Newnan City Council Meeting

February 10, 2026
Newnan City Hall
Richard A. Bolin Council Chambers
25 LaGrange Street
2:30 PM

CALL TO ORDER

INVOCATION

READING OF MINUTES

A. Minutes from Regular Meeting on January 27, 2026

REPORTS OF BOARDS AND COMMISSIONS

B. 1 Appointment - Christmas Commission, 3-year term

C. 1 Appointment - Convention Center Authority, 3-year term

D. 1 Appointment - Development Authority, 4-year term

E. 1 Appointment - Ethics Commission, 2-year term

F. 1 Appointment - Housing Authority, 5-year term

G. Development Authority Presentation of UGA's College of Environment & Design Temple Avenue Project

REPORTS ON OPERATIONS BY CITY MANAGER

REPORTS AND COMMUNICATIONS FROM MAYOR

NEW BUSINESS

H. Consideration of Traffic Study Report for Newnan LINC Section 13

UNFINISHED BUSINESS

I. Consideration of Contract Award for Farmer Street Cemetery Improvements Phase 1

J. Consideration of an ordinance to amend Chapter 3, Alcoholic Beverages, by deleting Section 3-67, Growlers, adding a new Section 3-67, Specialty Beer and Wine Shop

VISITORS, PETITIONS, COMMUNICATIONS & COMPLAINTS

K. Request from Ansley Murray to close Madison St. between Jackson St. and Jefferson St. for Craft & Brews Markets in 2026

L. Request from Sandra Strozier, President/CEO of the Newnan Housing Authority, to waive the 2025 PILOT Payment to the City of Newnan.

MOTION TO ENTER INTO EXECUTIVE SESSION

ADJOURNMENT

The regular meeting of the City Council of the City of Newnan, Georgia was held on Tuesday, January 27, 2026 at 6:30p.m. in the Richard A. Bolin Council Chambers of City Hall with Mayor James Shepherd presiding.

PRESENT

Mayor James Shepherd: Council members present: Scott Berta, Jim Thomasson (via Zoom), Jennifer Morrison, Cynthia Jenkins, Paul Guillaume and Dustin Koritko. Also present: City Manager, Cleatus Phillips; Assistant City Manager, Hasco Craver; Assistant City Manager, Meg Kelsey; City Clerk, Megan Shea and City Attorney, Brad Sears.

CALL TO ORDER

Mayor Shepherd called the meeting to order. Reverand Andrew Chappell delivered the invocation.

READING OF MINUTES

A. Minutes from the Regular Meeting (Sine Die) on January 13, 2026

Motion by Councilman Guillaume, seconded by Councilwoman Morrison to dispense with the reading of the minutes of the Regular Meeting (Sine Die) on January 13, 2026 and adopt them as presented.

MOTION CARRIED. (7-0)

B. Minutes from the Regular Meeting (New Business) on January 13, 2026

Note that two errors had been found prior to the meeting and Council was informed that the minutes had been amended to reflect changes to motion on City Attorney appointment and vote on Item P.

Motion by Councilman Thomasson, seconded by Mayor Pro Tem Berta to dispense with the reading of the minutes of the Regular Meeting (New Business) on January 13, 2026 and adopt them as presented.

Motion by Mayor Shepherd, seconded by Councilwoman Jenkins to amend the motion to also change "point of order" verbiage in paragraph 3 of the city attorney appointment and in the last paragraph of city attorney appointment to remove reference to Executive Session.

MOTION CARRIED. (7-0)

Motion by Councilman Guillaume, seconded by Councilwoman Morrison to adopt the amended minutes of the Regular Meeting (New Business) on January 13, 2026.

MOTION CARRIED. (7-0)

C. Amended Minutes from Regular Meeting on December 9, 2025

Mayor Shepherd asked for clarification on the amendment. Councilwoman Jenkins said there was an error in capturing her opposing vote on the city attorney appointment ordinance.

Motion by Councilwoman Morrison, seconded by Councilwoman Jenkins to adopt the amended minutes of the Regular Meeting on December 9, 2025 as presented.

MOTION CARRIED. (7-0)

REPORTS OF BOARDS AND COMMISSIONS

Mayor Shepherd commented that these appointments are usually circulated around so that each member of Council has an opportunity to name someone to a board. That is not in the charter or ordinances but has been a good way for Council to reflect everybody.

D. 1 Appointment – Christmas Commission, 3-year term

Continue to next agenda.

E. 1 Appointment – Convention Center Authority, 3-year term

Continue to next agenda.

F. 1 Appointment – Development Authority, 4-year term

Continue to next agenda.

G. 2 Appointments – Ethics Commission, 2- year terms

Motion by Councilwoman Jenkins, seconded by Councilwoman Morrison to appoint Patty Queen Harper for a two-year term.

MOTION CARRIED. (7-0)

Continue other appointment to the next agenda.

H. 1 Appointment – Tree & Parks Commission, 3–year term

Mayor Pro Tem Berta asked for this appointment to be held for two meetings.

Off Agenda

Councilwoman Jenkins had an off-agenda appointment. Dr. Danny Allen had served on the Bicentennial Committee until his passing, and she nominated Lillie Smith to take his place. Seconded by Councilwoman Morrison.

MOTION CARRIED. (7-0)

Youth Council Attendees

Councilwoman Jenkins introduced the members of the Newnan Youth Council who were in attendance. Jordan Jackson, Drake Strickland, Grier Brady, Adeline Craver, Darden Lee and Taylor Linch.

REPORTS ON OPERATIONS BY CITY MANAGER

Mr. Phillips wanted to acknowledge staff and all their hard work preparing for the storm last week. He also thanked the cooperation with Coweta County. He said we were ready and fortunately we didn't need it.

Mayor Shepherd thanked the City Manager and staff for their efforts, as well as Michael Fouts and Coweta County and Evan Horton and the school district for great communication. He also thanked Newnan Utilities.

REPORTS AND COMMUNICATIONS FROM MAYOR

Mayor Shepherd said he wanted to apologize for a comment from the previous meeting. He made a comment about Clay Neely and although it was said in jest, it was not appropriate. He wanted to take accountability for that.

Mayor Shepherd then said that two weeks ago when he was being sworn in as Mayor, his aunt had come to see the swearing in but ended up in emergency surgery at Piedmont Newnan. He wanted to thank Piedmont Newnan and especially Dr. Ibrahim Adamu.

NEW BUSINESS

I. Public Hearing – Request to Demolish structure located at 28 E. Washington St.

Bryan Partin, Chief Building Official, stated that there are two structures on the property and it is the small wood frame one that is to be removed. It is more than 50 years old and not in a historic district.

Mayor Shepherd opened the public hearing.

Michael Fouts, Coweta County Administrator, explained that the county owns this property. Environmental Health previously occupied the building but has been moved. They are in the process of renovating the other building on the property, for an onsite employee clinic and want to provide more parking.

No one spoke against the demolition.

Motion by Councilman Guillaume, seconded by Mayor Shepherd to approve the demo as presented.

MOTION CARRIED. (7-0)

J. Consideration of Amendments to the 2025 Fiscal Year Budget for Special Revenue Funds

Ms. Kelsey explained that the amendments to special revenue funds include hotel/motel tax fund, confiscated assets, street fund and ARPA funds. Amendments are required under GASB to ensure Council has approved all appropriations.

Motion by Councilman Koritko, seconded by Councilwoman Morrison to adopt the amendments as presented.

MOTION CARRIED. (7-0)

K. Discussion and Consideration of Appointments to the City of Newnan's 2026-2046 Comprehensive Plan Steering Committee

Tracy Dunnavant, Planning Director, explained that every 5 years the city is required to update its comprehensive plan, to maintain a Qualified Local Government status. That status allows the city to receive funding from various state programs. The updated plan must be adopted by October 31, 2026.

To start the process, Council is required to appoint a steering committee, to help participate in the development of the plan. The composition of the committee is up to council. At the last update, council chose to select existing members of the city's boards and commissions for the committee, as well as representatives from the Newnan Coweta Historical Society, Newnan Coweta Chamber of Commerce and Coweta County School System. There is also a stakeholders list that is made up of HOA's, community organizations and other local governments.

Councilwoman Jenkins asked for clarification as to what action Ms. Dunnavant was looking for council to take. Ms. Dunnavant said they are looking for how council would like the composition of the committee to look, and they could follow what they did last time or come up with a different way. She said they will have to have staff, one member who is an economic development practitioner and a councilmember. Councilwoman Jenkins suggested that Ms. Dunnavant and her team choose the list and bring it back to council. Ms. Dunnavant said last time they asked for volunteers from the boards and commissions and that helped them have a diverse group. Council discussed using the same process as last time.

Councilman Koritko asked what the steering committee will do? Ms. Dunnavant said they will help guide the process, reviewing the previous plan, looking over survey information gathered from the public. Then they help develop the new plan that is brought to council for adoption.

Motion by Councilwoman Jenkins, seconded by Councilman Guillaume to instruct staff to use the same process as last time and to report back to Council with the names of the committee members.

MOTION CARRIED. (7-0)

L.. Discussion and Request to Amend Chapter 3, Article II, to allow administrative approvals of alcohol licenses

Mr. Phillips explained that this is to get directions from council for staff to go ahead and draft the ordinance amendment. Currently, alcohol licenses come to council for approval which includes a public hearing, asking staff if everything is in order then granting the license. Staff would like to make the licensing an administrative process. This would be more business friendly, cutting 2-3 months off an application due to advertising and meeting schedules. Council would still consider revocations of a license, in case of an infraction.

Councilwoman Jenkins asked if this includes package stores? Mr. Phillips said the ordinance only allows so many of those licenses and none are currently available. There is also a different process if a license did become available. So that would still stay with council.

Councilman Koritko asked about the requirement that a representative come to the council meeting, how would that be affected? Mr. Sears stated that it is a public hearing and there has only been one time in the last 15 years where someone spoke against a license. It has been standard practice to have a representative there in case something came up in the public hearing.

Mayor Shepherd asked if a license has ever been denied? Mr. Sears and Mr. Phillips said it has happened once. Mr. Sears also said that if staff were to deny a license, then there would be an appeal process with council.

Motion by Councilman Guillaume, seconded by Councilman Thomasson to direct staff to draft the ordinance.

MOTION CARRIED. (7-0)

M. Request for various closures for 2026 Main Street Newnan Events

Jesse Branch, Special Events Coordinator, said this is the usual request for all Main Street events for 2026. Mayor Pro Tem Berta asked if the Berries & Blooms event was new. Ms. Branch said yes, there are 3 new events this year. She explained that they have condensed some events and changed some things around and it is about the same output of events.

Motion by Councilwoman Jenkins, seconded by Councilman Koritko to approve as presented.

MOTION CARRIED. (7-0)

N. Request for closures for 2026 Leisure Services Events

Brent Snodgrass, Leisure Services Director, explained that they are taking over two events from Main Street, to allow them to do some new things. Leisure Services will be doing the 4th of July parade and Sunrise on the Square 5K.

Motion by Councilwoman Morrison, seconded by Councilwoman Jenkins to approve as presented.

MOTION CARRIED. (7-0)

O. Direction to the City Manager to Develop Comprehensive City Attorney Qualification, Search, and Vetting Process utilizing State and professional resources

Mayor Shepherd said that he put this item on the agenda. He wanted to ask the City Manager to look at the Carl Vinson Institute of Government, University of Georgia and other similar resources to develop a comprehensive search process and return to Council with that in 60 days. Councilwoman Jenkins made the motion and Mayor Shepherd seconded.

Councilman Koritko expressed concern that 60 days was not enough time for the City Manager and he suggested that Council take the City Manager's research and then together come up with the qualifications and vetting process, as it is their responsibility to appoint a city attorney.

Councilwoman Jenkins said it has been the practice for staff to do research and bring it back to council, so the motion is to gather information. She said she would amend her motion to reflect that this is an information gathering exercise. She restated the motion as, to direct the City Manager to gather comprehensive information on the city attorney qualification, search and vetting process utilizing state and professional resources. Councilwoman Morrison asked that they add to the motion that the City Manager gather information from cities similar in size to Newnan. Mayor Shepherd added that they specifically name the Carl Vinson Institute, as they are a resource tailored to that type of information. Councilman Koritko said that would fall under state and professional resources.

Councilman Thomasson asked for the motion to be read again. Mayor Shepherd stated, "direction to the City Manager to gather information on comprehensive city attorney qualifications, search and vetting processes from similarly sized Georgia cities utilizing state and professional resources". Councilman Thomasson asked if it could be simplified as, "direct the City Manager to gather data from similar size cities in the State of Georgia, regarding their selection process for city attorney and report findings back to Council". Councilwoman Jenkins said that would take out the specific resources like Carl Vinson Institute that was in the previous motion.

Council discussed the time frame for the City Manager to report back. After input from Mr. Phillips, they decided on 90 days.

Motion by Councilwoman Jenkins, seconded by Mayor Shepherd to direct the City Manager to gather information on best practices from similarly sized cities to Newnan from around the State of Georgia, on comprehensive city attorney qualifications, search and vetting processes utilizing state and professional resources and return within 90 days. Opposed: Thomasson.

MOTION CARRIED. (6-1)

VISITORS, PETITIONS, COMMUNICATIONS & COMPLAINTS

P. Request from RPM/Throttle Junkies to close Madison St. between Jackson St. and Jefferson St. on March 29, 2026 from 11am-6pm for a fundraising event

Joe Wright and Jamie Villafane amended their request and asked to close Madison St. from Greenville St. to either Brown St. or College St. They explained that the event has grown and they don't want issues with parking. Mayor Shepherd asked how much it's grown, and Mr. Wright said they expect 500 motorcycles. Councilman Koritko asked Chief Blankenship if this request can be accommodated. Chief Blankenship said he had met with them already to discuss the extended closure and that police could accommodate it.

Councilman Guillaume asked how many police officers would be needed? Mr. Villafane said they usually just set up the barricades for them, but they have discussed getting an off-duty officer to work the event if needed and that would be their expense. They also have their own security.

Motion by Councilman Koritko, seconded by Councilwoman Morrison to approve the request as amended.

MOTION CARRIED. (7-0)

Q. Request from Foundation Church to close South Court Sq. including parking spaces on April 3, 2026 from 12pm to 10pm for Good Friday event

Jason Walton with Foundation Church said this is what they have done in the past.

Motion by Councilwoman Morrison, seconded by Councilman Koritko to approve the request as presented.

MOTION CARRIED. (7-0)

R. Consideration of Request from the Coweta Radio Club to install infrastructure at the Carnegie Library

Bob Proffitt, Vice President of the Coweta Radio Club, said they are requesting radio equipment or a radio relay station be setup for their smaller handheld radios, at the Carnegie Library. Mayor Shepherd asked if the radio tower the city has would be a better location? Mr. Proffitt said they would prefer something near the center of town, but they are open to other locations.

Mr. Craver offered to meet with Mr. Proffitt to show him the tower the city owns along Roberts Rd. and then come back to Council. Mayor Shepherd asked who would take care of the equipment and who does the liability fall to? Mr. Proffitt said they would be responsible for their equipment, or they could sign it over to the city.

Councilman Thomasson made a motion to direct staff to work with the Coweta Radio Club to investigate possibly using some of the city's existing towers. Mayor Shepherd asked to amend that motion to include looking into the liability question. Motion was not seconded and died.

Councilman Guillaume wanted to make a motion to deny the request as it pertains to the Carnegie Library and then they can work with staff to come back with a different location. Mayor Shepherd expressed concern about that, in case the Carnegie is the best location.

Councilman Koritko asked if higher is better for this purpose? Mr. Proffitt said that usually that is true and they had done some testing with the city engineer from the Carnegie and they were able to reach a unit near Thomas Crossroads.

Councilman Thomasson restated his motion, to direct staff to work with the Coweta Radio Club to investigate other possible locations, not the Carnegie Library, then bring them back to Council for consideration. Councilman Koritko seconded the motion. Mayor Shepherd made a motion to amend the motion to include staff also researching liability issues. Councilman Koritko seconded that. Motion by Councilman Koritko, seconded by Councilwoman Morrison to adopt the amended motion.

MOTION CARRIED. (7-0)

S. Presentation and Request from Siegel & Moses, P.C. on behalf of Cooper's Hawk Winery & Restaurant to revise Section 3-9 of the Code of Ordinances

Kevin Leff with Siegel & Moses, introduced himself to Council and then introduced Jennifer Lesyna with Cooper's Hawk Winery and Restaurant. Ms. Lesyna gave an overview of Cooper's Hawk, stating that it just celebrated its 20th anniversary and opened their first location in Georgia last year. They have 72 locations now and by the end of the year it will be 80. They make their own proprietary wine; they partner with wineries and have a wine club with events. They have a site they are looking at in Ashley Park.

Mayor Shepherd asked about the barrier in the ordinance for this. Mr. Craver explained that the current ordinance prohibits the sale of wine in a restaurant environment. You cannot have a package license and onsite consumption license together. So, they are asking Council to consider amending the ordinance to allow for that.

Councilman Koritko asked if you must be a wine club member to go to the restaurant. Ms. Lesyna said no, it's a full restaurant and bar with retail area in the front, serving as a tasting room. It provides a Napa Valley experience for those that can't fly to California. They are first a restaurant, and the wine club is a support to the business. Their location in Georgia is in Alpharetta. Councilman Koritko asked the City Attorney about the 51% sales requirement and how that will affect this? Mr. Sears said it could, but they don't know how much they are going to sell so that will be part of the development of the ordinance. He said they may look at the restaurant and retail separately to address that requirement. He said some of this is evolving at the state level. You are now allowed to have an open bottled corked that you can take home with you.

Motion by Councilwoman Jenkins, seconded by Councilwoman Morrison to instruct staff to draft the ordinance amendment and bring it back for council consideration.

MOTION CARRIED. (7-0)

ADJOURNMENT

Motion by Councilman Koritko, seconded by Councilwoman Jenkins to adjourn the Council meeting at 7:32pm.

MOTION CARRIED. (7-0)

_____ _____

Megan Shea, City Clerk James Shepherd, Mayor

To:	Mayor and Council
Date:	February 10, 2026
Agenda Item:	Consideration of Traffic Study Report for Newnan LINC Section 13
Prepared By:	Hasco Craver, Assistant City Manager, Michael Klahr, City Engineer

Purpose:
Newnan City Council may consider a Traffic Study Report for Newnan LINC Section 13 that recommends the installation of an all-way stop condition at Sewell Road and Spence Avenue.

Background:
In Spring 2025, Newnan City Council entered into a contract with PATH Foundation and Kaizen Collaborative to support the design and construction of LINC 13 facilities along Cougar Way and Sewell Road, interacting with Newnan High School and Carl Miller Park.

The trail facility will connect current pedestrian facilities at the intersection of LaGrange Street and Cougar Way with existing pedestrian facilities at Sewell Road and Spence Avenue. See attached image for overall project limits.

Over the past six months, City staff, in concert with the Coweta County School System and Newnan Utilities, has been finalizing design plans for the eventual construction of LINC 13. As part of the design process, the team considered two locations whereby trail users will be interacting with existing roadways (Sewell Road/Armory Drive and Sewell Road/Spence Avenue).

A transportation engineer from Maldino and WIlburn, LLC was hired by the PATH Foundation and Kaizen Collaborative to study anticipated traffic impacts and identify and recommend traffic control measures. Data such as intersection sight distance, crash history data, capacity analysis and more were used to develop a professional recommendation.

The transportation engineer's recommendation is to install an all-way stop condition at Sewell Road and Spence Avenue. See attached image for a location map.

While the transportation engineer investigated the installation of an all-way stop condition at Sewell Road and Armory Drive, greater conversation with the Coweta County School System, as well as the design team and City staff, determined that the best traffic control measure that may be used is a Rectagular Rapid Flashing Beacon (RRFB). More specifically, during peak hours of travel, which coincide only with Newnan High School's morning and afternoon student and staff arrival and departure, the intersection is best managed by a Newnan Police School Resource Officer. The installation of an all-way stop condition at Sewell Road and Armory Drive during off-peak and non-school-related times will not improve the roadway system.

Please note that a Newnan Police School Resource Officer is currently performing the task mentioned above. There will not be a need to hire an additional Newnan Police School Resource Officer.

Funding:
Special Purpose Local Option Sales Tax (SPLOST) 2025

Recommendation:

The transportation engineer's recommendation is to install an all-way stop at Sewell Road and Spence Avenue. City staff, as well as the Coweta County School System, Newnan Utilities and PATH/Kaizen are supportive of the recommendation.

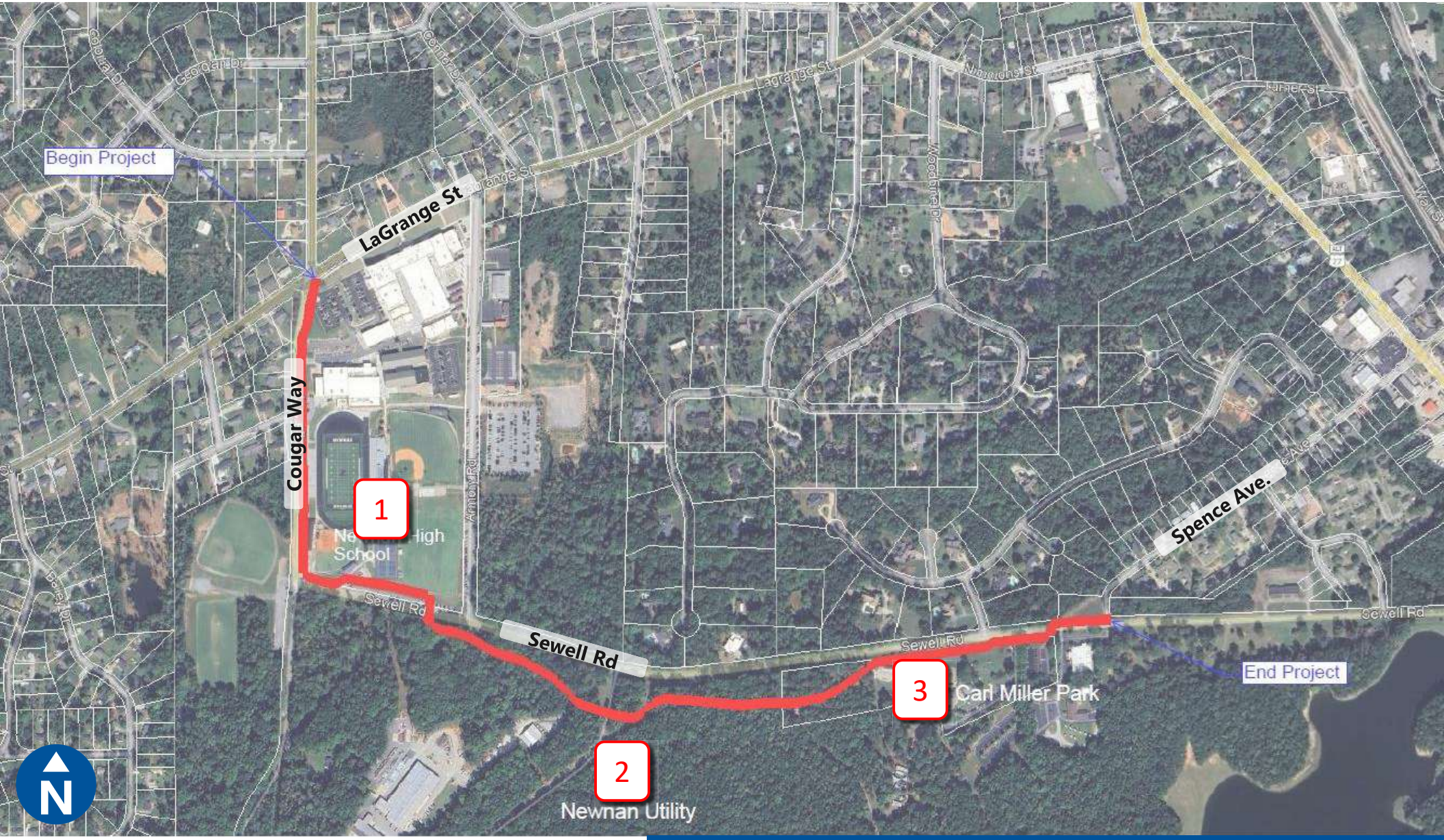
Attachments:

1. LINC 13_Location
2. Traffic Study Report Newnan LINC 13 - Sewell

Previous Discussion with Council:

Newnan City Council, in Spring 2025, contracted with PATH Foundation and Kaizen Collaborative to perform design services for LINC Section 13.

Map Key	Address	Parcel ID	Owner
1	190 Lagrange St	N29A 001	City of Newnan Board of Education
2	180 Waterworks Rd	N29A 003	City of Newnan Water & Utility Authority
3	70 Sewell Road	N29A 015	City of Newnan Water & Utility Authority



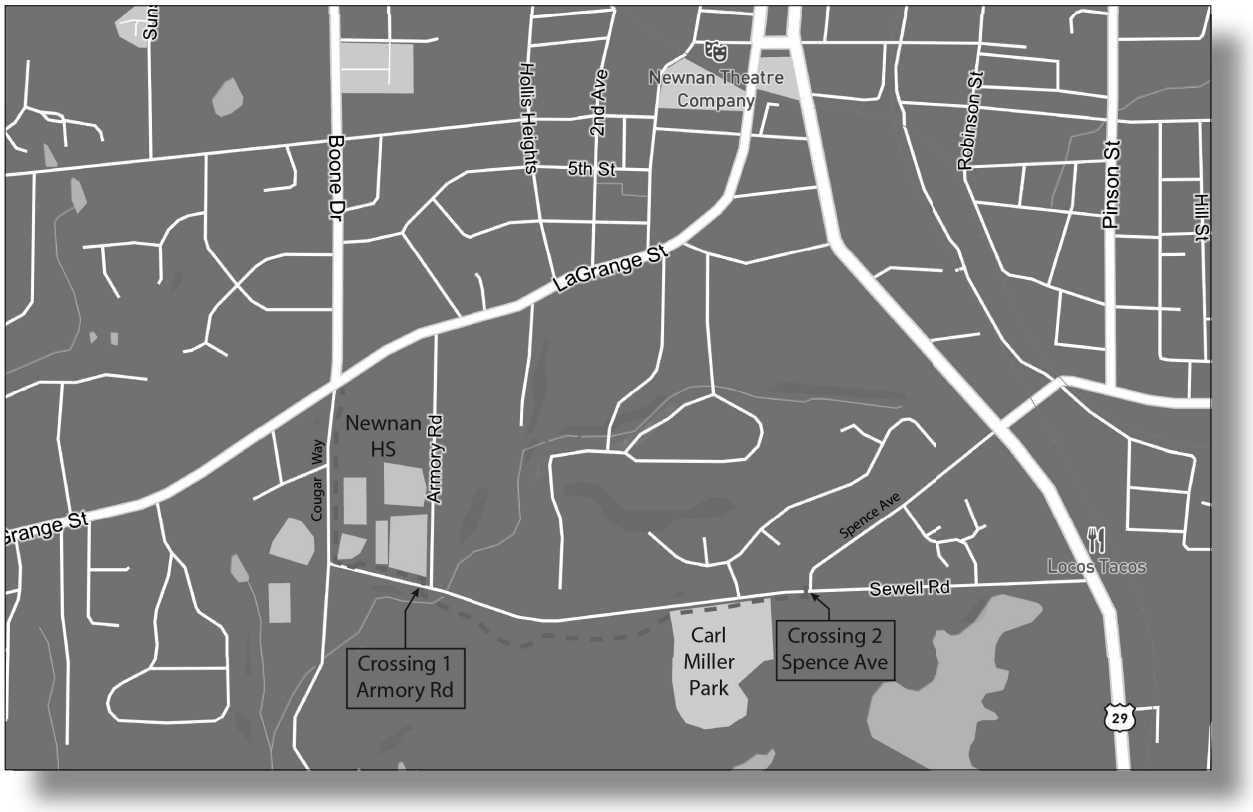
Easement Graphics

Traffic Study Report

Newnan LINC 13 - Sewell Rd

Newnan, GA

September 29, 2025



Maldino & Wilburn
Traffic Engineering Consultants

Newnan LINC 13 - Sewell Rd

MW Proj. No. 25-29

Prepared for:

Ms. Allison Clarke

Kaizen Collaborative
5256 Peachtree Rd, Ste 130
Chamblee GA 30341
630-536-6992

email:allison.clarke@kaizencollaborative.com

Transportation Engineer:

Vern Wilburn, PE

Maldino and Wilburn, LLC

1864 Lower Fayetteville Rd

Newnan, GA 30265

770.362.6184

vern@MWtraffic.com

Executive Summary

This study evaluates the anticipated traffic impacts of the future completion of Linc 13, a segment of the Newnan LINC Multi-Use Trail System. The objective is to identify and recommend traffic control measures for inclusion in the trail's construction plans, with emphasis on the two planned grade crossings of Sewell Road at:

- Intersection 1, Armory Road
- Intersection 2, Spence Ave

Existing Intersection Sight Distance

At Armory Road, the sight distance to the left is currently about 185 ft, blocked by trees and vegetation. If the vegetation were cleared or the stop line moved, the sight distance would increase to 790 ft, which exceeds the minimum safe distance of 496 ft required at this intersection.

At Spence Avenue, the sight distance is acceptable.

Crash History

Crash data for the study intersections was obtained from the Georgia Electronic Accident Reporting System (GEARS), for the last three-year period for which data is available (2022 through 2024).

No crashes were reported for this time period at the Armory Road intersection.

At the Spence Avenue intersection, two crashes occurred in 2022 and none occurred in 2023 and 2024. The crashes were both rear-end accidents. There were no fatal crashes and one crash had complaint of injury without any visible signs.

Capacity Analysis with Side-Street Stop Control

The capacity analysis shows both intersections currently operate at Level of Service (LOS) A, overall. The southbound approaches perform worst but still operate at LOS C or better. Under future conditions, both intersections are expected to maintain the same LOS with only minor increases in delay.

Gap Analysis

Projected traffic volumes were analyzed to estimate the availability of acceptable gaps in Sewell Road traffic for pedestrian and bicycle crossings. The minimum safe gap was defined as the crossing time plus a perception-reaction time (PRT). At a walking speed of 3.5 ft/s, pedestrians require 6.9 seconds to cross the 24-ft roadway. With a 2-second PRT, the total minimum safe gap is 9 seconds.

The analysis indicates that sufficient gaps will be available for safe crossings, provided pedestrians and bicyclists stop and check for oncoming traffic before entering the roadway.

Capacity Analysis with All-Way Stop Control

While the study intersections are expected to operate safely under side-street stop control, an evaluation was conducted to assess operations with all-way stop control. Results show that all-way stop control would cause a slight reduction in overall level of service but would improve side-street operations, with all approaches achieving LOS B or better.

Queue lengths were also evaluated under all-way stop control. As expected, implementing all-way stop control would increase queues on the Sewell Road approaches, with a maximum of about six vehicles, while side-street queues would decrease slightly.

All-Way Stop Warrant Evaluation

The study intersections were evaluated to determine if warranting requirements of the *Manual on Uniform Traffic Control Devices (MUTCD)*, 11th Edition would be met under conditions expected when the trail is projected to be open for use. The MUTCD indicates that all-way stop-control should only be installed based on an engineering study. The following are the all-way stop warrants taken from the MUTCD:

A. Crash Experience
- *At Four-Way Intersections: 5 correctible crashes in a 12-month period or 6 correctible crashes in a 36-month period*
- *At 3-Way Intersections: 4 correctible crashes in a 12-month period or 5 correctible crashes in a 36-month period*

B. Sight Distance
- *If drivers, after coming to a stop on the minor street approaches, can not see conflicting traffic sufficiently to negotiate the intersection safely, then all-way stop control may be installed.*

C. Transition to Signal Control
- *All-way stop control may be installed at locations where all-way stop control is an interim measure while arrangements are being made for the installation of traffic signals.*

D. 8-Hour Volume (Vehicles, Pedestrians, Bicycles)
- *The combined vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 per hour for eight hours, and*
- *The combined vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 per hour for the same eight hours*

If the 85th-percentile approach speed of the major street exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the volumes given above.

The following summarizes the findings with regard to each of the criteria listed above for each intersection.

A. Crash Experience

The crash data indicated that no right angle crashes occurred at either study intersection in the three year period (2022-2024). The crash warrant is not satisfied.

B. Sight Distance

It was found that the sight distances are less than ideal for pedestrians and bicycles. The sight distance for pedestrians at Armory Road could be

acceptable if recommended mitigations are achieved. The intersection sight distance at Spence Avenue is acceptable.

C. Transition to Traffic Signals

Traffic signal control is not planned for either of the study intersections and a cursory examination of the hourly flows indicates that traffic signal control is not warranted.

D. 8-Hour Volumes

The estimated hourly volumes, expected when the trail is open for use, were compared to the volume criteria for warranting multi-way stop-control.

The volume criteria is not satisfied for any hour of the day at either intersection. Since the criteria is required for eight (8) hours, this criteria is not satisfied.

Recommendation

When considering vehicular traffic only, the sight distance evaluation and capacity analysis indicate that the study intersections could operate safely and efficiently once the trail opens. However, sight distance limitations at the Armory Road intersection would require mitigation.

For pedestrians and bicyclists crossing Sewell Road at the two proposed crossings, available sight distance was found to be insufficient. Although projected conditions do not meet volume warrants, inadequate sight distance is a criterion that would warrant the installation of all-way stop control.

Rectangular Rapid Flashing Beacons (RRFBs) were evaluated as a potential mitigation; however, installing them only on Sewell Road approaches would leave vehicles turning from side streets without a warning device.

Given the expected conditions—including multiple vehicular turning movements and substantial pedestrian and bicycle volumes at both Sewell Road and the intersecting side streets—conversion of both intersections to all-way stop control is recommended. This control type is the only measure that ensures pedestrian and bicyclist safety across the range of turning movements. Additionally, all-way

stop control would decrease delays for side-street traffic without imposing significant additional delay on Sewell Road through movements.

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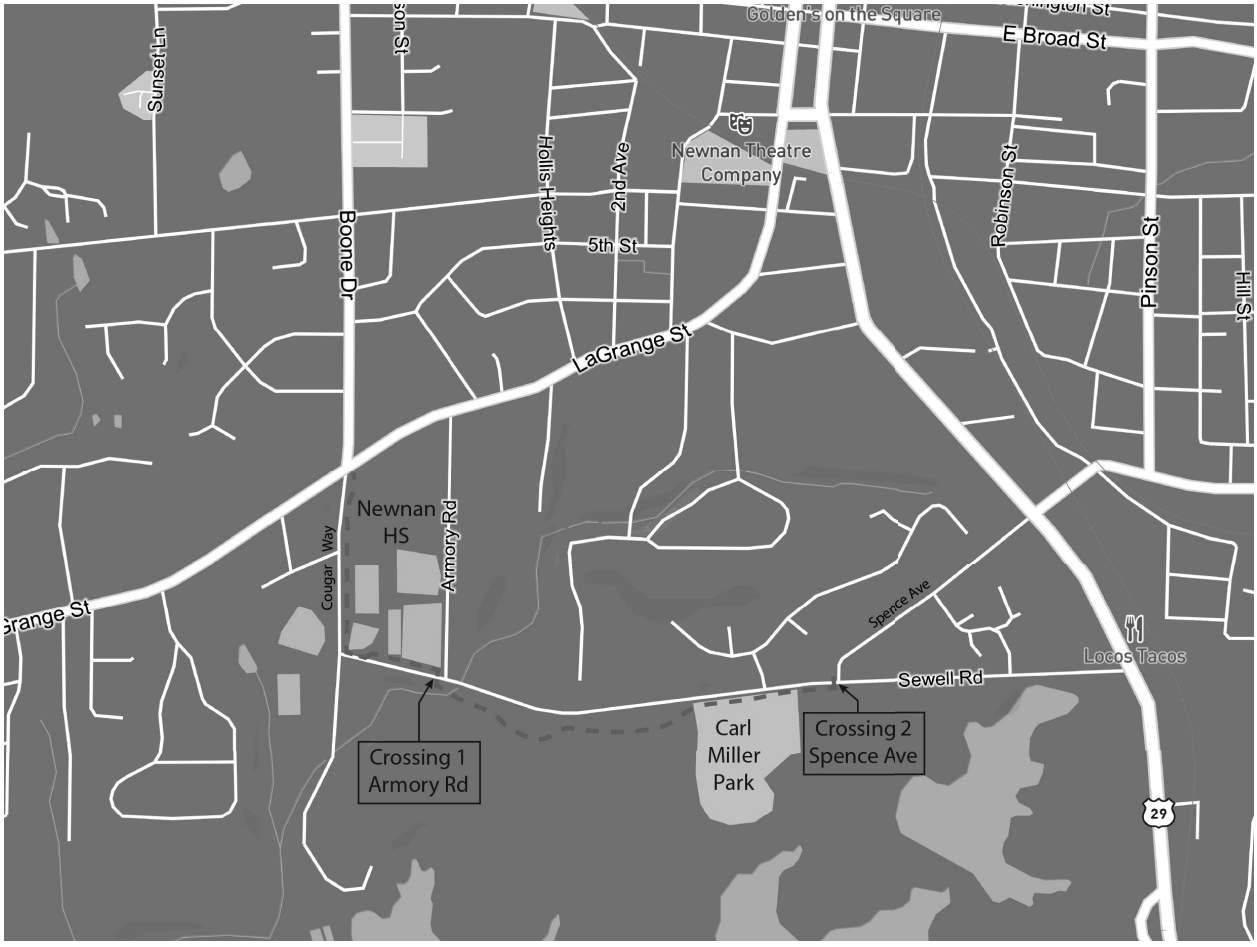
1. Introduction

This study evaluates the future traffic impacts expected with the completion of Linc 13, a segment of the Newnan LINC Multi-Use Trail System. Its purpose is to identify and recommend traffic control measures that should be incorporated into the trail's construction plans, with particular focus on the two planned grade crossings shown in Figure 1.

Figure 1: Project Location



2. Existing Traffic Conditions

This chapter presents the existing geometric layout and traffic control features of the study intersections. Existing conditions are illustrated in Figure 2.

Figure 2: Existing Conditions

Existing Roadways

The following are brief descriptions of the existing roads in the study area.

Sewell Road

Sewell Road runs between Cougar Way and US 29. It is classified by GDOT as a major collector. The roadway is a 2-lane, facility.

Cougar Way

Cougar Way begins at LaGrange Street and runs south past Sewell Road into the Newnan Utilities Water Plant. The road is classified by GDOT as a local road. The roadway is a 2-lane, facility.

Armory Road

Armory Road runs between Sewell Road and Lagrange Street. It runs along the east side of Newnan High School. It has head-in angle parking along most of the road. There is no posted speed limit.

The road is classified by GDOT as a local road. The roadway is a 2-lane, facility.

Spence Avenue

Spence Avenue runs between Sewell Road and US 29. The road continues east of US 29 where it becomes MLK Jr Drive.

Spence Avenue is classified by GDOT as a local road. The roadway is a 2-lane, facility.

Required Intersection Sight Distance

Sight distance was evaluated at both intersections where the trail is planned to cross Sewell Road (Armory Rd, Spence Ave). The evaluation used procedures outlined in the *AASHTO Green Book*, 7th Edition.

The driver of a vehicle departing from a stopped position at an intersection should have an unobstructed view of approaching vehicles along the intersecting roadway to permit the driver to anticipate and avoid potential collisions. Intersection Sight Distance (ISD) is measured along the major road beginning at a point that coincides with the location of the minor road vehicle.

Intersection sight distance in this study was measured from the position of vehicles stopped at the stop signs on the side street approaches. The following is a summary of the parameters used to determine the minimum safe intersection sight distance:

- **Posted speeds on Sewell Road:**
  - East of Spence Avenue: 45 mph
  - West of Spence Avenue: 35 mph
- **Crossing time requirements:**
  - Passenger vehicles: minimum of 7.5 seconds
  - Single-unit trucks and buses: minimum of 9.5 seconds
- **Truck percentages during peak hour:**
  - Spence Avenue approaches: ~2%
  - Armory Road approach: ~33%
- **Crossing time requirements used in evaluation:**
  - Spence Avenue approaches: 7.5 seconds
  - Armory Road approach: 9.5 seconds

Minimum ISD at Spence Road

At the Spence Road intersection, the ISD must be at least as far as vehicles travel along the main street during the 7.5 seconds required to enter the intersection. At 45 mph, vehicles travel the following distance:

Minimum ISD = Main Street Speed x Crossing Time
=(45) x (1.47) x (7.5)
= 496 feet

At 35 mph, vehicle travel 386 feet in 7.5 seconds.

Minimum ISD at Armory Road

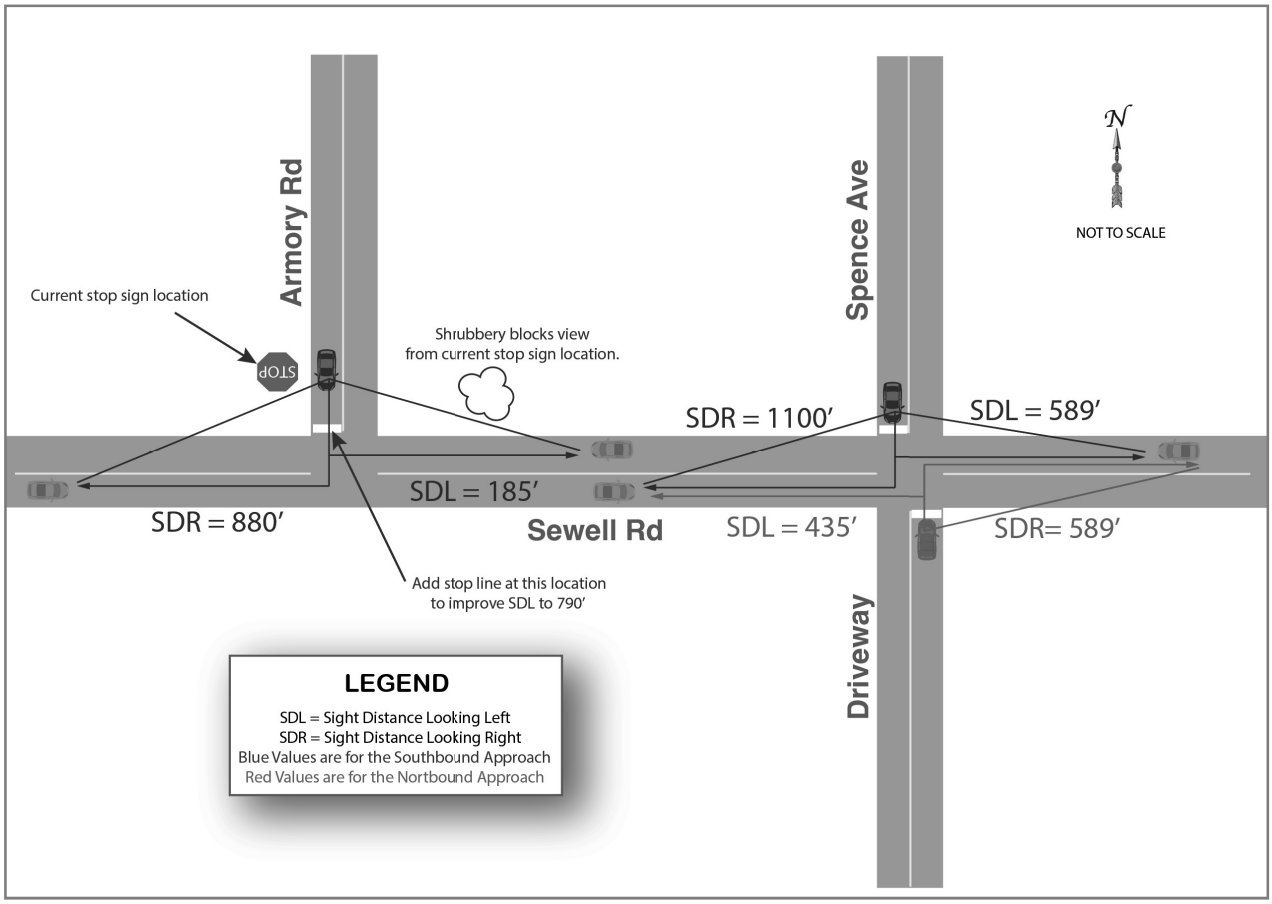
At the Armory Road intersection, the ISD must be at least as far as vehicles travel along the main street during the 9.5 seconds required to enter the intersection. At 35 mph, vehicles travel the following distance:

Minimum ISD = Main Street Speed x Crossing Time
=(35) x (1.47) x (9.5)
= 489 feet

Existing Intersection Sight Distance

Figure 3 graphically represents the existing sight triangles, using red colors for the northbound approach at the driveway across from Spence Avenue and blue for the southbound approaches.

Figure 3: Existing Sight Triangles



At Armory Road, the sight distance looking left is blocked by trees and vegetation. If this were cleared or if the stop line was moved as indicated in the illustration, the sight distance looking left would increase to 790ft.

Table 1 compares the existing sight distance to the minimum safe sight distance for all side street approaches.

Table 1: Intersection Sight Distance, Existing Conditions

INTERSECTION	LOOKING LEFT			LOOKING RIGHT		
	MINIMUM SAFE SIGHT DISTANCE	ACTUAL	ACCEPTABLE?	MINIMUM SAFE SIGHT DISTANCE	ACTUAL	ACCEPTABLE?
ARMORY RD	489’	185’ (790’ if mitigated)	Yes (If mitigated, see Figure 3)	489’	880’	Yes
SPENCE AVE	386’	435’	Yes	496’	589’	Yes

3. Existing Traffic Volumes

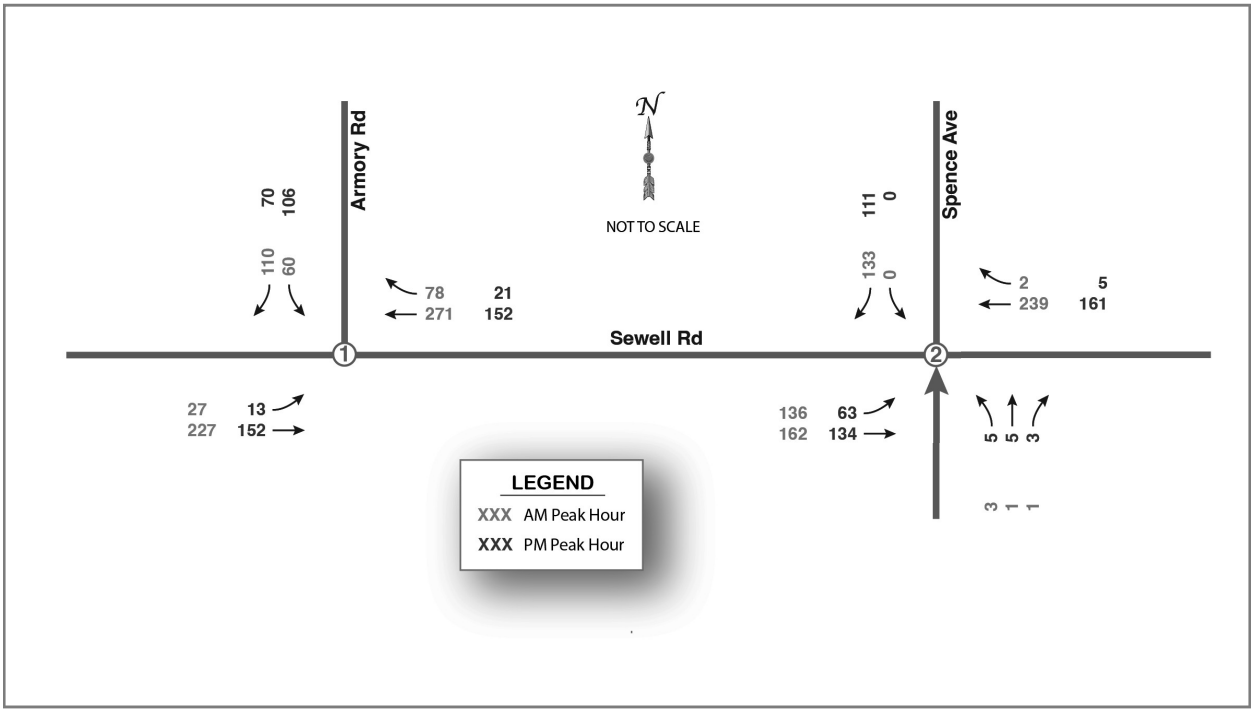
Turning movement counts (TMCs) were collected on Tuesday, September 9, 2025 between 7am and 7 pm.

Detailed traffic count data are included in Appendix A.

Peak-Hour Vehicular Traffic Volumes

The existing peak-hour vehicular traffic volumes are depicted in Figure 4.

Figure 4: Existing Peak Hour Volumes



The peak hours occurred at different times due to the influence of Newnan High School on the Sewell Rd/Armory Rd intersection.

The peak hours occurred during the following times at **Sewell Rd & Armory Rd**:

- AM Peak Hour (7:30 am - 8:30 am)
- PM Peak Hour (3:30 pm - 4:30 pm)

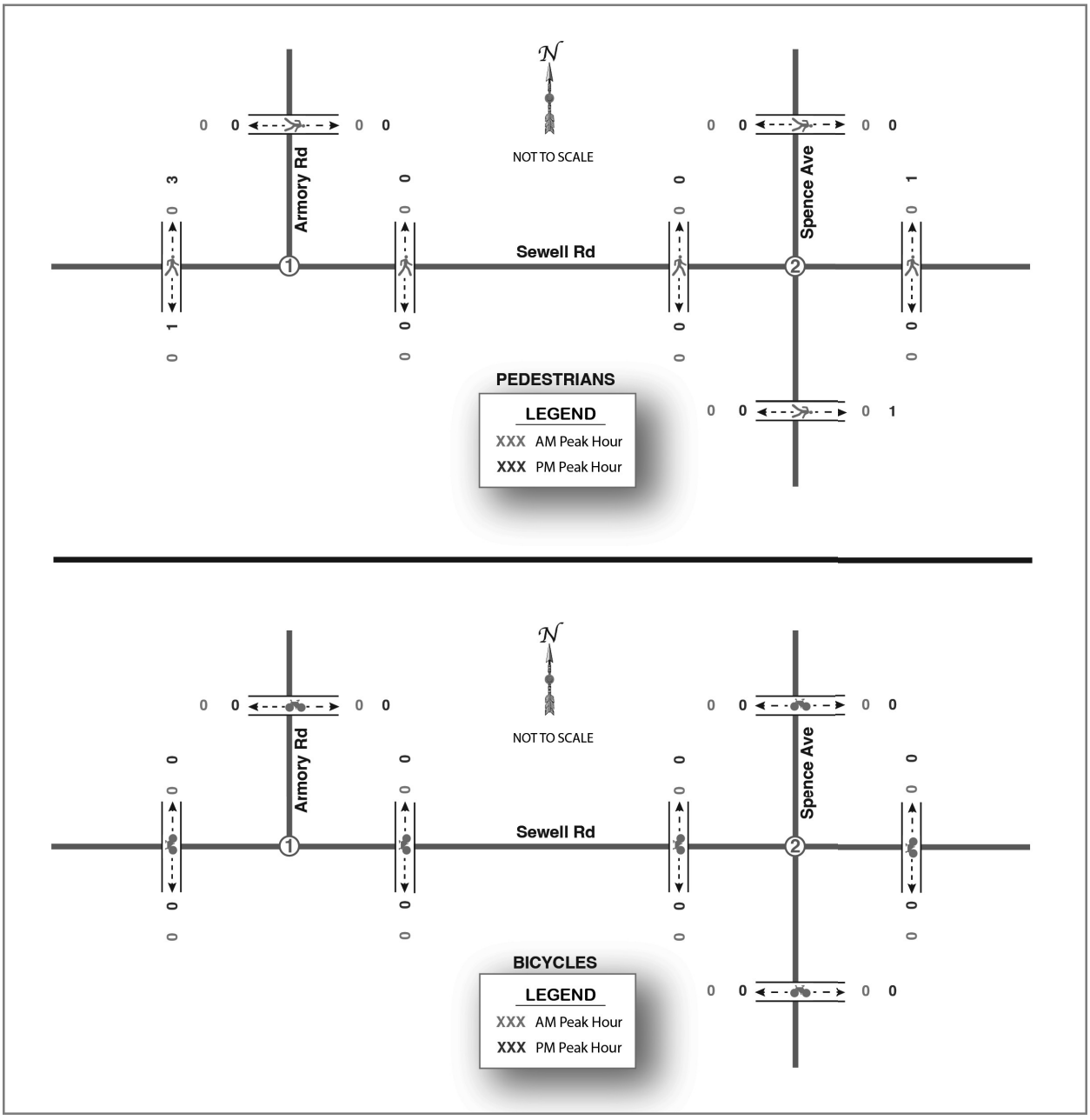
The peak hours occurred during the following times at **Sewell Rd & Spence Ave**:

- AM Peak Hour (7:30 am - 8:30 am)
- PM Peak Hour (4:45 pm - 5:45 pm)

Peak-Hour Pedestrian & Bicycle Volumes

The existing peak-hour pedestrian and bicycle volumes are shown graphically in Figure 5.

Figure 5: Existing Pedestrian & Bicycle Volumes



Hourly Vehicular Traffic Volumes

The existing peak-hour vehicular traffic volumes are listed in Table 2 for Intersection No. 1 (Sewell Rd and Armory Rd) and in Table 3 for No. 2 (Sewell Rd and Spence Ave).

Table 2: Hourly Volumes, Sewell Rd and Armory Rd

HOUR BEGINING AT:	EASTBOUND ON SEWELL RD		WESTBOUND ON SEWELL RD		SOUTHBOUND ON ARMORY RD	
	LEFT	THRU	THRU	RIGHT	LEFT TURN	RIGHT TURN
7 AM	8	196	205	51	31	50
8	22	182	162	45	47	71
9	5	82	114	26	13	8
10	9	93	80	12	18	10
11	7	116	90	11	23	11
12 Noon	3	102	95	8	9	3
1 PM	3	95	115	11	9	4
2	4	113	105	12	18	12
3	15	126	126	37	85	77
4	6	136	180	14	38	18
5	28	133	253	14	17	24
6 PM	12	138	164	12	35	10

Table 3: Hourly Volumes, Sewell Rd and Spence Ave

HOUR BEGINING AT:	EASTBOUND ON SEWELL RD		WESTBOUND ON SEWELL RD		NORTHBOUND ON NEW. UTILITIES DW			SOUTHBOUND ON SPENCE AVE	
	LEFT	THRU	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT TURN	RIGHT TURN
7 AM	112	128	184	1	1	0	1	0	107
8	102	129	137	3	3	1	2	3	87
9	46	55	78	2	5	7	1	0	79
10	57	62	53	1	1	6	3	2	54
11	73	77	62	8	3	7	1	1	56
12 Noon	49	72	57	4	2	8	2	3	62
1 PM	38	65	71	5	2	5	1	2	78
2	61	83	67	3	7	3	1	2	68
3	115	115	87	5	3	5	1	0	99
4	78	116	118	6	8	4	1	2	86
5	62	119	169	1	5	4	2	2	109
6 PM	49	121	111	1	1	1	2	2	83

4. Crash History

Crash data for the study intersection was obtained from the Georgia Electronic Accident Reporting System (GEARS), for the last three-year period for which data is available (2022 through 2024).

Table 3 summarizes the crash history at the Spence Avenue intersection. No crashes were reported for this time period at the Armory Road intersection. A spreadsheet of the actual data downloaded from GEARS is included as Appendix B.

Table 3: Crash Record Summary, Int. No. 2

YEAR	COLLISONS BY TYPE																									TOTAL
	ANGLE						HEAD-ON					REAR END					SIDE-SWIPE					OTHER					
	K	A	B	C	O	Total	K	A	B	C	O	K	A	B	C	O	K	A	B	C	O	K	A	B	C	O	
2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2023	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
2024	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
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2

The KABCO injury codes used in Table 3 are defined as follows:

- K - Fatality
- A - Incapacitating Injury
- B - Non-Incapacitating Injury
- C - Not Visible but complaint of Injury
- O - Non-Injury

Table 3 shows that two crashes occurred in 2022 and none occurred in 2023 and 2024. The crashes were both rear-end accidents.

There were no fatal crashes and one crash involved a reported injury without visible signs.

5. Future Trail Volumes

This section contains projections of pedestrian and bicycle volumes expected on the Linc 13 section after it is complete.

To provide a basis for estimating future trail usage on Section 13, data was gathered from a portion of the existing Linc Multi-Use Trail. Figure 6 on the next page depicts the location where existing trail usage data was collected. The location is the section of trail that runs parallel to Newnan Crossing Boulevard, near the location where the trail turns eastward toward the wooded area.

Usage data was recorded by video cameras and processed using machine analysis. The video capture occurred on Tuesday, September 9, 2025 between 7am and 7 pm.

Figure 6: Existing Trail Survey Location

Observed Trail Usage

The hourly trail usage observed on the existing trail near Newnan Crossing Boulevard is summarized in Table 2.

Table 2: Existing Hourly Trail Volumes

HOUR BEGINING AT:	NORTHBOUND ON LINC TRAIL			SOUTHBOUND ON LINC TRAIL			TOTAL PEDS & BICYCLES IN BOTH DIRECTIONS
	PEDS	BICYCLE	TOTAL	PEDS	BICYCLE	TOTAL	
7 AM	3	1	4	0	2	2	6
8	8	2	10	15	1	16	26
9	2	3	5	5	6	11	16
10	16	4	20	21	8	29	49
11	5	0	5	10	0	10	15
12 Noon	5	1	6	10	0	10	16
1 PM	5	1	6	3	0	3	9
2	3	0	3	7	0	7	10
3	6	3	9	6	2	8	17
4	1	1	2	9	1	10	12
5	16	2	18	13	0	13	31
6 PM	16	4	20	18	9	27	47
TOTAL 7 AM - 7 PM	86	22	108	117	29	146	254

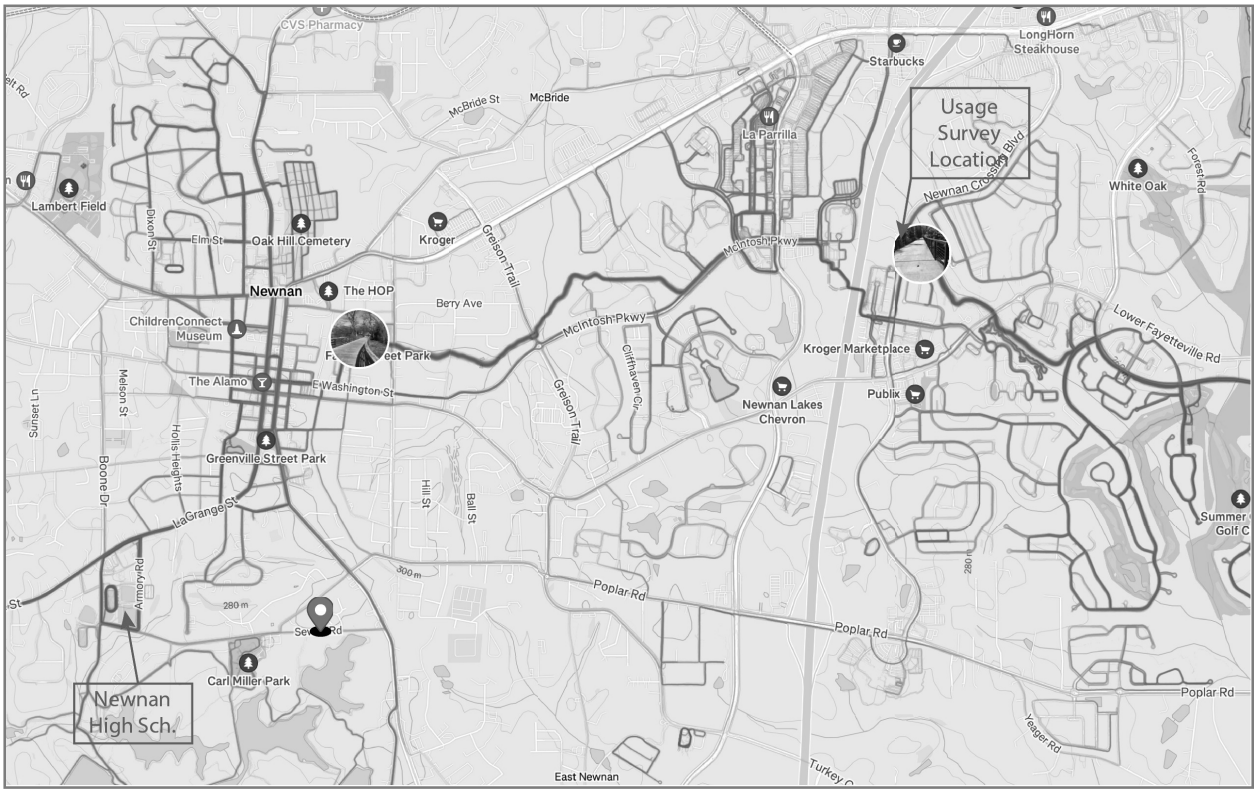
A spreadsheet of the actual data aggregated in 15-minute intervals is provided in Appendix C.

Bicycle Activity Reported by Strava

Strava, a social media app widely used by bicyclists, highlights commonly traveled routes. Although it does not publish actual activity volumes, relative usage can be inferred by comparing line color and width, with brighter and wider lines indicating higher activity.

Figure 7 is an activity heat map from Strava showing the Newnan area,

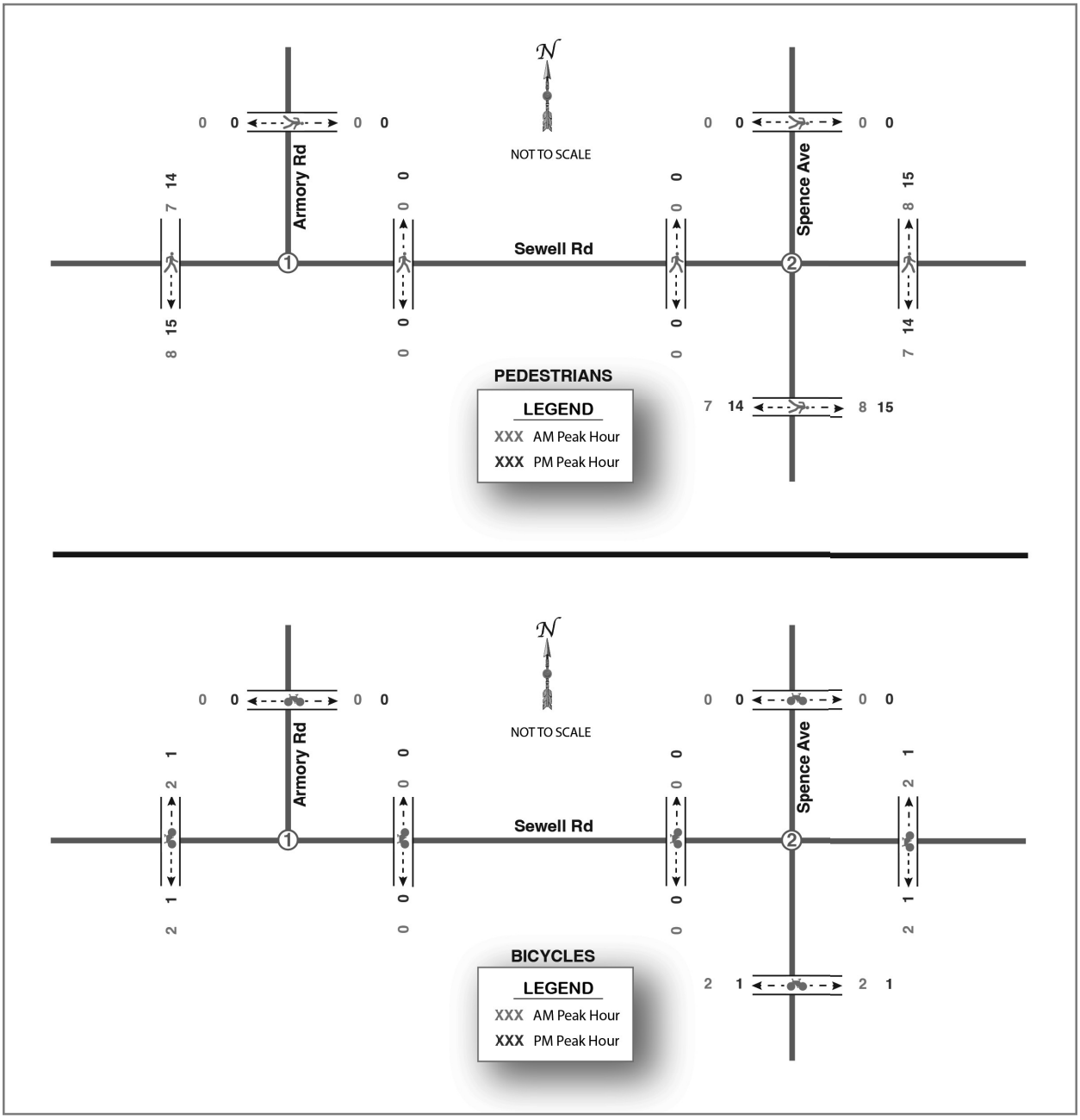
Figure 7: Strava Heat Map of Newnan



In Figure 7, both the location of the Linc Trail data collection site and Newnan High School are shown. The section of LaGrange Street north of the high school, along with Smokey Road to the west, is a popular bicycling route in the Newnan area. The Strava Heat Map shows activity levels in these areas comparable to the surveyed trail segment, supporting the assumption that Linc 13 would experience usage similar to the data presented in Table 2.

The pedestrian and bicycle volumes expected after Linc 13 is completed are depicted in Figure 8. These volumes are for the hours coinciding with the existing peak vehicular traffic conditions.

Figure 8: Estimated Open-Year Pedestrian & Bicycle Volumes



6. Future Vehicular Volumes

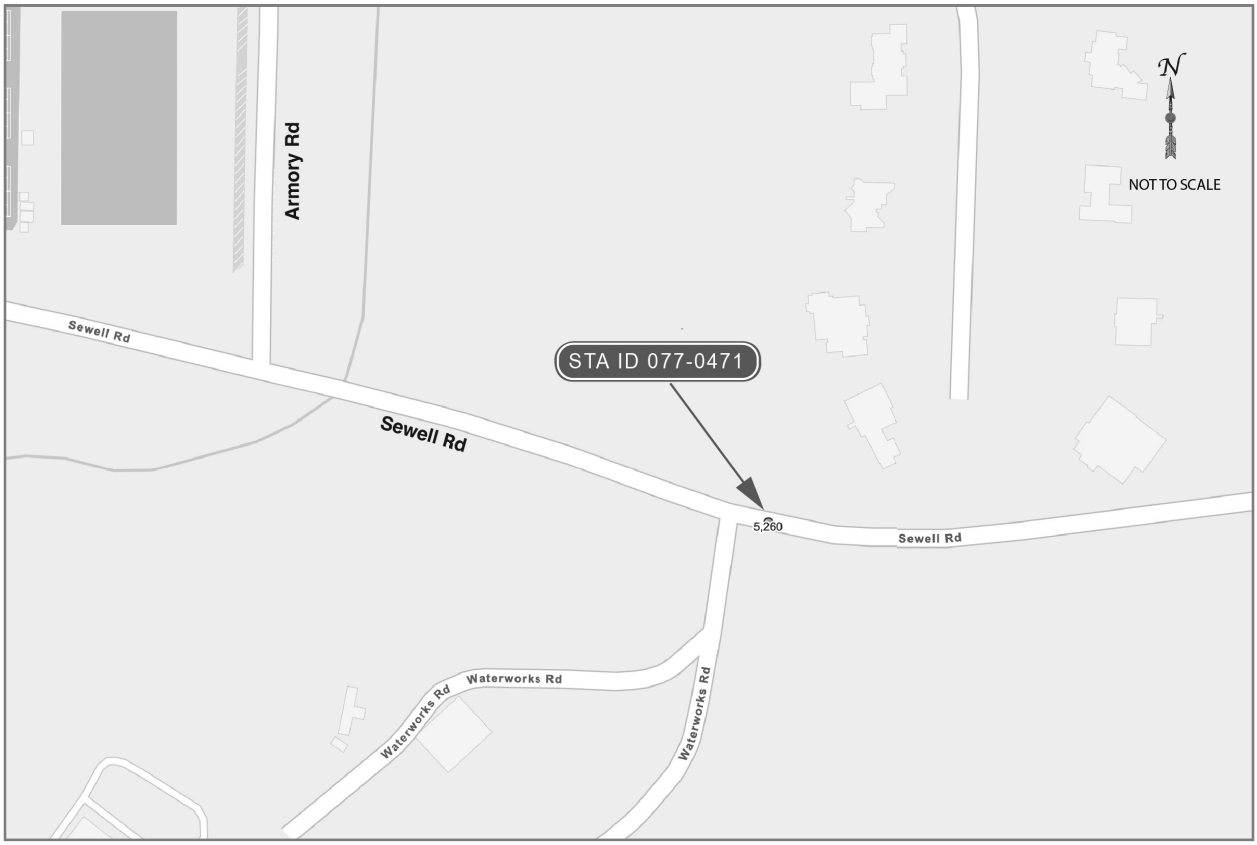
This study assesses both existing conditions and projected conditions to select the best traffic control for the planned trail crossings.

For this analysis, it is assumed that the Linc 13 section would be completed and open for use within two (2) years. Future traffic was estimated and evaluated for the Year 2027.

Historic Traffic Growth Rate

To estimate future growth, historical traffic volume trends in the area were reviewed to establish the basis for selecting appropriate growth rates. Traffic data was obtained using the GDOT Traffic Analysis & Data Application (TADA). As shown in Figure 9, GDOT has a count station located on Sewell Road between the two study intersections.

Figure 9: GDOT Traffic Count Station In Study Area



Growth rates were developed for the traffic count station in the study area using the following relationship between present and future conditions:

$$F/P = (1+r)^n$$

where:

F/P = Factor when multiple by present values will yield future values

F = Future Value

P = Present Value

r = Annual Growth Rate (Compounded)

n = Number of Years

Table 3 summarizes the historic data and provides the calculated growth rate. The data downloaded from the TADA website are included in Appendix D.

Table 3: Historic Growth Rates

STATION ID	VALUE of 1st ADT	YEAR of 1st ADT	VALUE of Last ADT	YEAR of Last ADT	NUMBER of Years, 1st to Last	RATE
077-0471	4360	2015	5240	2023	8	2.32%

Only the data that was actually counted (not estimated) are used to develop growth rates.

Since the completion year of the improvement is 2027, a projection factor for application to the Existing Traffic Volumes was calculated using an n value of 2 (number of years between existing year and open year) and the corresponding annual growth rate as calculated in Table 3.

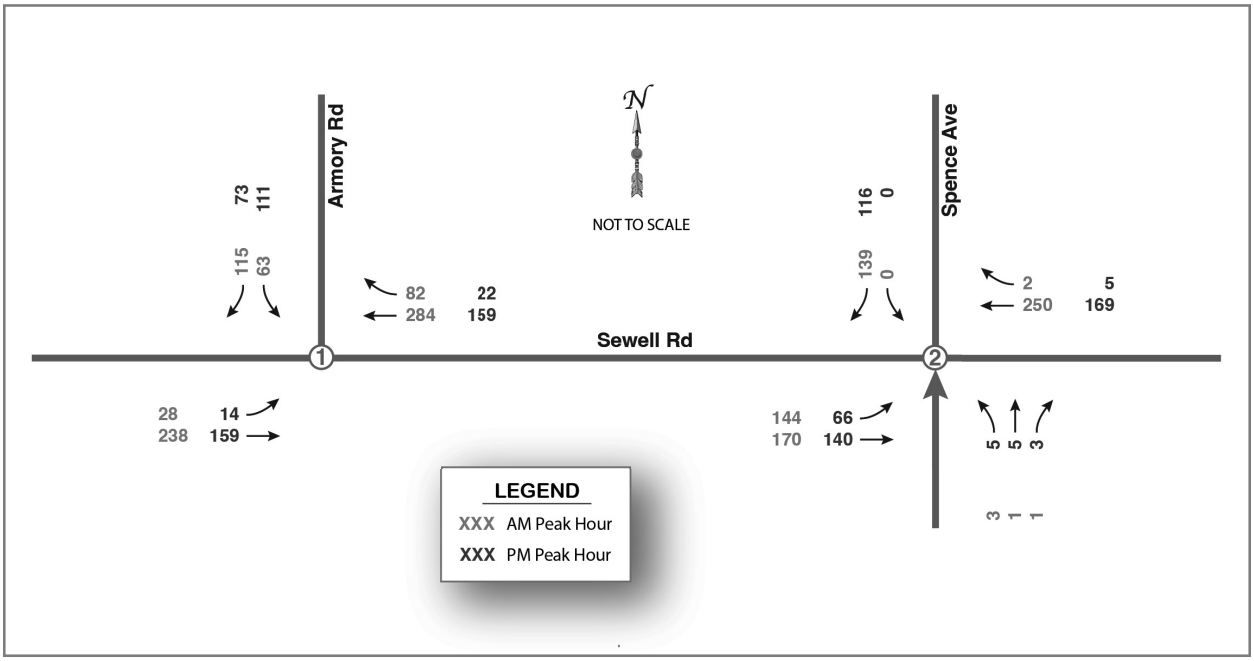
Table 4 shows the calculation of the projection factor.

Table 4: Growth Factor

STATION ID	OPEN YEAR		
	r	n	Factor
077-0471	2.32%	2	1.0469

Applying the growth factor of 1.0469 to the existing volumes results in the Projected Traffic Volumes as illustrated in Figure 10.

Figure 10: Open-Year Traffic Projections



7. Capacity Analysis

Capacity analysis for the two intersections where the crossings are proposed (Armory Rd, Spence Ave) on Sewell Road was performed in Synchro 12 (Trafficware) using both existing and projected volumes.

The intersection capacity analysis results are reported in terms of Level of Service (LOS), which is based on the average delay per vehicle in seconds. The LOS scales, as defined by the *Highway Capacity Manual (HCM)*, are presented in Table 6.

Table 6: HCM Level of Service Scales

LEVEL OF SERVICE	AVERAGE DELAY PER VEHICLE (SECONDS) WITH STOP CONTROL
A	≤10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	>50.0

Although the LOS scale resembles school grading systems, it differs in that LOS D is generally considered an acceptable level of operation.

Capacity Analysis Results, With Existing Control

Tables 7 and 8 summarize the capacity analysis results for the intersections in the current configuration with side-street stop control. The first value shown in each entry is the level of service, followed by the average delay per vehicle in seconds.

Table 7: Capacity Analysis Results, Int. No. 1 (Armory Rd)

	EXISTING VOLUMES		OPEN-YEAR VOLUMES	
APPROACH	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Eastbound on Sewell Rd	A (1.3)	A (0.1)	A (1.3)	A (1)
Southbound on Armory Rd	C (18.3)	C (15.6)	C (19.8)	C (16.3)
Overall Intersection	A (4.3)	A (7.3)	A (4.6)	A (7.8)

Table 8: Capacity Analysis Results, Int. No. 2 (Spence Ave)

	EXISTING VOLUMES		OPEN-YEAR VOLUMES	
APPROACH	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Eastbound on Sewell Rd	A (4)	A (3.2)	A (4.1)	A (3.2)
Northbound on New Util DW	C (20.9)	B (13.7)	C (22.5)	B (14.1)
Southbound on Spence Ave	B (11.4)	A (9.9)	B (11.7)	A (9.95)
Overall Intersection	A (4.3)	A (3.9)	A (4.4)	A (4)

Detailed reports of the capacity analysis are included in the following Appendices:

- E - Existing Volumes
- F - Open-Year Volumes

The capacity analysis indicates that both intersections currently operate at Level of Service (LOS) A, overall. The southbound approaches have the poorest operations, but operate at LOS C or better.

The analysis of future conditions indicates that expected conditions at both intersections will continue to operate at the same levels of service with only minor degradation in delays.

The Synchro software does not have the capability of considering the conflicts that will occur at the crosswalks between motorized vehicles and pedestrians/ bicycles. Therefore the capacity analysis results do not reflect the conflicts that will occur. The following chapter evaluates the likelihood that sufficient gaps will exist in the projected traffic flows to allow bicyclists and pedestrians to safely cross Sewell Road.

8. Gap Analysis

The projected traffic streams were analyzed to estimate the number of gaps in the Sewell Road traffic of sufficient duration to allow pedestrians and bicycles to safely cross.

The methodology used included the following steps:

1. Convert the estimated traffic volumes at each Sewell Road crossing to flow rates

   $$q = \frac{v(veh/hr)}{3600\,(sec/hr)}$$

2. Assume the flow has a headway distribution based on Poisson Arrivals

   $$P\,(h \geq (t) = e^{-qt}$$

   This designates that the probability or percentage of gaps that exceed a duration of t seconds can be calculated by raising e to the exponential (-qt)

3. Estimate the number of gaps per hour

   $$No.\,of\,Gaps = V\,x\,P$$

Number of Safe Crossing Gaps

The minimum safe gap was assumed as the time required for a pedestrian to walk across Sewell Road plus a perception and reaction time (PRT). At a walking speed of 3.5 feet per second, it takes 6.9 seconds to cross the 24 ft wide road. A safe PRT of 2 seconds was used. The total minimum safe gap used in this analysis is 9 seconds.

The gap analysis is summarized in Table 9.

Table 9: Gap Analysis, Open Year Conditions

	CROSSING No. 1 WEST LEG SEWELL RD at ARMORY RD		CROSSING No. 2 EAST LEG SEWELL RD at SPENCE AVE	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Sewell Rd Volume (Both Directions)	665	405	703	491
q	0.1847	0.1125	0.1953	0.1364
P	0.1577	0.3247	0.1419	0.2557
No. of Gaps	105	131	100	126
Pedestrain + Bike Volume	19	31	19	31
Sufficient No. Gaps?	Yes	Yes	Yes	Yes

The above table indicates that sufficient number of gaps will be available in Sewell Road traffic to allow pedestrians and bicycles to cross, provided that bicyclists and pedestrians are diligent in stopping before crossing to view oncoming traffic.

Pedestrian/Bicyclist Sight Distance

The remaining check is to assure that pedestrians and bicyclists will have sufficient sight distance to observe oncoming traffic throughout the distance vehicles travel during the pedestrian/bicycle crossing time (10 seconds).

Spence Avenue

At this intersection, the sight distance at the crosswalk must be at least as far as vehicles travel along the main street during the 10 seconds required to traverse walk or bike across Sewell Road. Westbound vehicles, at a speed of 45 mph, travel 662 ft. Eastbound vehicles, at a speed of 35 mph, travel 515 ft.

For this analysis, it is assumed that sight distance at the crosswalks will be the same as measured at the stop lines (see Figure 3). The lowest intersection sight distance at this intersection was 589 ft looking toward the westbound traffic and 435 ft looking toward eastbound traffic. These sight distances are less than required for safe crossing conditions.

Armory Road

At this intersection, the sight distance at the crosswalk must be at least as far as vehicles travel along the main street during the 10 seconds required to traverse walk or bike across Sewell Road. The speed limit here is 35 mph on both sides of the intersection. At this speed, vehicles travel 551 ft in 10 seconds.

The lowest intersection sight distance at this intersection was 185 ft looking toward the westbound traffic and 880 ft looking toward eastbound traffic. The sight distance looking toward westbound traffic is less than required for safe crossing conditions. It was noted in Figure 3 that the sight distance looking toward the westbound oncoming traffic could be increased to 790 ft, which would be acceptable.

9. Capacity Analysis, With Multi-way Stop Control

Since the sight distance required for pedestrians to safely cross Sewell Road is currently less than ideal, capacity analysis was conducted for the two intersections to determine the expected levels of service if all-way stop control was installed.

Tables 10 and 11 summarize the capacity analysis results for the intersections operating with all-way stop-control. The first value shown in each entry is the level of service, followed by the average delay per vehicle in seconds.

Table 10: Capacity Analysis Results, Int. No. 1 (Armory Rd), Side St Stop vs All-Way Stop

APPROACH	OPEN-YEAR VOLUMES			
	AM PEAK HOUR		PM PEAK HOUR	
	SIDE ST STOP	ALL-WAY	SIDE ST STOP	ALL-WAY
Eastbound on Sewell Rd	A (1.3)	B (12.9)	A (1)	B (10.7)
Southbound on Armory Rd	C (19.8)	C (18.4)	C (16.3)	B (13.2)
Overall Intersection	A (4.6)	C (15.4)	A (7.8)	B (11.7)

Table 11: Capacity Analysis Results, Int. No. 2 (Spence Ave), Side St Stop vs all-Way Stop

APPROACH	OPEN-YEAR VOLUMES			
	AM PEAK HOUR		PM PEAK HOUR	
	SIDE ST STOP	ALL-WAY	SIDE ST STOP	ALL-WAY
Eastbound on Sewell Rd	A (4.1)	B (14)	A (3.2)	B (10.3)
Northbound on New Util DW	C (22.5)	A (9.7)	B (14.1)	A (8.4)
Southbound on Spence Ave	B (11.7)	A (9.9)	A (9.95)	A (8.4)
Overall Intersection	A (4.4)	B (12.4)	A (4)	A (9.5)

Detailed reports of the capacity analysis for the All-Way Stop-Control Condition are included in Appendix G.

The results indicate that instituting all-way stop control would result in a slight degradation in overall level of service, however, the levels of the side street approaches would improve, with all movements operating at LOS B or better.

The estimated queue lengths were also compared for the side-street stop control and for all-way stop control as shown in Tables 12 and 13. The values given are the estimated number of vehicles at the 95% confidence level.

Table 12: Estimated Queue Lengths, Int. No. 1 (Armory Rd), Side St Stop vs All-Way Stop

APPROACH	OPEN-YEAR VOLUMES			
	AM PEAK HOUR		PM PEAK HOUR	
	SIDE ST STOP	ALL-WAY	SIDE ST STOP	ALL-WAY
Eastbound on Sewell Rd	0.1	2.5	0.1	1.4
Westbound on Sewell Rd	0	5.6	0	1.2
Southbound on Armory Rd	2.6	1.7	3.2	2.9

Table 13: Estimated Queue Lengths, Int. No. 2 (Spence Ave), Side St Stop vs all-Way Stop

APPROACH	OPEN-YEAR VOLUMES			
	AM PEAK HOUR		PM PEAK HOUR	
	SIDE ST STOP	ALL-WAY	SIDE ST STOP	ALL-WAY
Eastbound on Sewell Rd	0.6	3.3	0.3	1.7
Westbound on Sewell Rd	0	2.2	0	1
Northbound on New Util DW	0.1	0	0.2	0.1
Southbound on Spence Ave	1	1	0.5	0.6

As expected, the results show that queues would increase on the Sewell Road approaches with all-way stop control. The maximum number of queued vehicles is about 6. The queue lengths on all the side streets would decrease slightly.

10. All-Way Stop Warrant Evaluation

The *Manual on Uniform Traffic Control Devices (MUTCD)*, 11th Edition indicates that all-way stop-control should only be installed based on an engineering study. The following are the all-way stop warrants taken from the MUCTD:

A. Crash Experience
- *At Four-Way Intersections: 5 correctible crashes in a 12-month period or 6 correctible crashes in a 36-month period*
- *At 3-Way Intersections: 4 correctible crashes in a 12-month period or 5 correctible crashes in a 36-month period*

B. Sight Distance
- *If drivers, after coming to a stop on the minor street approaches, can not see conflicting traffic sufficiently to negotiate the intersection safely, then all-way stop control may be installed.*

C. Transition to Signal Control
- *All-way stop control may be installed at locations where all-way stop control is an interim measure while arrangements are being made for the installation of traffic signals.*

D. 8-Hour Volume (Vehicles, Pedestrians, Bicycles)
- *The combined vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 per hour for eight hours, and*
- *The combined vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 per hour for the same eight hours*

If the 85th-percentile approach speed of the major street exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the volumes given above.

The following sections will address each of the criteria listed above for each intersection.

A. Crash Experience

The crash data indicated that no right angle crashes occurred at either study intersection in the three year period (2022-2024). The crash warrant is not satisfied.

B. Sight Distance

The sight distance for pedestrians and bicycles was examined on page 25. It was found that the sight distances are less than ideal for pedestrians and bicycles. The sight distance for pedestrians at Armory Road could be acceptable if recommended mitigations are achieved. The intersection sight distance for pedestrians and bicycles at Spence Avenue is also less than acceptable.

C. Transition to Traffic Signals

Traffic signal control is not planned for either of the study intersections and a cursory examination of the hourly flows indicates that traffic signal control is not warranted. The MUTCD threshold volumes for meeting Traffic Signal Warrant 1 (Vehicular Volumes) are summarized in Table 13.

Table 13: Traffic Signal Warrant 1 Thresholds

CONDITION	VEHICLES PER HOUR on MAJOR STREET		VEHICLES PER HOUR on HIGHER SIDE STREET APPROACH	
	100%	80%	100%	80%
Condition A (1 lane)	500	400	150	120
Condition B (1 lane)	750	600	75	60

At the Armory Road Intersection, the 8th highest hour volume for the main street is expected to be 238 at the Open Year. The 8th highest hour volume for the main street at Spence Avenue is expected to be 224 at the Open Year. Therefore this criteria for warranting all-way stop-control is not applicable.

D. 8-Hour Volumes

Table 14 (Armory Rd) and Table 15 (Spence Ave) compare estimated hourly volumes, expected when the trail is open for use, to the criteria for warranting all-way stop-control. The threshold values are for combined vehicles and pedestrians/bicycles.

Table 14: All-Way Volume Warrant Comparison, Armory Rd Intersection

HOUR BEGINING AT:	MAJOR STREET (SEWELL RD)					SIDE STREET (ARMORY RD)		
	VEHICULAR	BIKE + PEDS	TOTAL ENTERING	CRITERIA	SATISFIED	TOTAL ENTERING	CRITERIA	SATISFIED
7 AM	482	6	488	300	Yes	85	200	No
8	430	26	456	300	Yes	124	200	No
9	238	16	254	300	No	22	200	No
10	203	49	252	300	No	29	200	No
11	235	15	250	300	No	36	200	No
12 Noon	218	16	234	300	No	13	200	No
1 PM	235	9	244	300	No	14	200	No
2	245	10	255	300	No	31	200	No
3	318	17	335	300	Yes	170	200	No
4	352	12	364	300	Yes	59	200	No
5	448	31	479	300	Yes	43	200	No
6 PM	341	47	388	300	Yes	47	200	No

Table 14: All-Way Volume Warrant Comparison, Spence Ave Intersection

HOUR BEGINING AT:	MAJOR STREET (SEWELL RD)					SIDE STREET (SPENCE AVE)		
	VEHICULAR	BIKE + PEDS	TOTAL ENTERING	CRITERIA	SATISFIED	TOTAL ENTERING	CRITERIA	SATISFIED
7 AM	445	6	451	300	Yes	112	200	No
8	388	26	414	300	Yes	94	200	No
9	189	16	205	300	No	83	200	No
10	181	49	230	300	No	59	200	No
11	230	15	245	300	No	60	200	No
12 Noon	191	16	207	300	No	68	200	No
1 PM	187	9	196	300	No	84	200	No
2	224	10	234	300	No	73	200	No
3	337	17	354	300	Yes	104	200	No
4	333	12	345	300	Yes	94	200	No
5	367	31	398	300	Yes	116	200	No
6 PM	295	47	342	300	Yes	89	200	No

The volume criteria is not satisfied for any hour of the day at either intersection.

Since the criteria is required for eight (8) hours, this criteria is not satisfied.

The thresholds could be reduced to 70% if the 85th percentile speeds exceed 40 mph. If so, the major street threshold would be 210 and the side street would be 140. The volumes would not meet the 70% thresholds.

11. Recommendation

When considering vehicular traffic only, the sight distance evaluation and capacity analysis indicate that the study intersections could operate safely and efficiently once the trail opens. However, sight distance limitations at the Armory Road intersection would require mitigation.

For pedestrians and bicyclists crossing Sewell Road at the two proposed crossings, available sight distance was found to be insufficient. Although projected conditions do not meet volume warrants, inadequate sight distance is a criterion that would warrant the installation of all-way stop control.

Rectangular Rapid Flashing Beacons (RRFBs) were evaluated as a potential mitigation; however, installing them only on Sewell Road approaches would leave vehicles turning from side streets without a warning device.

Given the expected conditions—including multiple vehicular turning movements and substantial pedestrian and bicycle volumes at both Sewell Road and the intersecting side streets—conversion of both intersections to all-way stop control is recommended. This control type is the only measure that ensures pedestrian and bicyclist safety across the range of turning movements. Additionally, all-way stop control would decrease delays for side-street traffic without imposing significant additional delay on Sewell Road through movements.

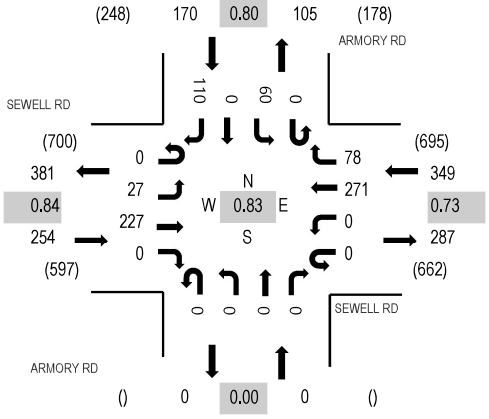
Appendices

Appendix A, Existing Traffic Data

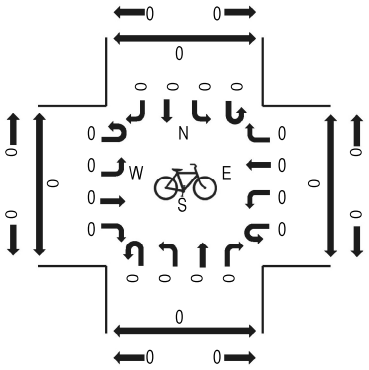
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARMORY RD & SEWELL RD AM
Date: Tuesday, September 9, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

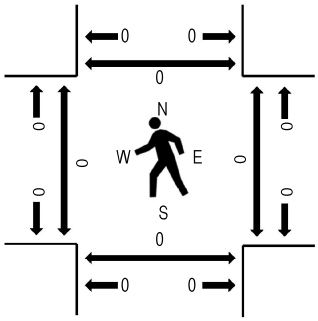
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL RD Eastbound				SEWELL RD Westbound				ARMORY RD Northbound				ARMORY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	28	0	0	0	18	7	0	0	0	0	0	2	0	2	58	541	0	0	0	0
7:15 AM	0	0	52	0	0	0	33	6	0	0	0	0	0	6	0	2	99	695	0	0	0	0
7:30 AM	0	3	50	0	0	0	58	15	0	0	0	0	0	6	0	18	150	773	0	0	0	0
7:45 AM	0	4	66	0	0	0	96	23	0	0	0	0	0	17	0	28	234	704	0	0	0	0
8:00 AM	0	12	64	0	0	0	64	19	0	0	0	0	0	20	0	33	212	529	0	0	0	0
8:15 AM	0	8	47	0	0	0	53	21	0	0	0	0	0	17	0	31	177	374	0	0	0	0
8:30 AM	0	1	43	0	0	0	22	3	0	0	0	0	0	6	0	6	81	253	0	0	0	0
8:45 AM	0	1	28	0	0	0	23	2	0	0	0	0	0	4	0	1	59	237	0	0	0	0
9:00 AM	0	3	16	0	0	0	31	1	0	0	0	0	0	3	0	3	57	248	0	0	0	0
9:15 AM	0	2	24	0	0	0	24	3	0	0	0	0	0	2	0	1	56	254	0	0	0	0
9:30 AM	0	0	24	0	0	0	29	6	0	0	0	0	0	4	0	2	65	261	0	0	0	0
9:45 AM	0	0	18	0	0	0	30	16	0	0	0	0	0	4	0	2	70	247	0	0	0	0
10:00 AM	0	1	24	0	0	0	22	6	0	0	0	0	0	6	0	4	63	222	0	0	0	0
10:15 AM	0	3	27	0	0	0	24	2	0	0	0	0	0	3	0	4	63		0	0	0	0
10:30 AM	0	4	22	0	0	0	16	2	0	0	0	0	0	6	0	1	51		0	0	0	0
10:45 AM	0	1	20	0	0	0	18	2	0	0	0	0	0	3	0	1	45		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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	27	221	0	0	0	257	78	0	0	0	0	0	50	0	74	707
Mediums	0	0	5	0	0	0	13	0	0	0	0	0	0	10	0	36	64
Total	0	27	227	0	0	0	271	78	0	0	0	0	0	60	0	110	773

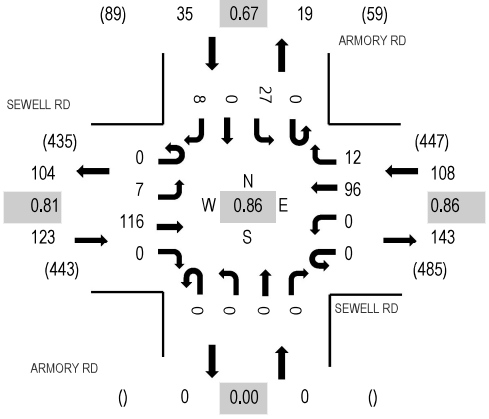
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.4%				4.0%				0.0%				27.1%			8.5%
Heavy Vehicle %	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	32.7%	8.5%
Peak Hour Factor		0.84				0.73				0.00				0.80			0.83
Peak Hour Factor	0.00	0.56	0.88	0.00	0.00	0.00	0.71	0.85	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.83	0.83

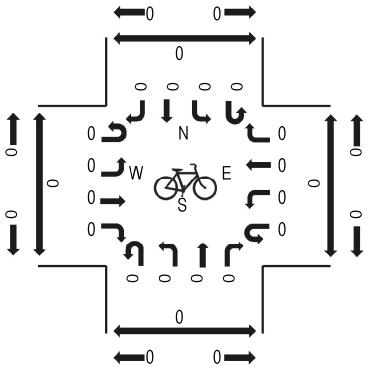
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARMORY RD & SEWELL RD Noon
Date: Tuesday, September 9, 2025
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

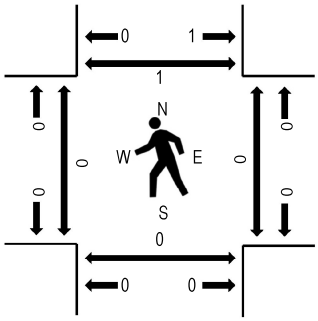
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL RD Eastbound				SEWELL RD Westbound				ARMORY RD Northbound				ARMORY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	1	24	0	0	0	21	1	0	0	0	0	0	0	0	4	51	258	0	0	0	0
11:15 AM	0	4	25	0	0	0	24	3	0	0	0	0	0	3	0	3	62	266	0	0	0	0
11:30 AM	0	2	29	0	0	0	21	3	0	0	0	0	0	9	0	4	68	256	0	0	0	0
11:45 AM	0	0	38	0	0	0	24	4	0	0	0	0	0	11	0	0	77	243	0	0	0	0
12:00 PM	0	1	24	0	0	0	27	2	0	0	0	0	0	4	0	1	59	220	0	0	0	1
12:15 PM	0	0	29	0	0	0	20	0	0	0	0	0	0	3	0	0	52	222	0	0	0	0
12:30 PM	0	1	28	0	0	0	21	3	0	0	0	0	0	1	0	1	55	219	0	0	0	0
12:45 PM	0	1	21	0	0	0	27	3	0	0	0	0	0	1	0	1	54	234	0	0	0	0
1:00 PM	0	2	28	0	0	0	23	4	0	0	0	0	0	3	0	1	61	237	0	0	0	0
1:15 PM	0	0	16	0	0	0	30	0	0	0	0	0	0	1	0	2	49	245	0	0	0	0
1:30 PM	0	1	29	0	0	0	34	3	0	0	0	0	0	2	0	1	70	259	0	0	0	0
1:45 PM	0	0	22	0	0	0	28	4	0	0	0	0	0	3	0	0	57	259	0	0	0	0
2:00 PM	0	0	32	0	0	0	25	4	0	0	0	0	0	4	0	4	69	264	0	0	0	0
2:15 PM	0	2	29	0	0	0	22	1	0	0	0	0	0	8	0	1	63		0	0	0	0
2:30 PM	0	1	26	0	0	0	32	3	0	0	0	0	0	4	0	4	70		0	0	0	0
2:45 PM	0	1	26	0	0	0	26	4	0	0	0	0	0	2	0	3	62		0	1	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	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Lights	0	6	102	0	0	0	81	10	0	0	0	0	0	24	0	6	229
Mediums	0	1	13	0	0	0	12	2	0	0	0	0	0	3	0	2	33
Total	0	7	116	0	0	0	96	12	0	0	0	0	0	27	0	8	266

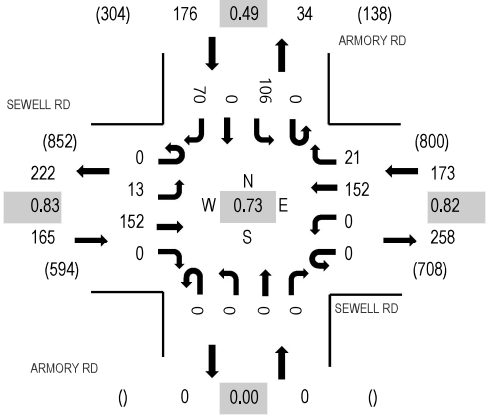
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		12.2%				15.7%				0.0%				14.3%			13.9%
Heavy Vehicle %	0.0%	14.3%	12.1%	0.0%	0.0%	0.0%	15.6%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	25.0%	13.9%
Peak Hour Factor		0.81				0.86				0.00				0.67			0.86
Peak Hour Factor	0.00	0.44	0.79	0.00	0.00	0.00	0.86	0.75	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.75	0.86

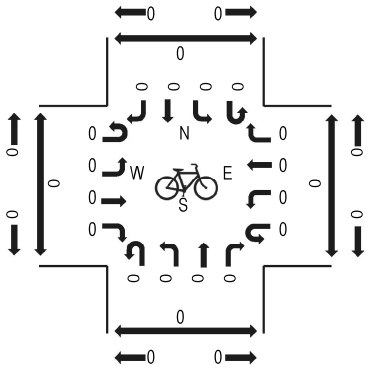
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARMORY RD & SEWELL RD PM
Date: Tuesday, September 9, 2025
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

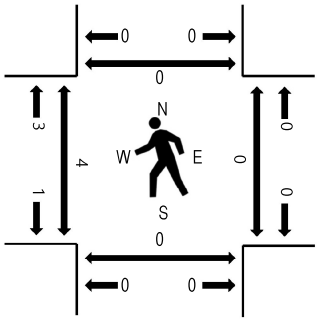
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL RD Eastbound				SEWELL RD Westbound				ARMORY RD Northbound				ARMORY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	21	0	0	0	27	8	0	0	0	0	0	3	0	7	67	466	0	0	0	0
3:15 PM	0	6	23	0	0	0	28	16	0	0	0	0	0	3	0	13	89	507	0	0	0	0
3:30 PM	0	5	45	0	0	0	29	8	0	0	0	0	0	52	0	38	177	514	1	0	0	0
3:45 PM	0	3	37	0	0	0	42	5	0	0	0	0	0	27	0	19	133	427	3	0	0	0
4:00 PM	0	4	39	0	0	0	37	4	0	0	0	0	0	16	0	8	108	392	0	0	0	0
4:15 PM	0	1	31	0	0	0	44	4	0	0	0	0	0	11	0	5	96	395	0	0	0	0
4:30 PM	0	1	25	0	0	0	53	3	0	0	0	0	0	6	0	2	90	423	0	0	0	0
4:45 PM	0	0	41	0	0	0	46	3	0	0	0	0	0	5	0	3	98	459	0	0	0	0
5:00 PM	0	2	36	0	0	0	61	6	0	0	0	0	0	6	0	0	111	469	0	0	0	0
5:15 PM	0	1	28	0	0	0	77	4	0	0	0	0	0	5	0	9	124	471	0	0	0	0
5:30 PM	0	6	46	0	0	0	57	1	0	0	0	0	0	4	0	12	126	467	0	0	0	0
5:45 PM	0	19	23	0	0	0	58	3	0	0	0	0	0	2	0	3	108	419	0	0	0	0
6:00 PM	0	9	48	0	0	0	38	4	0	0	0	0	0	10	0	4	113	371	0	0	0	0
6:15 PM	0	1	37	0	0	0	67	2	0	0	0	0	0	11	0	2	120		0	0	0	0
6:30 PM	0	0	30	0	0	0	32	3	0	0	0	0	0	11	0	2	78		0	0	0	0
6:45 PM	0	2	23	0	0	0	27	3	0	0	0	0	0	3	0	2	60		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	13	147	0	0	0	144	21	0	0	0	0	0	93	0	49	467
Mediums	0	0	5	0	0	0	8	0	0	0	0	0	0	13	0	21	47
Total	0	13	152	0	0	0	152	21	0	0	0	0	0	106	0	70	514

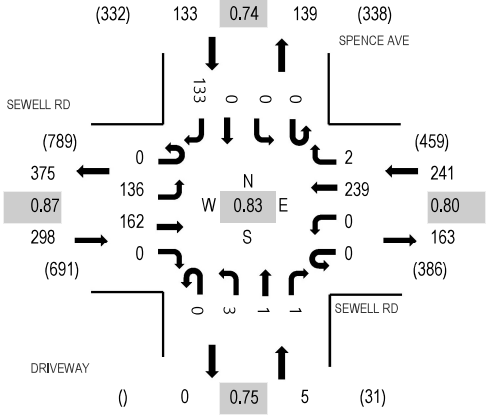
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		3.0%				4.6%				0.0%				19.3%			9.1%
Heavy Vehicle %	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.3%	0.0%	30.0%	9.1%
Peak Hour Factor		0.83				0.82				0.00				0.49			0.73
Peak Hour Factor	0.00	0.46	0.80	0.00	0.00	0.00	0.82	0.58	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.51	0.73

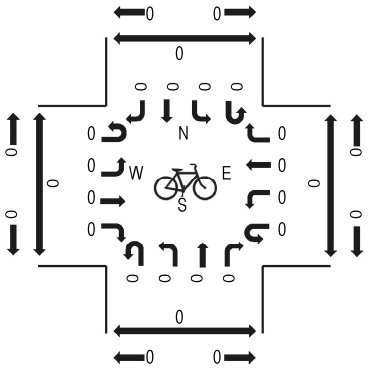
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DRIVEWAY & SEWELL RD AM
Date: Tuesday, September 9, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

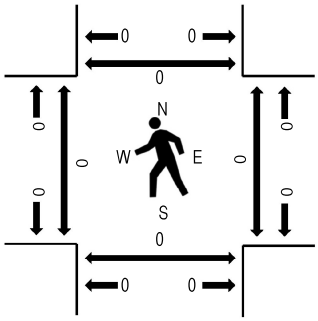
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL RD Eastbound				SEWELL RD Westbound				DRIVEWAY Northbound				SPENCE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	17	18	0	0	0	25	0	0	0	0	1	0	0	0	6	67	534	0	0	0	0
7:15 AM	0	24	33	0	0	0	27	0	0	0	0	0	0	0	0	24	108	650	0	0	0	0
7:30 AM	0	26	39	0	0	0	57	1	0	0	0	0	0	0	0	32	155	677	0	0	0	0
7:45 AM	0	45	38	0	0	0	75	0	0	1	0	0	0	0	0	45	204	603	0	0	0	0
8:00 AM	0	37	49	0	0	0	63	1	0	0	1	1	0	0	0	31	183	467	0	0	0	0
8:15 AM	0	28	36	0	0	0	44	0	0	2	0	0	0	0	0	25	135	341	0	0	0	0
8:30 AM	0	23	26	0	0	0	16	1	0	0	0	0	0	2	0	13	81	267	0	0	0	0
8:45 AM	0	14	18	0	0	0	14	1	0	1	0	1	0	1	0	18	68	266	0	0	0	0
9:00 AM	0	13	10	0	0	0	19	0	0	2	0	0	0	0	0	13	57	273	0	0	0	0
9:15 AM	0	8	16	0	0	0	15	1	0	1	1	1	0	0	0	18	61	288	0	0	0	0
9:30 AM	0	15	18	0	0	0	26	0	0	0	3	0	0	0	0	18	80	286	0	0	1	0
9:45 AM	0	10	11	0	0	0	18	1	0	2	3	0	0	0	0	30	75	261	0	0	0	0
10:00 AM	0	20	14	0	0	0	15	1	0	1	1	2	0	1	0	17	72	239	0	0	0	0
10:15 AM	0	9	19	0	0	0	18	0	0	0	3	0	0	0	0	10	59		0	0	0	0
10:30 AM	0	14	16	0	0	0	10	0	0	0	0	1	0	1	0	13	55		0	0	0	0
10:45 AM	0	14	13	0	0	0	10	0	0	0	2	0	0	0	0	14	53		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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	127	156	0	0	0	225	2	0	2	1	1	0	0	0	132	646
Mediums	0	9	5	0	0	0	13	0	0	1	0	0	0	0	0	1	29
Total	0	136	162	0	0	0	239	2	0	3	1	1	0	0	0	133	677

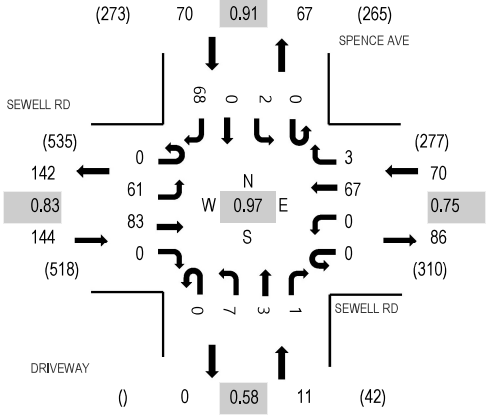
Heavy Vehicle Percentage and Peak Hour Factor

	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%				5.8%				20.0%				0.8%			4.6%
Heavy Vehicle %	0.0%	6.6%	3.7%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	4.6%
Peak Hour Factor		0.87				0.80				0.75				0.74			0.83
Peak Hour Factor	0.00	0.76	0.83	0.00	0.00	0.00	0.80	0.75	0.00	0.63	0.83	0.38	0.00	0.38	0.00	0.74	0.83

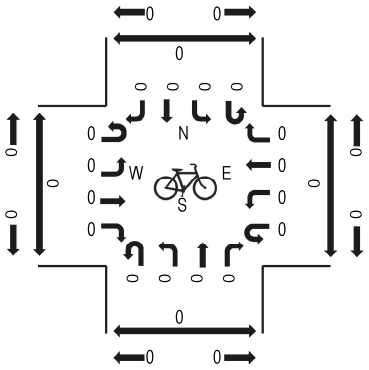
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DRIVEWAY & SEWELL RD Noon
Date: Tuesday, September 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:30 PM - 02:45 PM

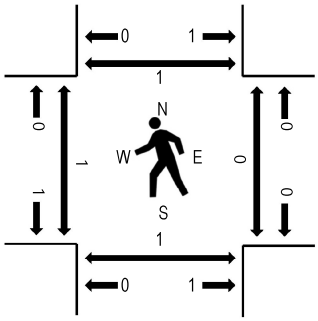
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL RD Eastbound				SEWELL RD Westbound				DRIVEWAY Northbound				SPENCE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	11	18	0	0	0	14	1	0	0	2	1	0	0	0	17	64	289	0	0	0	0
11:15 AM	0	13	18	0	0	0	19	4	0	1	1	0	0	0	0	11	67	294	0	0	0	0
11:30 AM	0	26	19	0	0	0	10	2	0	1	2	0	1	1	0	14	76	291	2	0	0	0
11:45 AM	0	23	22	0	0	0	19	1	0	1	2	0	0	0	0	14	82	279	0	1	1	0
12:00 PM	0	19	8	0	0	0	17	1	0	1	3	0	0	1	0	19	69	259	0	1	1	0
12:15 PM	0	13	18	0	0	0	13	2	0	1	2	1	0	0	0	14	64	265	0	0	0	0
12:30 PM	0	9	26	0	0	0	10	0	0	0	2	0	0	2	0	15	64	256	0	0	0	0
12:45 PM	0	8	20	0	0	0	17	1	0	0	1	1	0	0	0	14	62	265	0	0	0	0
1:00 PM	0	14	21	0	0	0	15	1	0	1	1	1	0	0	0	21	75	267	0	0	0	0
1:15 PM	0	5	9	0	0	0	15	3	0	0	1	0	0	1	0	21	55	263	0	0	0	0
1:30 PM	0	12	19	0	0	0	25	1	0	1	0	0	0	1	0	14	73	281	0	0	0	0
1:45 PM	0	7	16	0	0	0	16	0	0	0	3	0	0	0	0	22	64	284	0	0	0	1
2:00 PM	0	22	14	0	0	0	18	0	0	1	0	0	0	0	0	16	71	295	0	0	0	0
2:15 PM	0	8	32	0	0	0	15	1	0	2	1	1	0	0	0	13	73		1	0	1	1
2:30 PM	0	17	21	0	0	0	13	1	0	4	2	0	0	0	0	18	76		0	0	0	0
2:45 PM	0	14	16	0	0	0	21	1	0	0	0	0	0	2	0	21	75		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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	57	78	0	0	0	64	3	0	7	3	1	0	2	0	66	281
Mediums	0	4	3	0	0	0	3	0	0	0	0	0	0	0	0	2	12
Total	0	61	83	0	0	0	67	3	0	7	3	1	0	2	0	68	295

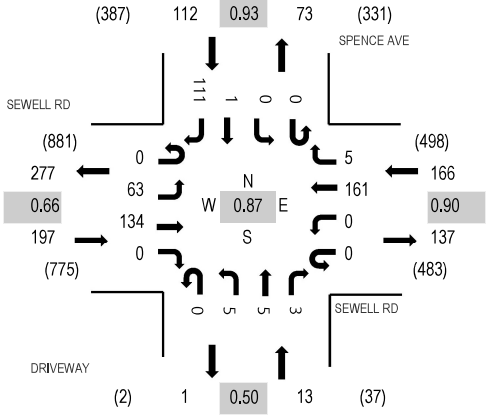
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.3%				4.3%				0.0%				2.9%			4.7%
Heavy Vehicle %	0.0%	6.6%	6.0%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	4.7%
Peak Hour Factor		0.83				0.75				0.58				0.91			0.97
Peak Hour Factor	0.00	0.78	0.82	0.00	0.00	0.00	0.74	0.50	0.00	0.44	0.75	0.75	0.25	0.38	0.00	0.89	0.97

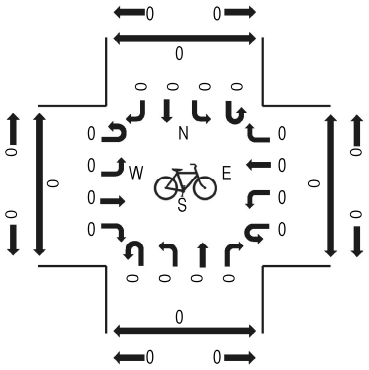
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DRIVEWAY & SEWELL RD PM
Date: Tuesday, September 9, 2025
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

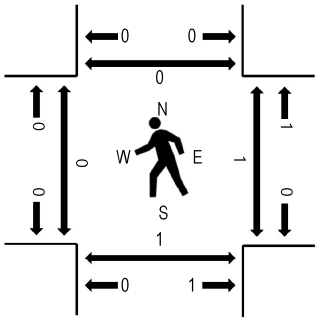
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEWELL RD Eastbound				SEWELL RD Westbound				DRIVEWAY Northbound				SPENCE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	9	16	0	0	0	16	1	0	1	1	1	0	0	1	21	67	431	0	0	0	0
3:15 PM	0	19	15	0	0	0	22	2	0	2	1	0	0	0	0	25	86	468	0	0	0	0
3:30 PM	0	60	44	0	0	0	26	0	0	0	0	0	0	0	0	25	155	482	0	0	0	0
3:45 PM	0	27	40	0	0	0	23	2	0	0	3	0	0	0	0	28	123	437	0	0	0	0
4:00 PM	0	25	31	0	0	0	29	1	0	3	2	0	0	0	0	13	104	421	0	0	0	0
4:15 PM	0	23	26	0	0	0	23	0	0	2	1	0	0	2	0	23	100	458	0	1	1	0
4:30 PM	0	15	24	0	0	0	42	1	0	2	0	0	0	0	0	26	110	472	0	0	0	0
4:45 PM	0	15	35	0	0	0	24	4	0	1	1	1	0	0	0	26	107	488	0	0	0	0
5:00 PM	0	21	35	0	0	0	46	1	0	4	2	2	0	0	0	30	141	474	0	1	1	0
5:15 PM	0	11	26	0	0	0	45	0	0	0	2	0	0	0	0	30	114	440	0	0	0	0
5:30 PM	0	16	38	0	0	0	46	0	0	0	0	0	0	0	1	25	126	445	0	0	0	0
5:45 PM	0	14	20	0	0	0	32	0	0	1	0	0	0	2	0	24	93	398	0	0	0	0
6:00 PM	0	14	40	0	0	0	31	0	0	0	0	1	0	1	0	20	107	371	0	0	0	0
6:15 PM	0	14	37	0	0	0	36	1	0	0	0	0	0	1	0	30	119		0	0	0	0
6:30 PM	0	11	28	0	0	0	24	0	0	0	1	0	0	0	0	15	79		0	1	1	0
6:45 PM	0	10	16	0	0	0	20	0	0	1	0	1	0	0	0	18	66		0	1	1	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	61	134	0	0	0	159	5	0	5	5	3	0	0	1	109	482
Mediums	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	6
Total	0	63	134	0	0	0	161	5	0	5	5	3	0	0	1	111	488

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.0%				1.2%				0.0%				1.8%			1.2%
Heavy Vehicle %	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	1.2%
Peak Hour Factor		0.66				0.90				0.50				0.93			0.87
Peak Hour Factor	0.00	0.56	0.80	0.00	0.00	0.00	0.92	0.38	0.00	0.56	0.50	0.38	0.00	0.50	0.25	0.93	0.87

Appendix B, Crash Data

Accident No	Date	DirVeh1	DirVeh2	Fatalities	Injuries	IntersectingRoute	MannerOfCollision	MnvrVeh1	MnvrVeh2	Route	Time	U1Factors
8493780	4/12/22	West	West	0	1	SPENCE AVENUE	Rear End	Straight	Stopped	SEWELL ROAD	08:03:00	Following too Close
8503382	4/20/22	West	West	0	0	SPENCE AVENUE	Rear End	Straight	Stopped	SEWELL ROAD	08:15:00	Following too Close

Appendix C, Existing Trail Usage Data

	A	B	C	D	E	F	G
10			Ped			Bike	
11	Date	Time	NB	SB		NB	SB
12	9/9/25	07:00 AM	0	0		0	0
13	9/9/25	07:15 AM	1	0		0	0
14	9/9/25	07:30 AM	2	0		0	1
15	9/9/25	07:45 AM	0	0		1	1
16							
17	9/9/25	08:00 AM	2	6		0	0
18	9/9/25	08:15 AM	1	4		1	0
19	9/9/25	08:30 AM	3	2		0	0
20	9/9/25	08:45 AM	2	3		1	1
21							
22	9/9/25	09:00 AM	0	1		1	1
23	9/9/25	09:15 AM	0	2		0	1
24	9/9/25	09:30 AM	1	0		2	3
25	9/9/25	09:45 AM	1	2		0	1
26							
27	9/9/25	10:00 AM	3	2		2	4
28	9/9/25	10:15 AM	5	5		0	1
29	9/9/25	10:30 AM	5	5		2	2
30	9/9/25	10:45 AM	3	9		0	1
31							
32	9/9/25	11:00 AM	1	3		0	0
33	9/9/25	11:15 AM	2	1		0	0
34	9/9/25	11:30 AM	0	3		0	0
35	9/9/25	11:45 AM	2	3		0	0
36							
37	9/9/25	12:00 PM	2	2		0	0
38	9/9/25	12:15 PM	3	4		0	0
39	9/9/25	12:30 PM	0	0		0	0
40	9/9/25	12:45 PM	0	4		1	0
41							
42	9/9/25	01:00 PM	1	0		0	0
43	9/9/25	01:15 PM	1	0		0	0
44	9/9/25	01:30 PM	0	3		0	0
45	9/9/25	01:45 PM	3	0		1	0
46							
47	9/9/25	02:00 PM	2	2		0	0
48	9/9/25	02:15 PM	0	1		0	0
49	9/9/25	02:30 PM	0	2		0	0
50	9/9/25	02:45 PM	1	2		0	0
51							
52	9/9/25	03:00 PM	0	1		0	0
53	9/9/25	03:15 PM	2	2		1	2
54	9/9/25	03:30 PM	2	1		0	0
55	9/9/25	03:45 PM	2	2		2	0
56							
57	9/9/25	04:00 PM	0	0		0	0
58	9/9/25	04:15 PM	0	2		0	0
59	9/9/25	04:30 PM	0	0		1	1
60	9/9/25	04:45 PM	1	7		0	0
61							
62	9/9/25	05:00 PM	3	7		2	0
63	9/9/25	05:15 PM	4	0		0	0
64	9/9/25	05:30 PM	4	3		0	0
65	9/9/25	05:45 PM	5	3		0	0
66							
67	9/9/25	06:00 PM	5	5		2	2
68	9/9/25	06:15 PM	1	2		0	2
69	9/9/25	06:30 PM	5	8		0	1
70	9/9/25	06:45 PM	5	3		2	4

Appendix D, Traffic Data from GDOT TADA

Annual Statistics										
Data Item	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**
Statistics type	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	4,360	4,470	4,630	4,700	4,940	4,580	4,370	4,480	5,240	**5,260**
SU AADT	318	325	200	203	348	323	365	374	537	**540**
CU AADT	35	36	26	26	23	21	51	53	55	**55**
K-Factor	0.122	0.122	0.119	0.119	0.118	0.118	0.097	0.097	0.109	**0.109**
D-Factor	0.600	0.600	0.520	0.520	0.540	0.540	0.510	0.510	0.540	**0.540**

Appendix E, Capacity Analysis Reports, Existing Conditions

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	227	271	78	60	110
Future Vol, veh/h	27	227	271	78	60	110
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, %	-	-3	3	-	-3	-
Peak Hour Factor	56	88	71	85	75	83
Heavy Vehicles, %	0	3	5	0	17	33
Mvmt Flow	48	258	382	92	80	133

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	473	0	-	0	782	428
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.1	-	-	-	5.97	6.23
Critical Hdwy Stg 1	-	-	-	-	4.97	-
Critical Hdwy Stg 2	-	-	-	-	4.97	-
Follow-up Hdwy	2.2	-	-	-	3.653	3.597
Pot Cap-1 Maneuver	1099	-	-	-	390	587
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	370	587
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.33	0	18.28
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	283	-	-	-	481
HCM Lane V/C Ratio	0.044	-	-	-	0.442
HCM Ctrl Dly (s/v)	8.4	0	-	-	18.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	136	162	0	0	239	2	3	1	1	0	0	133
Future Vol, veh/h	136	162	0	0	239	2	3	1	1	0	0	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	83	92	92	80	75	75	83	38	38	92	74
Heavy Vehicles, %	7	4	2	2	6	0	33	0	0	0	2	1
Mvmt Flow	179	195	0	0	299	3	4	1	3	0	0	180

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	-	-	-	0	852	854	195	854	853	300
Stage 1	-	-	-	-	-	-	553	553	-	300	300	-
Stage 2	-	-	-	-	-	-	299	301	-	554	553	-
Critical Hdwy	4.17	-	-	-	-	-	7.43	6.5	6.2	7.1	6.52	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.797	4	3.3	3.5	4.018	3.309
Pot Cap-1 Maneuver	1232	-	0	0	-	-	248	298	851	281	296	742
Stage 1	-	-	0	0	-	-	466	517	-	713	666	-
Stage 2	-	-	0	0	-	-	648	668	-	521	514	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1232	-	-	-	-	-	157	249	851	234	248	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	157	249	-	234	248	-
Stage 1	-	-	-	-	-	-	390	433	-	713	666	-
Stage 2	-	-	-	-	-	-	491	668	-	433	430	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.03	0	20.87	11.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	235	861	-	-	-	742
HCM Lane V/C Ratio	0.033	0.145	-	-	-	0.242
HCM Ctrl Dly (s/v)	20.9	8.4	0	-	-	11.4
HCM Lane LOS	C	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.5	-	-	-	0.9

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	162	152	21	106	70
Future Vol, veh/h	13	162	152	21	106	70
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, %	-	-3	3	-	-3	-
Peak Hour Factor	46	80	100	58	51	51
Heavy Vehicles, %	0	3	5	0	12	2
Mvmt Flow	28	203	152	36	208	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	188	0	-	0	429	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	4.1	-	-	-	5.92	5.92
Critical Hdwy Stg 1	-	-	-	-	4.92	-
Critical Hdwy Stg 2	-	-	-	-	4.92	-
Follow-up Hdwy	2.2	-	-	-	3.608	3.318
Pot Cap-1 Maneuver	1398	-	-	-	606	886
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1398	-	-	-	592	886
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.93	0	15.55
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	220	-	-	-	682
HCM Lane V/C Ratio	0.02	-	-	-	0.506
HCM Ctrl Dly (s/v)	7.6	0	-	-	15.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.9

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	134	0	0	161	5	5	5	3	0	0	111
Future Vol, veh/h	63	134	0	0	161	5	5	5	3	0	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	80	92	92	92	38	56	50	38	50	92	93
Heavy Vehicles, %	3	0	2	2	1	0	0	0	0	0	2	2
Mvmt Flow	113	168	0	0	175	13	9	10	8	0	0	119

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	-	-	-	0	568	581	168	579	574	182
Stage 1	-	-	-	-	-	-	393	393	-	182	182	-
Stage 2	-	-	-	-	-	-	175	188	-	398	393	-
Critical Hdwy	4.13	-	-	-	-	-	7.1	6.5	6.2	7.1	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.5	4	3.3	3.5	4.018	3.318
Pot Cap-1 Maneuver	1380	-	0	0	-	-	437	428	882	429	429	861
Stage 1	-	-	0	0	-	-	636	610	-	825	749	-
Stage 2	-	-	0	0	-	-	832	748	-	632	606	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1380	-	-	-	-	-	343	390	882	378	390	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	343	390	-	378	390	-
Stage 1	-	-	-	-	-	-	579	555	-	825	749	-
Stage 2	-	-	-	-	-	-	716	748	-	560	552	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.15	0	13.67	9.85
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	442	723	-	-	-	861
HCM Lane V/C Ratio	0.061	0.082	-	-	-	0.139
HCM Ctrl Dly (s/v)	13.7	7.8	0	-	-	9.9
HCM Lane LOS	B	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.3	-	-	-	0.5

Appendix F, Capacity Analysis Reports, Open-Year Volumes

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	238	284	82	63	115
Future Vol, veh/h	28	238	284	82	63	115
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, %	-	-3	3	-	-3	-
Peak Hour Factor	56	88	71	85	75	83
Heavy Vehicles, %	0	3	5	0	17	33
Mvmt Flow	50	270	400	96	84	139

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	496	0	-	0	819	448
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	4.1	-	-	-	5.97	6.23
Critical Hdwy Stg 1	-	-	-	-	4.97	-
Critical Hdwy Stg 2	-	-	-	-	4.97	-
Follow-up Hdwy	2.2	-	-	-	3.653	3.597
Pot Cap-1 Maneuver	1078	-	-	-	373	572
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1078	-	-	-	353	572
Mov Cap-2 Maneuver	-	-	-	-	353	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.33	0	19.75
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	281	-	-	-	463
HCM Lane V/C Ratio	0.046	-	-	-	0.48
HCM Ctrl Dly (s/v)	8.5	0	-	-	19.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.6

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	144	170	0	0	250	2	3	1	1	0	0	139
Future Vol, veh/h	144	170	0	0	250	2	3	1	1	0	0	139
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	83	92	92	80	75	75	83	38	38	92	74
Heavy Vehicles, %	7	4	2	2	6	0	33	0	0	0	2	1
Mvmt Flow	189	205	0	0	313	3	4	1	3	0	0	188

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	-	-	-	0	896	899	205	898	898	314
Stage 1	-	-	-	-	-	-	584	584	-	314	314	-
Stage 2	-	-	-	-	-	-	313	315	-	584	584	-
Critical Hdwy	4.17	-	-	-	-	-	7.43	6.5	6.2	7.1	6.52	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.797	4	3.3	3.5	4.018	3.309
Pot Cap-1 Maneuver	1217	-	0	0	-	-	231	281	841	262	279	729
Stage 1	-	-	0	0	-	-	448	501	-	701	656	-
Stage 2	-	-	0	0	-	-	637	659	-	501	498	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1217	-	-	-	-	-	141	231	841	215	230	729
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	231	-	215	230	-
Stage 1	-	-	-	-	-	-	369	413	-	701	656	-
Stage 2	-	-	-	-	-	-	473	659	-	410	411	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.09	0	22.5	11.65
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	214	865	-	-	-	729
HCM Lane V/C Ratio	0.037	0.156	-	-	-	0.258
HCM Ctrl Dly (s/v)	22.5	8.5	0	-	-	11.6
HCM Lane LOS	C	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.6	-	-	-	1

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	159	159	22	111	73
Future Vol, veh/h	14	159	159	22	111	73
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, %	-	-3	3	-	-3	-
Peak Hour Factor	46	80	100	58	51	51
Heavy Vehicles, %	0	3	5	0	12	2
Mvmt Flow	30	199	159	38	218	143

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	438	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	4.1	-	-	-	5.92	5.92
Critical Hdwy Stg 1	-	-	-	-	4.92	-
Critical Hdwy Stg 2	-	-	-	-	4.92	-
Follow-up Hdwy	2.2	-	-	-	3.608	3.318
Pot Cap-1 Maneuver	1388	-	-	-	600	878
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	585	878
Mov Cap-2 Maneuver	-	-	-	-	585	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.02	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	239	-	-	-	675
HCM Lane V/C Ratio	0.022	-	-	-	0.535
HCM Ctrl Dly (s/v)	7.7	0	-	-	16.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.2

Intersection												
Int Delay, s/veh	4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	140	0	0	169	5	5	5	3	0	0	116
Future Vol, veh/h	66	140	0	0	169	5	5	5	3	0	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	80	92	92	92	38	56	50	38	50	92	93
Heavy Vehicles, %	3	0	2	2	1	0	0	0	0	0	2	2
Mvmt Flow	118	175	0	0	184	13	9	10	8	0	0	125

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	-	-	-	0	594	608	175	606	601	190
Stage 1	-	-	-	-	-	-	411	411	-	190	190	-
Stage 2	-	-	-	-	-	-	184	197	-	416	411	-
Critical Hdwy	4.13	-	-	-	-	-	7.1	6.5	6.2	7.1	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.5	4	3.3	3.5	4.018	3.318
Pot Cap-1 Maneuver	1370	-	0	0	-	-	419	413	874	412	414	851
Stage 1	-	-	0	0	-	-	622	599	-	816	743	-
Stage 2	-	-	0	0	-	-	823	742	-	618	595	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1370	-	-	-	-	-	324	374	874	360	375	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	374	-	360	375	-
Stage 1	-	-	-	-	-	-	563	541	-	816	743	-
Stage 2	-	-	-	-	-	-	702	742	-	544	538	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.17	0	14.08	9.95
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	423	724	-	-	-	851
HCM Lane V/C Ratio	0.063	0.086	-	-	-	0.146
HCM Ctrl Dly (s/v)	14.1	7.9	0	-	-	10
HCM Lane LOS	B	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.3	-	-	-	0.5

Appendix G, Capacity Analysis Reports, All-Way Stop-Control

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	238	284	82	63	115
Future Vol, veh/h	28	238	284	82	63	115
Peak Hour Factor	0.56	0.88	0.71	0.85	0.75	0.83
Heavy Vehicles, %	0	3	5	0	17	33
Mvmt Flow	50	270	400	96	84	139
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	12.9	18.4	12.2
HCM LOS	B	C	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	0%	35%
Vol Thru, %	89%	78%	0%
Vol Right, %	0%	22%	65%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	266	366	178
LT Vol	28	0	63
Through Vol	238	284	0
RT Vol	0	82	115
Lane Flow Rate	320	496	223
Geometry Grp	1	1	1

Degree of Util (X)	0.47	0.69	0.363
Departure Headway (Hd)	5.283	5	5.875
Convergence, Y/N	Yes	Yes	Yes
Cap	683	725	612
Service Time	3.319	3.03	3.916
HCM Lane V/C Ratio	0.469	0.684	0.364
HCM Control Delay, s/veh	12.9	18.4	12.2
HCM Lane LOS	B	C	B
HCM 95th-tile Q	2.5	5.6	1.7

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	144	170	0	0	250	2	3	1	1	0	0	139
Future Vol, veh/h	144	170	0	0	250	2	3	1	1	0	0	139
Peak Hour Factor	0.76	0.83	0.92	0.92	0.80	0.75	0.75	0.83	0.38	0.38	0.92	0.74
Heavy Vehicles, %	7	4	2	2	6	0	33	0	0	0	2	1
Mvmt Flow	189	205	0	0	313	3	4	1	3	0	0	188
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14	11.9	9.7	9.9
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	46%	0%	0%
Vol Thru, %	20%	54%	99%	0%
Vol Right, %	20%	0%	1%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	314	252	139
LT Vol	3	144	0	0
Through Vol	1	170	250	0
RT Vol	1	0	2	139
Lane Flow Rate	8	394	315	188
Geometry Grp	1	1	1	1

Degree of Util (X)	0.014	0.546	0.435	0.261
Departure Headway (Hd)	6.62	4.982	4.969	5.01
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	544	718	715	708
Service Time	4.62	3.065	3.057	3.104
HCM Lane V/C Ratio	0.015	0.549	0.441	0.266
HCM Control Delay, s/veh	9.7	14	11.9	9.9
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0	3.3	2.2	1

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	159	159	22	111	73
Future Vol, veh/h	14	159	159	22	111	73
Peak Hour Factor	0.46	0.80	1.00	0.58	0.51	0.51
Heavy Vehicles, %	0	3	5	0	12	2
Mvmt Flow	30	199	159	38	218	143
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	10.7	10.3	13.2
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	0%	60%
Vol Thru, %	92%	88%	0%
Vol Right, %	0%	12%	40%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	173	181	184
LT Vol	14	0	111
Through Vol	159	159	0
RT Vol	0	22	73
Lane Flow Rate	229	197	361
Geometry Grp	1	1	1

Degree of Util (X)	0.326	0.282	0.504
Departure Headway (Hd)	5.113	5.151	5.026
Convergence, Y/N	Yes	Yes	Yes
Cap	694	689	711
Service Time	3.206	3.248	3.112
HCM Lane V/C Ratio	0.33	0.286	0.508
HCM Control Delay, s/veh	10.7	10.3	13.2
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.4	1.2	2.9

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	140	0	0	169	5	5	5	3	0	0	116
Future Vol, veh/h	66	140	0	0	169	5	5	5	3	0	0	116
Peak Hour Factor	0.56	0.80	0.92	0.92	0.92	0.38	0.56	0.50	0.38	0.50	0.92	0.93
Heavy Vehicles, %	3	0	2	2	1	0	0	0	0	0	2	2
Mvmt Flow	118	175	0	0	184	13	9	10	8	0	0	125
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.3	9.2	8.4	8.4
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	32%	0%	0%
Vol Thru, %	38%	68%	97%	0%
Vol Right, %	23%	0%	3%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	206	174	116
LT Vol	5	66	0	0
Through Vol	5	140	169	0
RT Vol	3	0	5	116
Lane Flow Rate	27	293	197	125
Geometry Grp	1	1	1	1

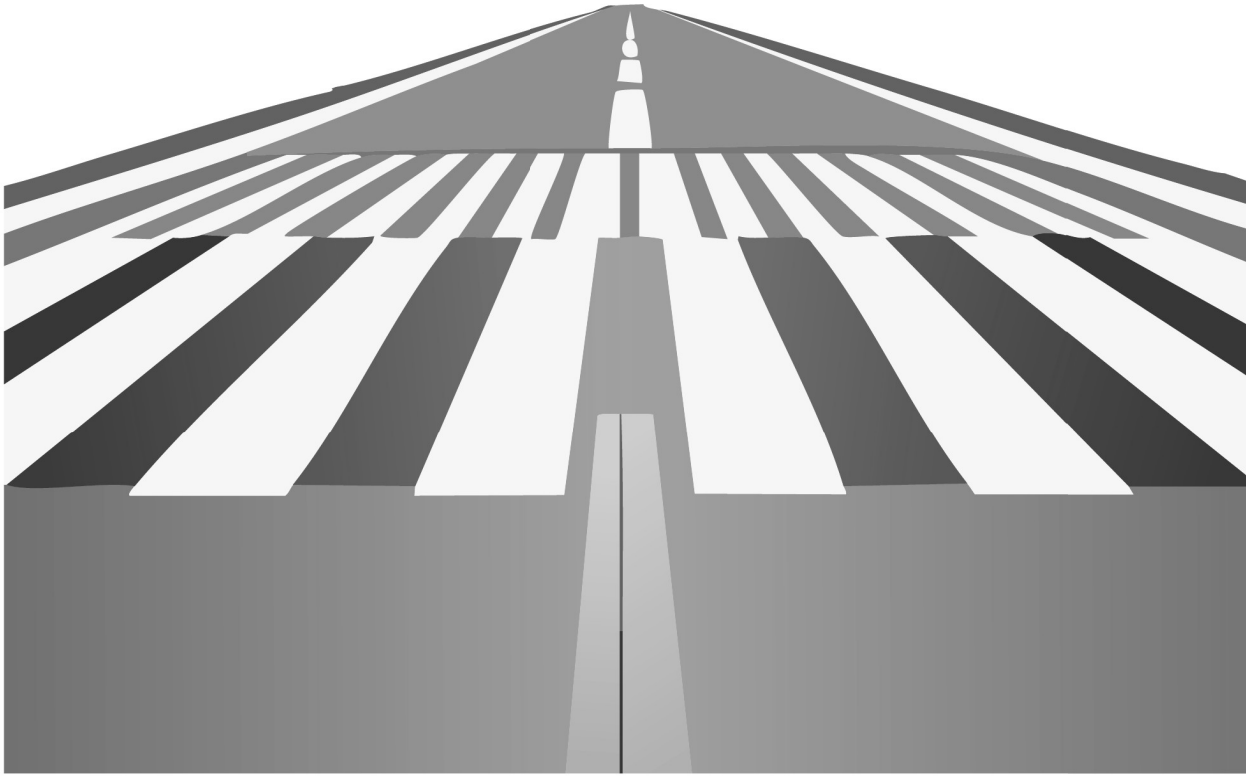
Degree of Util (X)	0.038	0.373	0.251	0.156
Departure Headway (Hd)	5.127	4.587	4.582	4.489
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	695	782	782	796
Service Time	3.182	2.624	2.62	2.532
HCM Lane V/C Ratio	0.039	0.375	0.252	0.157
HCM Control Delay, s/veh	8.4	10.3	9.2	8.4
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	1.7	1	0.6

Traffic Study Report

Newnan LINC 13 - Sewell Rd

Newnan, GA

September 29, 2025



Maldino & Wilburn
Traffic Engineering Consultants

To:	Mayor and Council
Date:	February 10, 2026
Agenda Item:	Consideration of Contract Award for Farmer Street Cemetery Improvements Phase 1
Prepared By:	Hasco Craver, Assistant City Manager

Purpose:
Newnan City Council may consider awarding a contract to a qualified firm to perform certain improvements at the Farmer Street Cemetery.

Background:
Newnan City Council, in August 2020, re-established the Farmer Street Cemetery Commission with a charge to develop a program to preserve, protect, promote and plan for the maintenance and improvement of the Farmer Street Cemetery.

A group of volunteer commissioners, over a twelve-month period, considered previously compiled reports and data as well as engaged the public through numerous meetings to gather input related to any future preservation and improvements at the cemetery.

Thereafter, the City of Newnan entered into a contract with PaleoWest for the purposes of clearly defining the boundaries of the cemetery and performing a ground penetrating radar survey to best determine the likely location of burial sites. The resulting report showed the location of "455 anomalies whose characteristics match typical burial signatures" (GPR Archeological Survey and Study of the Farmer Street Cemetery, PaleoWest, 2022). See attached image.

In February 2023, the City of Newnan contracted with POND & Company to support the design of future preservation and improvements at the Farmer Street Cemetery. The volunteer commission members, working in concert with the Newnan City Council, the African American Alliance Heritage Museum and the public, developed a design concept that was publicly presented and approved by the Newnan City Council.

POND & Company, with support from the Farmer Street Cemetery Commission, presented their final conceptual design to the Newnan City Council in November 2023. The Newnan City Council was supportive of the final design.

Over the next year, POND & Company worked to develop full design documents which may be used to solicit contractors for future improvements.

In August 2025, the Newnan City Council was presented an agenda item to consider the following:
1. Identification of Funding Source; and
2. Consideration of Phasing Plan; and
3. Release of a Request for Proposals (RFP)

The Newnan City Council voted to use Unassigned Fund Balance to fund the project, deliver the project in a phased approach and to release a RFP.

The Farmer Street Cemetery Project Phase 1 includes an updated driveway, additional parking, a vehicular turnaround, a walking trail, interpretive signage, decorative fencing along Farmer Street, additional landscaping and stormwater improvements. See attached image.

In Fall 2025, City Staff engaged New South Associates, an archeological research firm with experience working within historic cemeteries, to sensitively investigate three anomalies noted by PaleoWest during their GPR and Survey work. Very specifically, PaleoWest noted that further investigation of three locations was necessary in advance of any improvement contract being initiated. The locations of the three anomalies may be found on the GPR Survey Map attached herein. New South Associates performed sensitive investigation of the three noted anomalies on December 11, 2025, and December 12, 2025. New South Associates, in their report, stated that they "did not find any evidence of unmarked potential burials at the locations of three outlier GPR anomalies identified by PaleoWest."

In December 2025, the City of Newnan issued an Invitation to Bid for qualified firms to submit proposals for the Farmer Street Cemetery Improvement Phase 1 Project.

On January 13, 2026, the City of Newnan received two proposals from qualified firms. The following firms submitted proposals:

Lagniappe Development Co., Inc.
1190 W. Shadburn Ave.
Buford, Geogia 30518

Piedmont Paving, Inc.
1020 Highway 16 East
Newnan, Georgia 30263

Proposals were reviewed by City Staff and POND & Company. Please find a copy of the Bid Tabulation and recommendation letter from POND & Company attached herein.

*Please note that City staff will engage New South Associates to monitor any ground disturbing activities at/near known burial sites as part of the Farmer Street Cemetery Improvement Project Phase 1.

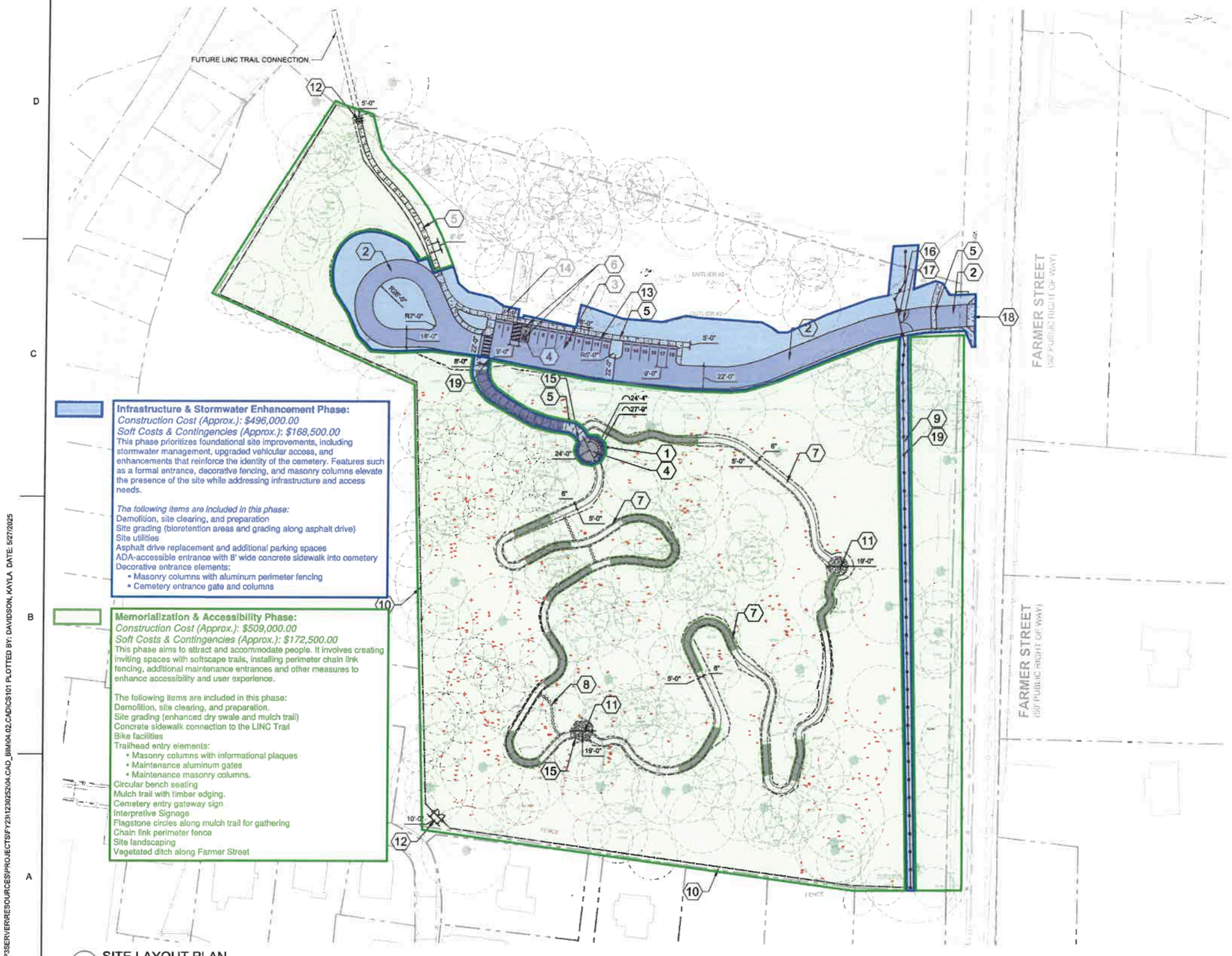
Funding:
Unassigned Fund Balance

Recommendation:
Newnan City Council may award the contract to Piedmont Paving, Inc. in the amount of $777,935.91.

Attachments:
1. PaleoWest GPR Survey Map
2. Farmer Street Phasing Recommendation
3. Farmer Street Cemetery Bid Tab_2026
4. 2026-01-26 Farmer Street Cemetary_Bid Rec Letter

Previous Discussion with Council:
Newnan City Council, in August 2025, provided direction to City Staff to solicit proposals for the Farmer Street Cemetery Project Phase 1 Improvements.

Figure 11. Map of survey results.



GENERAL SHEET NOTES

1. REFER TO SHEET C-001 AND C-002 FOR GENERAL CIVIL NOTES, LEGENDS, AND ABBREVIATIONS.
2. THIS SHEET IS PART OF A MULTI-SHEET SET OF CONSTRUCTION PLANS AND MUST BE READ WITH THE FULL SET TO BEST ENSURE PROPER INTERPRETATION.
3. REFER TO SHEET CD101 FOR DEMOLITION PLANS.
4. REFER TO SHEET LD101 FOR TREE REMOVAL PLAN AND ADDITIONAL TREE PROTECTION MEASURES.
5. REFER TO SHEET LP101 FOR LANDSCAPE PLANS.
6. ALL LINETYPES AND HATCH PATTERNS SHOWN ON PLAN ARE REPRESENTATIONAL ONLY. SITE PLAN HATCHES ARE FOR IDENTIFICATION ONLY AND DO NOT REPRESENT PAVING PATTERN OR DESIRED LAYOUT AND ORIENTATION. REFER TO DETAIL FOR SPECIFIC LAYOUT INFORMATION.
7. DETAILS DENOTED AS "TYP." IN THE KEYNOTES MUST APPLY TO ALL APPLICABLE APPLICATIONS UNLESS NOTED OTHERWISE.
8. FINAL NUMBER OF SITE FURNISHING ELEMENTS TO BE DETERMINED BY CONTRACTOR BASED ON AVAILABLE BUDGET. SYMBOLS ON PLANS ARE REPRESENTATIVE ONLY.
9. NOTE: RADIUS IS NOT REQUIRED FOR TIMBER TRAIL EDGING. CONTRACTOR TO ALIGN TRAIL EDGING AS CLOSE AS POSSIBLE WITH SITE PLAN LAYOUT USING 6' STRAIGHT SEGMENTS OF THE TIMBER EDGING. CURVED ALIGNMENT IS REPRESENTATIONAL ONLY.

SHEET KEYNOTES

1. CIRCULAR BENCH (CITY TO COORDINATE CLASSROOM INSTALLATION WITH SPECIFICATIONS) - SEE DETAIL C1/C-504
2. ASPHALT PAVING, TYP - SEE DETAIL A2/C-501
3. PARKING LOT STRIPING, TYP. (4" WIDE STANDARD WHITE TRAFFIC PAINT)
4. CONCRETE PAVING, DETAIL 'A' TYP - SEE DETAIL A1/C-501
5. CONCRETE PAVING, DETAIL 'B' TYP - SEE DETAIL A1/C-501
6. HANDICAP PARKING AND SIGNAGE WITH CONCRETE BOLLARD - SEE DETAIL A3/C-501
7. MULCH TRAIL WITH TIMBER EDGING, TYP - SEE DETAIL C1/C-501
8. REPURPOSED LOG STEPPERS,TYP - SEE DETAIL C2/C-504 (CONTRACTOR TO COORDINATE WITH CITY TO FOR INSTALLATION OF REPURPOSED LOG STEPPERS).
9. 6' AMERISTAR MONTAGE GENESIS FENCE, TYP - SEE DETAIL A3/C-502
10. 6' BLACK CHAIN LINK FENCE, TYP - SEE DETAIL A1/C-502
11. FLAGSTONE PAVING WITH CONCRETE EDGE - SEE DETAIL B5/C-502
12. MAINTENANCE GATE WITH INFORMATIONAL PLAQUE AND MASONRY COLUMNS, TYP (CONTRACTOR TO COORDINATE WITH CITY ON PLAQUE WORDING AND FABRICATION) - SEE DETAIL A4/C-502 & A3/C-504
13. WHEEL STOP, TYP - SEE DETAIL B1/C-502
14. BIKE RACK, TYP. - SEE DETAIL C1/C-503
15. INTERPRETIVE SIGNAGE BY FOSSIL INDUSTRIES - SEE DETAIL A1/C-504
16. ARCHED SIGN TO DENOTE CEMETERY ENTRANCE - SEE DETAIL C3/C-502
17. ESTATE ALUMINUM GENESIS ENTRY DOUBLE GATE - SEE DETAIL A1/C-503
18. INSTALL NEW DRIVEWAY WITH TAPERED ENTRANCES, CONCRETE VALLEY GUTTERS - GDOT STANDARD A-1
19. MASONRY COLUMN AND FENCE, TYP. - SEE DETAIL A3/C-504

SHEET LEGEND

- LOD / TPF — LIMITS OF DISTURBANCE/TREE PROTECTION FENCE - SEE DETAIL A3/L-501
- ROOT BRIDGE, TYP - SEE DETAIL B3/C-502
- EXISTING TREE TO REMAIN, TYP.
- UNIDENTIFIED BURIAL SITE, TYP.

POND
3500 Parkway Lane
Suite 500
Peachtree Corners
Georgia 30092

DPR SEAL

NOT RELEASED FOR CONSTRUCTION

CLIENT INFORMATION

NEWMAN GEORGIA

PROJECT NAME

FARMER STREET CEMETERY

92 FARMER ST
NEWNAN, GA, 30263

DRAWING ISSUE

MARK	CLIENT SUBMITTAL DESCRIPTION	CLIENT SUBMITTAL DATE
B		05-13-2025
A		03-07-2025

DESIGNED BY:	KD
DRAWN BY:	KD
CHECKED BY:	BJ
SUBMITTED BY:	SPT
DATE:	5/27/2025
PROJECT #	1230252

SHEET TITLE

SITE LAYOUT PLAN

SHEET NUMBER

CS101

ORIGINAL SHEET SIZE: 22" X 34"

90% CONSTRUCTION DOCUMENTS

FILE PATH: \\ACP3\SERVER\RESOURCES\PROJECTS\FY23\1230252\04.CAD_BIM\04.02.CAD\CS101.PLOTTED BY: DAVIDSON, KAYLA DATE: 5/27/2025

City of Newnan, Georgia

BID OPENING: Farmer St. Cemetery Improvements – Phase 1
Tuesday, January 13th 2026 – 2pm

BIDDER	BID AMOUNT	COMMENTS
Piedmont Paving	$777,935.91	
Lagniappe Development Co., Inc.	$906,148.19	
ATL Prime Services Corp.		

BIDS OPENED BY Jim Thomasson Paul Guillaume

55 Ivan Allen Jr. Boulevard, Suite 850
Atlanta, GA 30308
T: 678.336.7740

January 26, 2026

Mr. Hasco Craver IV
City of Newnan
Phone Number
25 LaGrange Street
Newnan, Georgia 30263

RE: Farmer Street Cemetery – Bid Review and Recommendation

Mr. Craver,

POND has reviewed the bids provided by the City for the Farmer Street Cemetery Improvement Project, Phase 1, including submissions from Piedmont Paving, Inc. and Lagniappe Development.

Lagniappe Development's bid appears to conform to the bid schedule, acknowledges the project scope, and demonstrates the capability to perform the work as specified. However, their proposed cost is significantly higher than that of the other responsive bidder.

Piedmont Paving, Inc.'s bid also appears to conform to the bid schedule, acknowledges the project scope, and demonstrates the capability to complete the work as outlined. A discrepancy was noted in Section D (Architectural/Structural) related to the 6-inch Ameristar Montage Genesis fence, where the listed unit price and quantity do not align with the total cost shown. We recommend requesting clarification of this line item.

Based on overall cost, POND recommends proceeding with Piedmont Paving, Inc., contingent upon clarification of the noted discrepancy and confirmation from the City that the bid fully complies with all City requirements. Their familiarity with this type of work, experience working with the City, and competitive pricing make them a strong fit for the project.

Sincerely,

Sydney Thompson, PLA, ASLA
Associate Principal

Kayla Davidson
Landscape Designer II

To:	Mayor and Council
Date:	February 10, 2026
Agenda Item:	Consideration of an ordinance to amend Chapter 3, Alcoholic Beverages, by deleting Section 3-67, Growlers, adding a new Section 3-67, Specialty Beer and Wine Shop
Prepared By:	Cleatus Phillips, City Manager

Purpose:
Consideration of an ordinance to amend Chapter 3, Alcoholic Beverages, by deleting Section 3-67, Growlers, and by adding a new Section 3-67, Specialty Beer and Wine Shop.

Background:
In late 2025, local business owner Chad Smith approached the City Council requesting that the City develop an ordinance to allow the licensing of a Specialty Wine Shop. Council authorized staff to begin that process. Staff researched ordinances in other cities and found versions that ranged from super simple with no standards of regulation to a very complex set of regulatory standards.

Staff also began to hear from local businesses with levels of support and also recommendations for regulations to protect existing businesses. It was suggested that the new ordinance restrict the amount of on-site consumption and to also clean up a provision that did not allow for on-site consumption of wine in the current growler license. With this information, a new ordinance was drafted to replace the current Growler Section 3-67 and replace it in its entirety with a Specialty Beer and Wine Shop.

This new ordinance permits the holders of growler licenses to continue operating in compliance with Section 3-67. The sale of 'growlers' is expressly permitted under the new license.

Funding:
N/A

Recommendation:
Adopt the ordinance as presented.

Attachments:
1. Ordinance to Amend Chapter 3 Alcoholic Beverages._

Previous Discussion with Council:
December 9, 2025

AN ORDINANCE TO AMEND CHAPTER 3, ALCOHOLIC BEVERAGES, OF THE CODE OF ORDINANCES OF THE CITY OF NEWNAN, GEORGIA TO PROVIDE FOR THE REGULATION OF THE SALE AND POSSESSION OF ALCOHOLIC BEVERAGES IN THE CITY OF NEWNAN BY DELETING SEC. 3-67, GROWLERS, AND BY ADDING A NEW SEC. 3-67, SPECIALTY BEER AND WINE SHOP, TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; AND FOR OTHER PURPOSES

WHEREAS, it has been determined that certain changes are necessary in the text of Chapter 3, Alcoholic Beverages, of the Code of Ordinances of the City of Newnan to provide for the regulation of sale and possession of alcoholic beverages in the City of Newnan by amending sections regulating sales and service of alcoholic beverages.

NOW, THEREFORE, BE IT ORDAINED AND IT IS HEREBY ORDAINED by the City Council of the City of Newnan, Georgia, and it is hereby ordained by the authority of same:

Section I: 3-67. Growlers, of Chapter 3, Alcoholic Beverages be and is hereby deleted in its entirety.

Section II: A new Sec. 3-67, Specialty Beer and Wine Shop, to Chapter 3, Alcoholic Beverages be and is hereby adopted to read as follows:

Sec. 3-67. Specialty Beer and Wine Shop

(a) A specialty "beer and wine shop" shall mean a store exclusively for the retail sale of package malt beverages or wine and for limited on-site consumption of malt beverage and wine. A specialty beer and wine shop shall adhere to the following:
   a. Shall not sell or serve distilled spirits.
   b. Shall not sell more than 36 ounces of malt beverage or 18 ounces of wine per day per customer.
   c. Nothing in this subsection shall prohibit the sale of specialty items, including food, and other retail merchandise.
   d. Nothing in this subsection shall prohibit the sale of malt beverages in growlers. The filling of growlers by means of a tapped keg shall not constitute the breaking of a package as contemplated by O.C.G.A. § 3-3-26 or other provisions of this chapter. The term *"growler"* as defined in section 3-2 of this chapter means a bottle that is designed for and especially intended to be filled by a licensee or employee of the licensed establishment with beer from a keg. Growlers may only be filled from kegs procured by the licensee from a duly licensed wholesaler. Only professionally sanitized and sealed growlers may be filled and made available for retail sale.
   e. All such specialty shops must be located in a permissible zoning district that permits the issuance of a retail package or on-site consumption license.

Section III: Section 3-31 (a)… license fees … of Chapter 3, Alcoholic Beverages is hereby amended by revising the language of subparagraph (10) to read as follows:

(10) Specialty Beer and Wine Shop ….. $1,500.00

Section IV: Should any phrase, clause, sentence, or section of this Ordinance be deemed unconstitutional by Court of competent jurisdiction, such determination shall not affect the remaining provisions of this Ordinance, which provisions shall remain in full force and effect.

Section V. The effective date of this Ordinance shall be upon adoption.

[SIGNATURE PAGE FOLLOWS]

DONE, RATIFIED and PASSED, by the City Council of the City of Newnan, Georgia, this the _____ day of _____, 2026, in regular session assembled.

ATTEST:

_____
Megan Shea, City Clerk

_____
James Shepherd, Mayor

_____
Scott Berta, Mayor Pro-Tem

REVIEWED AS TO FORM:

_____
C. Bradford Sears, Jr., City Attorney

_____
Cynthia E. Jenkins, Councilmember

_____
Cleatus Phillips, City Manager

_____
Dustin Koritko, Councilmember

_____
Paul Guillaume, Councilmember

_____
James J. Thomasson III, Councilmember

_____
Jennifer Morrisson, Councilmember

Good morning,

I would like to put in a request for road closures for our 2026 Craft + Brews market season, please.

These are the dates:
March 7
April 4
May 2
June 6
August 1
September 5
October 3
November 7
December 5

We would need closure of Madison street that runs between Jackson St and Jefferson St, from 6:30am-4:30pm.

Let me know if you need anything else from me.

Thank you,
Ansley Murray