorized approval signature must accompany each purchase and be forwarded, along with the monthly statement, to the Finance Department as soon as practicable each month. Improper use of the credit card or failure to provide purchase documentation may result in the suspension or revocation of credit card privileges.

R. Maintenance and Support Agreements

It is important that departments give procurement of maintenance or support agreements the same considerations as other purchases. While many agreements are proprietary, they may not necessarily be sole source services, or the most competitively priced.

Maintenance or support agreements constitute legally binding contracts and may require immigration affidavits, in compliance with Georgia law.

Departments must process maintenance or support agreements using the thresholds as outlined in this policy. Contracts or agreements greater than \$10,000 must be approved through an Administrative Approval issue paper. Contracts or agreements at or in excess of the formal procurement threshold of \$100,000, those not fully budgeted, or those that include a significant liability or risk in the services to be performed must be approved by the Board of Commissioners. Significant liability or risk includes but is not limited to cybersecurity risk, protected information risk, damage to persons or property risk, etc. Please contact Administration for direction.

S. Contracts

1. Originating departments must process contracts, including maintenance and support contracts, using the thresholds as outlined in this policy.
 - a. Contracts or agreements greater than \$10,000 must be approved through an Administrative Approval issue paper. The County Administrator is authorized to sign properly procured contracts that are less than \$100,000 and budgeted.
 - b. Contracts or agreements must be approved by the Board of Commissioners if:
 - The contract is at or in excess of the formal procurement threshold of \$100,000;
 - The contract is not fully budgeted; or
 - The contract includes a significant liability or risk in the services to be performedSignificant liability or risk includes but is not limited to cybersecurity risk, protected information risk, damage to persons or property risk, etc.
 - c. An issue paper to the Board of Commissioners or an issue paper for Administrative Approval should include a copy of the contract executed by the vendor, along with a signed immigration affidavit (if applicable). Contracts should be thoroughly reviewed by the Department Director, and the County attorney (if necessary), prior to submitting an issue paper.
2. The County has standard terms and conditions that apply to all contracts. Prior to submission to the vendor for signature and prior to submission of an issue paper, Department Directors shall ensure that, at a minimum, such terms and conditions are included. See Attachment A, Standard Terms and Conditions.

3. Departments shall be responsible for proper management of contracts executed for their operations, including but not limited to monitoring the vendor's progress on projects and ensuring all requirements are met and all milestones completed in accordance with contract terms, ensuring the department's compliance with all contract terms, ensuring payments are properly made, and ensuring that any renewal or cancellation provisions are properly adhered to.

T. Purchases Using Grant Funds

Purchases using Federal grant funds sometimes require procurement procedures more extensive than those required by the County's procurement policy. The originating department must follow all procurement requirements as described in this policy, the grant terms and conditions, and 2 CFR 200. In situations where these policies define varying thresholds, the originating department must follow the strictest of the relevant requirements. This includes grant funds received directly by the County from the Federal agency and grant funds passed through to the County from a direct recipient, such as the State.

The originating department must perform a cost analysis for every procurement transaction, including contract modifications, in excess of the lower of the County's Open-Market purchases of \$100,000 or more or the federal simplified acquisition threshold (48 CFR part 2, subpart 2.1). The method and degree of analysis conducted depend on the facts surrounding the particular procurement transaction. The originating department must make an independent cost estimate before receiving quotes or proposals.

Vendors that develop or draft specifications, requirements, or statements of work must be excluded from competing on these procurements.

Prior to awarding a contract under a Federal award, either as a direct recipient or sub-recipient, the originating department must confirm in SAM.gov that the vendor is not suspended, debarred, or otherwise excluded from receiving Federal funds.

Federal regulations define purchasing thresholds and the required procurement methods applicable to each. When purchases are made with federal funds, the strictest of these policies will apply. Section A defines three levels of Open Market purchases that align with federal purchasing guidelines as noted in the table below. To determine the strictest policy, the originating department will need to compare the dollar values in place at the time of the purchase as defined by both the federal government and the County. Current Federal purchasing thresholds can be found at 48 CFR part 2, subpart 2.1.

Federal Regulation Terminology	County Terminology	Requirement
Supply / Micro-purchase	Section A - Open Market Purchase < \$1,000	Distribute equitably among qualified suppliers
Equipment	Equipment	Capitalization Threshold
Simplified Acquisition	Section A - Open Market Purchase > \$1,000 up to \$10,000	Price or rate quotations must be obtained from three qualified sources
Simplified Acquisition	Section A - Open Market Purchase > \$10,000 up to \$99,999.99	Price or rate quotations must be obtained from three qualified sources unless the purchase is made from a state contract
Formal Procurements for purchases greater than the Simplified Acquisition threshold	Section C - Requests for Proposals - \$100,000 or more	Unsealed RFPs or Sealed Bids

For Federal awards, the originating department may use competitive proposal procedures for qualifications-based procurement of architectural and/or engineering professional services whereby the offeror's qualifications are evaluated, and the most qualified offeror is selected, subject to negotiation of fair and reasonable compensation. See Section F Request for Qualifications. This method, where price is not used as a selection factor, can only be used to procure architectural and/or engineering professional services. The method may not be used to purchase other services provided by architectural and/or engineering firms.

Contracts should only be awarded to vendors that possess the ability to perform successfully under the terms and conditions of a proposed contract.

All contracts must contain the applicable provisions described in Appendix II of 2 CFR 200.

Federal procurement regulations also include requirements related to the topics listed below. The originating department must adhere to these policies, as applicable:

- Contracting with small businesses, minority businesses, women's business enterprises, veteran-owned businesses, and labor surplus area firms.
- Domestic preferences for procurements
- Procurement of recovered materials
- Complying with federal agency or pass-through agency reviews
- Bonding requirements
- Noncompetitive procurement

Grant funds awarded to the County can be from federal, state, or private funding sources. Regardless of the grantor source, the originating department must document procurement procedures to detail the history of each purchase. At a minimum, these records must include the rationale for the procurement method, how the vendor was selected, and the basis for the price. The extent and type of documentation to be maintained is dependent upon the requirements as set forth in the applicable procurement policies and are typically based on the dollar value threshold of the purchase and the terms and conditions of the grant award.

Record retention for purchases utilizing grant funds must follow the longer of the County's retention policy or the record retention requirements dictated by the grant terms and conditions.

U. Budget Availability

The originating department is responsible for ensuring that funds are budgeted before initiating any procurement. The originating department is also responsible for ensuring that the purchase is coded to the correct account and properly approved by an authorized approver. Any new projects must receive a project code from the Finance Department, prior to making a purchase.

V. Unauthorized Purchases

No purchase of goods or services shall be made in the name of the County, except those that are required for official use by the County or one of its departments. Purchases in the name of the County or a department for personal use by an individual or for other than official use are prohibited, and no County funds will be expended for such purpose.

W. Audits and Compliance

The Finance Department will conduct periodic audits of purchases on an annual basis, for the purpose of ascertaining adherence to this policy. In the event that a department is found to not be in compliance, remedies will apply, including but not limited to revocation of the department's delegated purchasing authority.

Violations of this policy may include one or more of the following:

1. Disciplinary action in accordance with the Employee Handbook;
2. Termination of employment; and/or
3. Legal action according to applicable laws and contractual agreements.

X. Record Retention

In accordance with the Georgia Local Government Record Retention Schedules, bids and competitive selection records, including records documenting quotes by vendors to supply products or services shall be retained for eleven (11) years for capital improvement projects and seven (7) years for all other purchases.

In accordance with the Georgia Local Government Record Retention Schedules, contracts and agreements documenting services and products provided for a specified cost and period of time shall be retained for eleven (11) years after expiration for capital improvement projects and seven (7) years after expiration for other contracts and agreements.

Attachment A

Standard Terms and Conditions

1. “Coweta County, Georgia” should be used as the official entity name in all contracts.
2. Term of the Agreement (length of time) with effective date and date of expiration. It is recommended that any contract terms align with the County’s fiscal year of October 1 – September 30. Terms should be limited to one year. Automatic renewals are allowed, if there is a termination for cause provision.
3. Consideration - what the County will pay, manner of payment (lump sum, not to exceed, etc.) when payment is due, under what circumstances payment is due, invoicing procedures, etc.
4. Scope of services to be performed or goods to be delivered and time frame for performance of services or delivery (usually will include the RFP and response, both of which may be incorporated by reference into the contract document).
5. Termination provisions (for cause or for convenience).
6. Notice provisions, including list of contacts and addresses to send notices to for each party.
7. Insurance requirements, including certificates of insurance.
8. Indemnification/hold harmless provision, indemnifying the County and its elected officials, employees, etc.
9. Governing law should be the State of Georgia, and venue should be the Superior Court of Coweta County, Georgia.
10. Any required state or federal regulation requirements dependent on funding source and type of work (e.g., immigration compliance, debarment, conflict of interest, equal employment opportunity, etc.)

**SO ADOPTED IN LAWFULLY ASSEMBLED, OPEN SESSION AFTER PUBLIC
NOTICE AS PROVIDED BY GEORGIA LAW, THIS 22nd DAY OF SEPTEMBER 2026.**

Chairman

Attest: _____
County Clerk



Administration

To: Coweta County Board of Commissioners
From: Shannon Zerangue, County Clerk
Date: September 22, 2026
RE: Resolution to Continue Banking Relations During Fiscal Year 2027

Issue:

Resolution to Continue Banking Relations During Fiscal Year 2027

Discussion:

Staff requests that the Board of Commissioners execute a resolution to maintain and continue banking relations during the fiscal year ending September 30, 2027. The resolution provides authorization for the Chairman of the Board, the County Administrator, Assistant Administrators, and Finance Director to be the signors of all checks or warrants against all monies deposited within designated accounts under the control and custody of the Board of Commissioners. The resolution authorizes the Chairman, County Administrator, Assistant Administrators, and Finance Director to negotiate with financial institutions for the sale of investments, issuance of Tax Anticipation Notes, and execution of other short-term credit agreements, in varying amounts, terms and conditions, and due dates, as may be necessary to effectively provide for the short-term cash flow of the financial obligations, duties and functions of Coweta County. Finally, the resolution authorizes the Chairman, County Administrator, Assistant Administrators, and Finance Director to secure quotations from authorized institutions for short-term investment opportunities of any cash reserves that the County may enjoy, awarding the monies to the best and most responsive proposal, based upon planned needs of the County.

Fiscal Impact:

N/A

Recommendation:

Staff recommends that the Board execute a resolution to continue banking relations in Fiscal Year 2027.

RESOLUTION OF CONTINUING GOVERNMENTAL FUNCTIONS

Continuing Banking Relations:

WHEREAS, the Board of Commissioners of Coweta County, Georgia desires to maintain and continue banking relations during the fiscal year ending September 30, 2027, and;

WHEREAS, the Chairman of the Board, the County Administrator, Assistant Administrators, and Finance Director are empowered to be the signors of all checks or warrants against all monies deposited within designated accounts under the control and custody of the Board of Commissioners;

NOW THEREFORE, BE IT RESOLVED by the Board of Commissioners of Coweta County, Georgia and it is hereby resolved that the Chairman, County Administrator, Assistant Administrators, and Finance Director are hereby authorized to negotiate with financial institutions for the sale of investments, the issuance of Tax Anticipation Notes, and the execution of other short-term credit agreements, in varying amounts, terms and conditions, and due dates as may be necessary to effectively provide for the short term cash flow of the financial obligations, duties and functions of Coweta County, Georgia for fiscal year ending September 30, 2027; and

BE IT FURTHER RESOLVED that the Board of Commissioners hereby authorizes the Chairman, County Administrator, Assistant Administrators, and Finance Director to secure quotations from authorized institutions for short-term investment opportunities of any cash reserves that the County may enjoy throughout the fiscal year ending September 30, 2027, awarding the monies to the best and most responsive proposal, based upon planned needs of the county.

So resolved this 22nd day of September, 2026.

Coweta County Commission

Chairman

Attest _____
County Clerk



Public Works

To: Coweta County Board of Commissioners
From: William Andrews, Storm Water Division Director
Date: September 22, 2026
RE: Right-of-Entry Associated with Storm System Maintenance at 320 Waters Edge Lane, Newnan (Parcel # 094 5237 014) - District 3

Issue:

Right-of-Entry associated with Storm System Maintenance at 320 Waters Edge Lane, Newnan (Parcel # 094-5237-014)

Discussion:

Staff obtained a Right-of-Entry from the property owner at 320 Waters Edge Lane, Newnan (Parcel # 094-5237-014) for the purposes of removing deposited sediment and refreshing the rock at the outlet end of the County pipe.

Fiscal Impact:

Estimated Cost: \$500

Is this Budgeted? Yes

Funding Source: General Fund; 01-4-498-6630

Recommendation:

Staff recommends that the Board execute a Right-of-Entry with Mrs. Jennifer Webster for the purpose of performing tail ditch maintenance located at 320 Waters Edge Lane, Newnan (Parcel # 094-5237-014).

RIGHT OF ENTRY

THIS AGREEMENT entered this _____ day of _____ 2026 by and between
COWETA COUNTY, GEORGIA, (hereinafter "COUNTY") and JEFF & JENNIFER WEBSTER
(hereinafter "OWNER").

Whereas, Owner owns property at 320 WATERS EDGE LANE, NEWNAN, GA 30263,
(PARCEL ID# 094 5237 014) Coweta County, Georgia;

Owner does hereby grant unto the County, its agents, employees, or contractors a license to enter
unto his property for the purposes of removing sediment and refreshing the rock channel at the outlet
end of the storm drain pipe.

Owner agrees to hold County, its employees, agents and contractors harmless from any and all
damages that may occur.

Owner agrees to allow inmate labor to enter his property for the purposes set forth in this
agreement.

County agrees to hold Owner harmless for any injuries or damages incurred by County's agents,
employees, or contractors that may occur while present on Owner's property.

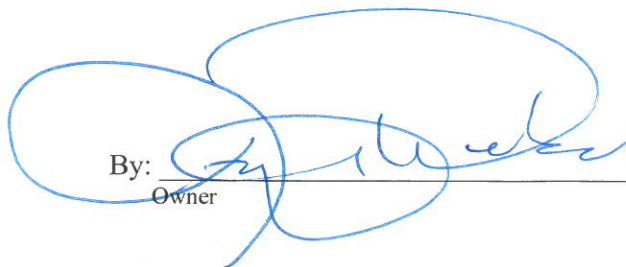
By granting this license, Owner does not convey any property interest and does not intend for this
to be or become an easement. Owner certifies that he has a right to execute this license.

IN WITNESS WHEREOF, I have set my hand and seal this _____ day of _____ 2026.

Signed, sealed and delivered
In the presence of:



Witness

By:  L.S.

Owner

Notary Public of Georgia

Coweta County Board of Commissioners Approval
(Chairman)



Transit

To: Coweta County Board of Commissioners
From: Sid Bedenbaugh, Director of Transportation Planning
Date: September 22, 2026
RE: Resolution Authorizing Submission of the Fiscal Year 2028 Section 5311 Transit Grant Application

Issue:

Request Approval/Execution of a Resolution Authorizing Submission of the Fiscal Year 2028 Section 5311 Transit Grant Application

Discussion:

The County must submit a Federal Transit Authority (FTA) Section 5311 grant application for Fiscal Year 2028 to the Georgia Department of Transportation (GDOT). A Resolution is required for the County's Section 5311 grant application for transit operations and capital funding. Adoption of the Resolution will allow staff to complete the FY 2028 grant application package and will authorize the Chairman to execute the completed grant package for submittal to GDOT. A required legal ad for the grant was placed in the County's legal organ (the Newnan-Times Herald).

Fiscal Impact:

Recommendation:

Staff recommends that the Board authorize the Chairman to execute a Resolution to develop the Fiscal Year 2028 Section 5311 grant application for submission to the Georgia Department of Transportation.

Part C: Authorizing Resolution

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

RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, AND GEORGIA DEPARTMENT OF TRANSPORTATION, FOR A GRANT UNDER TITLE 49 U.S.C., SECTION 5311.

WHEREAS, the Federal Transit Administration and the Georgia Department of Transportation are authorized to make grants to non-urbanized (rural) areas for mass transportation projects; and

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

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

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

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

1. That the Designated Official _____, hereinafter referred to as the "Official, is authorized to execute and file an application on behalf of _____ with the Georgia Department of Transportation, to aid in the purchase of bus transit vehicles and/or the planning, development, and construction of bus transit-related facilities pursuant to Section 5311 of the Federal Transit Act.
2. That the Official is authorized to execute and file such application and assurances, or any other document required by the U.S. Department of Transportation and the Georgia Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.
3. That the Official is authorized to execute and file all other standard assurances, or any other document required by the Georgia Department of Transportation or the U.S. Department of Transportation in connection with the application for public transportation assistance.
4. That the Official is authorized to execute grant contract agreements on behalf of the Applicant with the Georgia Department of Transportation.
5. That the Official is authorized to set forth and execute DBE policies and procedures in connection with the project's procurement needs as applicable.
6. That the applicant while making application to or receiving grants from the Federal Transit Administration will comply with FTA Circular 9040.1G, FTA Certifications and Assurances for Federal Assistance 2024 as listed in this grant application and General Operating Guidelines as illustrated in the Georgia State Management Plan.

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

APPROVED AND ADOPTED this _____ day of _____, 2026.

Signature of Authorized Official

Name and Title of Authorized Official

Signed, sealed, and delivered this _____ day of _____, 2026 in the presence of

Witness

Notary Public/Notary Seal

CERTIFICATE

The undersigned duly qualified and acting _____ of _____

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

_____, 2026.

Name of Certifying/Attesting Officer

Title of Certifying/Attesting Officer

