

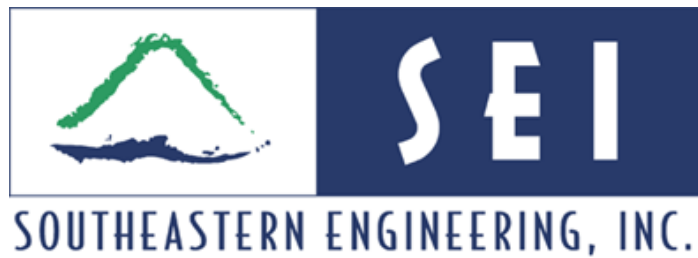
TRAFFIC IMPACT STUDY

FOR

DRESDEN CORNER MARKET DEVELOPMENT

COWETA COUNTY, GA

Prepared By:



2470 Sandy Plains Road
Marietta, GA 30066

February 6, 2026

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EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

SR 34 at Driveway A

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

Bruce Johnson Road at Driveway B

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

No additional roadway improvements are recommended for this development.



INTRODUCTION

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

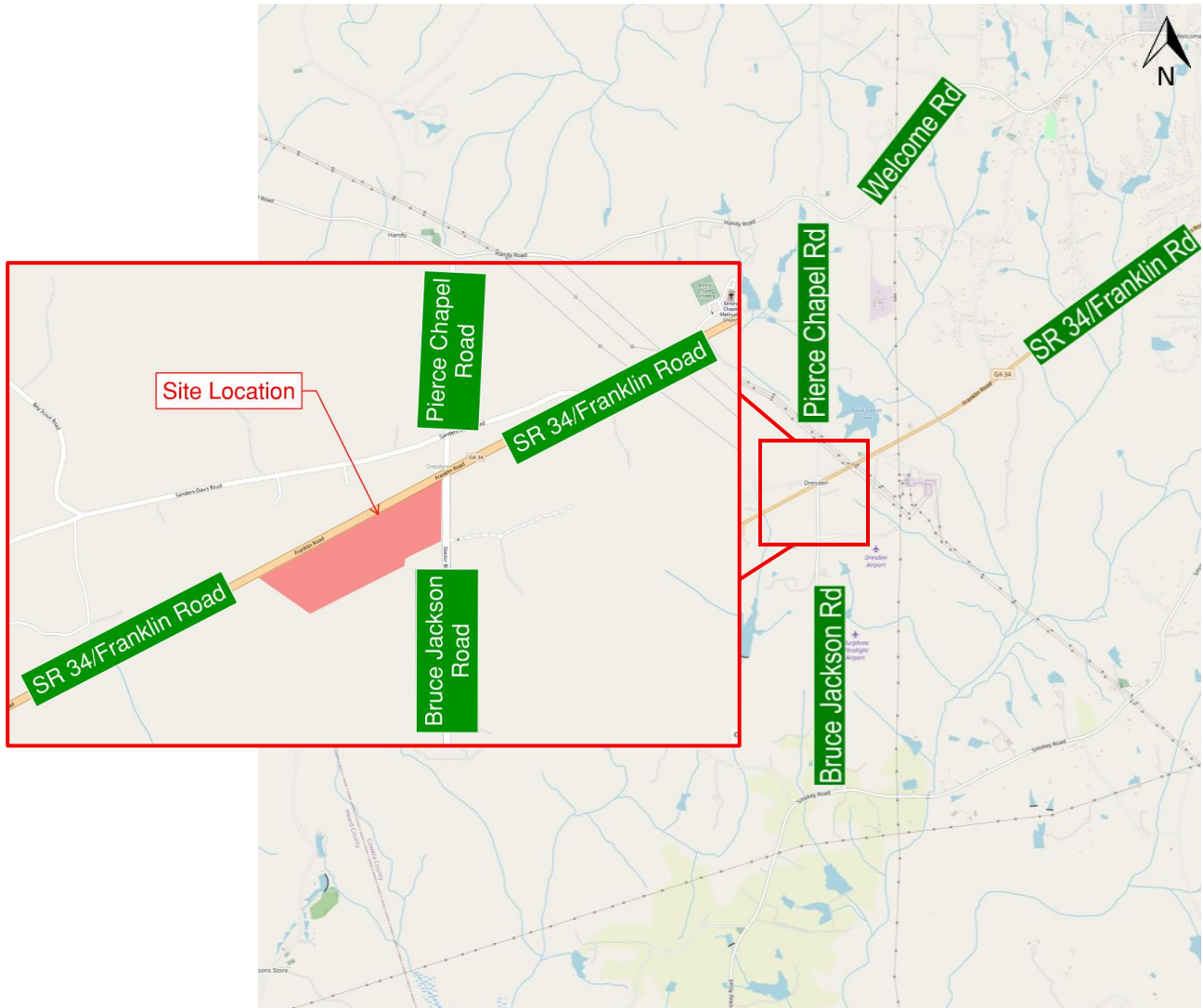


Figure 1 Overall Site Location

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



PROJECT DESCRIPTION

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

Study Network

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

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

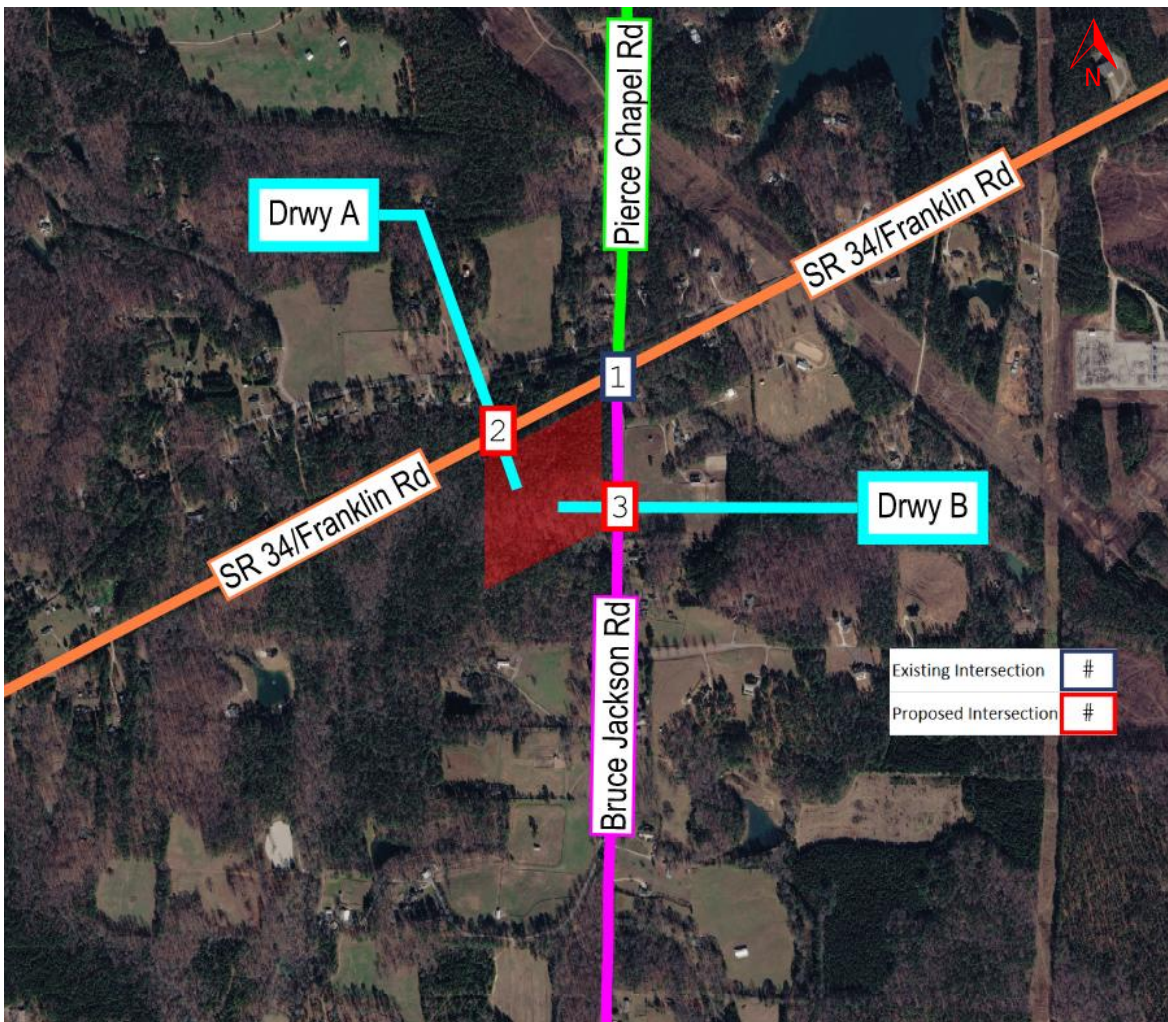


Figure 2 Aerial of Study Area



Roadway Conditions

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

SR 30/Franklin Road

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

Bruce Jackson Road

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

Pierce Chapel Road

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

EXISTING TRAFFIC CONDITIONS

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

Location	Northbound/ Eastbound	Southbound/ Westbound	Total
SR 34 west of Bruce Jackson Road/Pierce Chapel Road	2,643	2,636	5,279
Bruce Jackson Road south of SR 34	449	464	913

Level of Service Methodology

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

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

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



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

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

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

Existing Level of Service

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

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

FUTURE CONDITIONS – WITHOUT THE PROPOSED DEVELOPMENT (NO BUILD)

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

Growth Rate

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

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

Adjacent Projects

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



Future No - Build Traffic Volumes

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

Future No - Build Level of Service

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

Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop-Control	Northbound	11.74 (B)	12.65 (B)
		Southbound	13.58 (B)	14.76 (B)

Proposed Development

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

Trip Generation

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

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



Trip Distribution and Assignment

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

Auxiliary Lane Analysis

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

Table 6: Left-Turn Lane Requirements

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

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

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

Table 7: Results for Auxiliary Lane Analysis (GDOT)

Roadway	GDOT Turning Movement Thresholds (vpd)		Site Expected Turning Volumes (vpd)	
	LTV	RTV	LTV	RTV
Bruce Jackson Road at Driveway B	250	N/A	81	-

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



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

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

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

Figure 3 Left-Turn Treatment at Unsignalized Intersection

FUTURE CONDITIONS – WITH THE PROPOSED DEVELOPMENT (BUILD)

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

Future Build Traffic Volumes

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



Future Build Level of Service

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

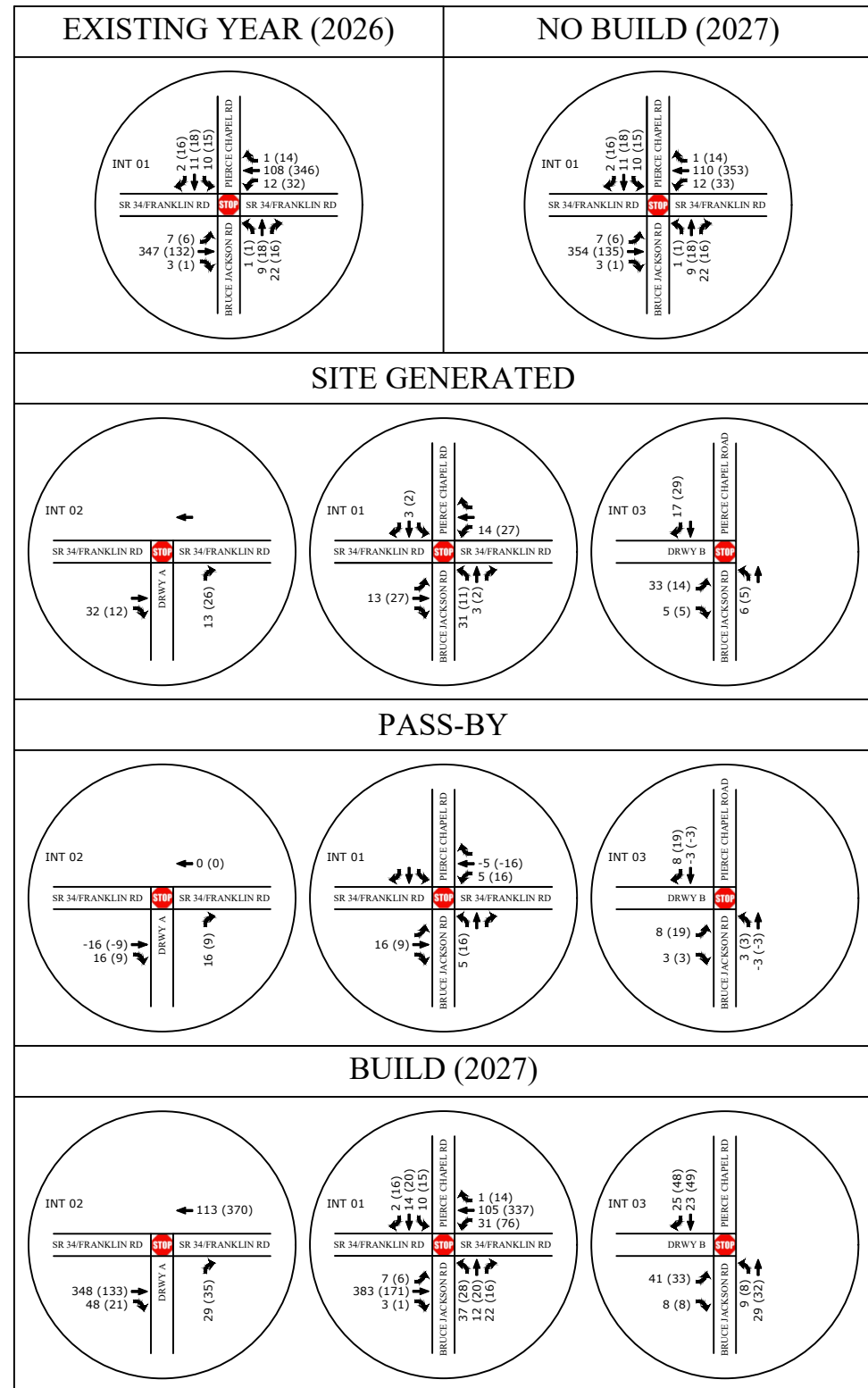
Intersection	Control	Approach	Delay (LOS)	
			AM	PM
SR 34 at Bruce Jackson Road/Pierce Chapel Road	Minor-Street Stop-Control	Northbound	15.24 (C)	18.36 (C)
		Southbound	14.83 (B)	17.17 (C)
SR 34 at Driveway A	RIRO	Northbound	10.65 (B)	9.16 (A)
Bruce Jackson Road at Driveway B	Minor-Street Stop-Control	Eastbound	9.06 (A)	9.16 (A)

Level of Service Comparison

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

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





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FIGURE 4



PEAK HOUR VOLUMES

REVISION DATES	

DATE: _____

DRESDEN CORNER MARKET DEVELOPMENT

CONCLUSION

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

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

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

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

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

SR 34 at Driveway A

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

Bruce Johnson Road at Driveway B

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

No additional roadway improvements are recommended for this development.



APPENDICES

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



Appendix A
Site Plan

Appendix B
Background Traffic Data

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

Bi-Directional Class Count || Location Overview

Newnan, GA

Site 1

GA-34 Franklin Rd,
west of Pierce Chapel Rd

Lat/Long
33.350989°, -84.919245°




[Click here for Map](#)

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

Location Overview

Description	Time Interval	Visible	Tags
Bi-Directional Class Count	15min	<input checked="" type="checkbox"/>	4
Bi-Directional Class Count	60min	<input checked="" type="checkbox"/>	4
Graphical Analysis	-	<input checked="" type="checkbox"/>	3
Base Data	15min	<input checked="" type="checkbox"/>	2
Base Data	60min	<input checked="" type="checkbox"/>	2

Daily & Monthly Factors



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

Bi-Directional Class Count || NB EB 15min

Newnan, GA



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

Date
Thursday, January 29, 2026

Weather
Fair
35°F

Lat/Long
33.350989°, -84.919245°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Time	Eastbound (Movement 1.1)													15min Total	60min Total	
	1	2	3	4	5	6	7	8	9	10	11	12	13			
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0130 - 0145	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
0300 - 0315	0	3	2	0	1	0	0	0	1	0	0	0	0	0	0	7
0315 - 0330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
0330 - 0345	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
0345 - 0400	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
0400 - 0415	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
0415 - 0430	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
0430 - 0445	0	14	4	0	1	0	0	0	0	0	0	0	0	0	0	19
0445 - 0500	0	20	2	0	2	0	0	1	0	0	0	0	0	0	0	25
0500 - 0515	0	29	3	0	0	0	0	1	0	0	0	0	0	0	0	33
0515 - 0530	0	35	2	0	3	0	0	3	0	0	0	0	0	0	0	43
0530 - 0545	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
0545 - 0600	0	50	8	0	8	0	0	0	0	0	0	0	0	0	0	66
0600 - 0615	0	56	7	1	4	0	0	2	0	0	0	0	0	0	0	70
0615 - 0630	0	69	9	1	5	0	0	0	1	0	0	0	0	0	0	85
0630 - 0645	0	53	1	0	12	0	0	0	1	0	0	0	0	0	0	69
0645 - 0700	0	54	14	1	4	0	0	0	1	0	0	0	0	0	0	74
0700 - 0715	0	62	14	0	2	1	0	0	0	0	0	0	0	0	0	79
0715 - 0730	0	83	15	1	2	0	0	1	0	0	0	0	0	0	0	102
0730 - 0745	0	65	25	0	3	1	0	0	0	0	0	0	0	0	0	94
0745 - 0800	0	54	26	0	1	1	0	0	0	0	0	0	0	0	0	82
0800 - 0815	0	44	11	0	0	0	0	0	0	0	0	0	0	0	0	55
0815 - 0830	0	30	8	0	0	0	0	0	0	0	0	0	0	0	0	38
0830 - 0845	0	30	10	0	0	0	0	0	2	0	0	0	0	0	0	42
0845 - 0900	0	27	11	0	0	4	1	0	1	0	0	0	0	0	0	44
0900 - 0915	0	21	5	0	1	4	0	0	2	0	0	0	0	0	0	33
0915 - 0930	0	30	14	0	1	1	0	0	0	0	0	0	0	0	0	46
0930 - 0945	0	26	15	0	1	1	0	0	1	0	0	0	0	0	0	44
0945 - 1000	0	33	13	0	1	0	0	0	1	0	0	0	0	0	0	48
1000 - 1015	0	27	10	1	1	0	0	1	1	0	0	0	0	0	0	41
1015 - 1030	0	22	6	0	4	1	0	0	0	0	0	0	0	0	0	33
1030 - 1045	0	30	15	0	3	4	0	0	0	0	0	0	0	0	0	52
1045 - 1100	0	19	7	1	0	4	0	0	1	1	0	0	0	0	0	32
1100 - 1115	0	15	4	1	0	0	0	0	0	0	0	0	0	0	0	20
1115 - 1130	0	17	10	1	2	0	0	0	0	0	0	0	0	0	0	30
1130 - 1145	0	18	6	0	3	5	0	0	0	0	0	0	0	0	0	32
1145 - 1200	0	19	12	0	1	0	0	1	1	0	0	0	0	0	0	34
1200 - 1215	0	18	8	0	2	0	0	0	1	0	0	0	0	0	0	29
1215 - 1230	0	16	7	0	1	0	0	0	1	0	0	0	0	0	0	25
1230 - 1245	0	18	7	0	1	0	0	0	0	0	0	0	0	0	0	26
1245 - 1300	0	22	7	0	1	1	0	0	0	0	0	0	0	0	0	31
1300 - 1315	0	18	14	0	0	1	0	0	1	0	0	0	0	0	0	34
1315 - 1330	0	16	5	0	2	0	0	0	1	0	0	0	0	0	0	24
1330 - 1345	0	19	10	1	0	1	0	0	0	0	0	0	0	0	0	31
1345 - 1400	0	23	8	0	2	5	0	0	1	0	0	0	0	0	0	39
1400 - 1415	0	21	7	1	0	2	0	0	1	1	0	0	0	0	0	33
1415 - 1430	0	21	11	0	0	5	0	0	2	0	0	0	0	0	0	39
1430 - 1445	0	18	6	0	0	0	0	1	0	0	0	0	0	0	0	25
1445 - 1500	0	20	11	1	0	1	0	0	1	0	0	0	0	0	0	34
1500 - 1515	0	21	12	1	2	0	0	0	1	0	0	0	0	0	0	37
1515 - 1530	0	30	15	0	1	0	0	1	0	0	0	0	0	0	0	47
1530 - 1545	0	25	6	0	0	2	0	1	0	0	0	0	0	0	0	34
1545 - 1600	0	30	9	1	0	0	0	0	0	0	0	0	0	0	0	40
1600 - 1615	0	21	11	0	0	0	0	0	0	0	0	0	0	0	0	32
1615 - 1630	0	20	15	0	0	3	0	0	0	0	0	0	0	0	0	38
1630 - 1645	0	21	8	0	1	0	0	0	0	0	0	0	0	0	0	30
1645 - 1700	0	18	10	0	0	0	0	0	0	0	0	0	0	0	0	30
1700 - 1715	0	25	10	0	1	1	0	0	0	0	0	0	0	0	0	37
1715 - 1730	0	24	13	0	1	1	0	1	0	0	0	0	0	0	0	40
1730 - 1745	0	21	8	1	2	0	0	0	0	0	0	0	0	0	0	32
1745 - 1800	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	19
1800 - 1815	0	22	8	0	1	0	0	0	1	1	0	0	0	0	0	34
1815 - 1830	0	19	13	0	0	0	0	0	1	1	0	0	0	0	0	33
1830 - 1845	0	15	10	0	1	0	0	0	0	0	0	0	0	0	0	26
1845 - 1900	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
1900 - 1915	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
1915 - 1930	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
1930 - 1945	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
1945 - 2000	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
2000 - 2015	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
2015 - 2030	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
2030 - 2045	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2045 - 2100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
2100 - 2115	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
2115 - 2130	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
2130 - 2145	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
2200 - 2215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2215 - 2230	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
2230 - 2245	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2330 - 2345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	0	1836	621	15	75	53	1	18	24	0	0	0	0	0	0	2643
Session Average	0.00	19.13	6.47	0.16	0.78	0.55	0.01	0.19	0.25	0.00	0.00	0.00	0.00	0.00	0.00	27.53
Session Percentage	0.00	69.47	23													

Bi-Directional Class Count | SB WB 15min

Newnan, GA



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

Date
Thursday, January 29, 2026

Weather
Fair
35°F

Lat/Long
33.350989°, -84.919245°

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

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

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

AM Peak Hour	-	0700 - 0800	0730 - 0830	0830 - 0930	0930 - 1030	0730 - 0830	-	0815 - 0915	0915 - 1015	-	-	-	-	0730 - 0830
AM Peak Volume	0	7	40	2	7	15	0	4	3	0	0	0	0	126
AM Peak %age	0.00	50.00	32.26	1.61	5.65	12.90	0.00	3.23	2.42	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1445 - 1545	1430 - 1530	1215 - 1315	1000 - 1100	1215 - 1315	-	1145 - 1245	14
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Bi-Directional Class Count | Bi-Directional 15min

Newnan, GA



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

Date
Thursday, January 29, 2026

Weather
Fair
35°F

Lat/Long
33.350989°, -84.919245°

[Click here for Detailed Weather](#)

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

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

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

AM Peak Hour	-	0700 - 0800	0715 - 0815	0600 - 0700	0545 - 0645	0730 - 0830	0800 - 0900	0515 - 0615	0830 - 0930	-	-	-	-	0700 - 0800
AM Peak Volume	0	326	116	4	19	15	1	5	7	0	0	0	0	468
AM Peak %age	0.00	69.66	24.79	0.85	4.06	3.85	0.21	1.07	1.50	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Newnan, GA



www.marrtraffic.com

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

Date
Thursday, January 29, 2026

Weather
Fair
35°F

Lat/Long
33.350989°, -84.919245°

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0000 - 2400 (Weekday 24h Session) (01-29-2026)
Volume Summary 15min

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

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

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

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

Bi-Directional Class Count || Location Overview

Newnan, GA

Site 2

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

Lat/Long
33.350658°, -84.918379°




[Click here for Map](#)

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

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	<input checked="" type="checkbox"/>	4
Bi-Directional Class Count	60min	<input checked="" type="checkbox"/>	4
Graphical Analysis	-	<input checked="" type="checkbox"/>	3
Base Data	15min	<input checked="" type="checkbox"/>	2
Base Data	60min	<input checked="" type="checkbox"/>	2

Daily & Monthly Factors



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

Bi-Directional Class Count | NB EB 15min

Newnan, GA



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

Date
Thursday, January 29, 2026

Weather
Fair
35°F

Lat/Long
33.350658°, -84.918379°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Time	Northbound (Movement 2.11)													15min Total	60min Total	
	1	2	3	4	5	6	7	8	9	10	11	12	13			
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0445 - 0500	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	4
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
0515 - 0530	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	6
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
0545 - 0600	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6	17
0600 - 0615	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
0615 - 0630	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7	7
0630 - 0645	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2
0645 - 0700	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11	23
0700 - 0715	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12	12
0715 - 0730	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	7
0730 - 0745	0	3	3	0	0	1	0	0	0	0	0	0	0	0	7	7
0745 - 0800	0	4	1	0	0	1	0	0	0	0	0	0	0	0	6	32
0800 - 0815	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	7
0815 - 0830	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	8
0830 - 0845	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	7
0845 - 0900	0	4	2	0	0	2	0	0	0	0	0	0	0	0	8	30
0900 - 0915	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	7
0915 - 0930	0	4	1	0	0	1	0	0	1	0	0	0	0	0	7	7
0930 - 0945	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8	8
0945 - 1000	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3	25
1000 - 1015	0	2	2	0	1	1	0	0	0	0	0	0	0	0	6	6
1015 - 1030	0	3	4	1	0	0	0	0	0	0	0	0	0	0	8	8
1030 - 1045	0	1	2	0	1	2	0	0	0	0	0	0	0	0	6	6
1045 - 1100	0	1	3	0	0	3	0	0	0	0	0	0	0	0	7	27
1100 - 1115	0	2	0	0	1	1	0	0	0	0	0	0	0	0	4	4
1115 - 1130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	4
1130 - 1145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	3
1145 - 1200	0	4	2	0	0	1	0	0	0	0	0	0	0	0	7	18
1200 - 1215	0	5	2	0	0	1	0	0	0	0	0	0	0	0	8	8
1215 - 1230	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5	5
1230 - 1245	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	3
1245 - 1300	0	2	3	0	0	2	0	0	0	0	0	0	0	0	7	23
1300 - 1315	0	1	2	0	0	0	0	0	1	0	0	0	0	0	4	4
1315 - 1330	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9	9
1330 - 1345	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	7
1345 - 1400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	24
1400 - 1415	0	3	1	0	1	0	0	0	0	1	0	0	0	0	6	6
1415 - 1430	0	2	2	0	0	3	0	0	0	0	0	0	0	0	7	7
1430 - 1445	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	3
1445 - 1500	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	20
1500 - 1515	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	7
1515 - 1530	0	6	1	1	0	1	0	0	0	0	0	0	0	0	8	8
1530 - 1545	0	8	2	0	1	2	0	0	0	0	0	0	0	0	13	13
1545 - 1600	0	10	1	0	0	1	0	0	0	0	0	0	0	0	12	40
1600 - 1615	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	7
1615 - 1630	0	8	7	0	1	0	0	0	0	0	0	0	0	0	16	16
1630 - 1645	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19	19
1645 - 1700	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9	9
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
1715 - 1730	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12	12
1730 - 1745	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10	10
1745 - 1800	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	32
1800 - 1815	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11	11
1815 - 1830	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9	9
1830 - 1845	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	7
1845 - 1900	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9	36
1900 - 1915	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	4
1915 - 1930	0	2	3	0	0	0	0	1	0	0	0	0	0	0	6	6
1930 - 1945	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	4
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15
2000 - 2015	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	4
2015 - 2030	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	3
2030 - 2045	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
2045 - 2100	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	13
2100 - 2115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2115 - 2130	0	1	1	0	1	0	0	0	0	0	0	0	0	0	2	2
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2145 - 2200	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	7
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	3
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Session Total	0	258	151	2	10	24	0	1	2	1	0	0	0	0	469	469
Session Average	0.00	2.69	1.57	0.02	0.10	0.25	0.00	0.01	0.02	0.01	0.00	0.00	0.00	0.00	4.68	4.68
Session Percentage	0.00	57.46	33.63	0.45	2.23	5.35	0.00	0.22	0.45	0.22	0.00	0.00	0.00	0.00	0.00	0.00
AM Peak Hour	-	0645 - 0745	0930 - 1030													

Bi-Directional Class Count | SB WB 15min

Newnan, GA



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

Date
Thursday, January 29, 2026

Weather
Fair
35°F

Lat/Long
33.350658°, -84.918379°

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

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

Bi-Directional Class Count | Bi-Directional 15min

Newnan, GA



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

Date
Thursday, January 29, 2026

Weather
Fair
35°F

Lat/Long
33.350658°, -84.918379°

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

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

Bi-Directional Class Count || Volume Summary 15min

Newnan, GA



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

Date
Thursday, January 29, 2026

Weather
Fair
35°F

Lat/Long
33.350658°, -84.918379°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (01-29-2026)
Volume Summary 15min

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

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

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

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

Peak Hour Turning Movement Count

Newnan, GA



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[Click here for Map](#)

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

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)



Peak Hour Turning Movement Count

Newnan, GA

[Click here for Map](#)

Thursday, January 29, 2026		
	Fair	35°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

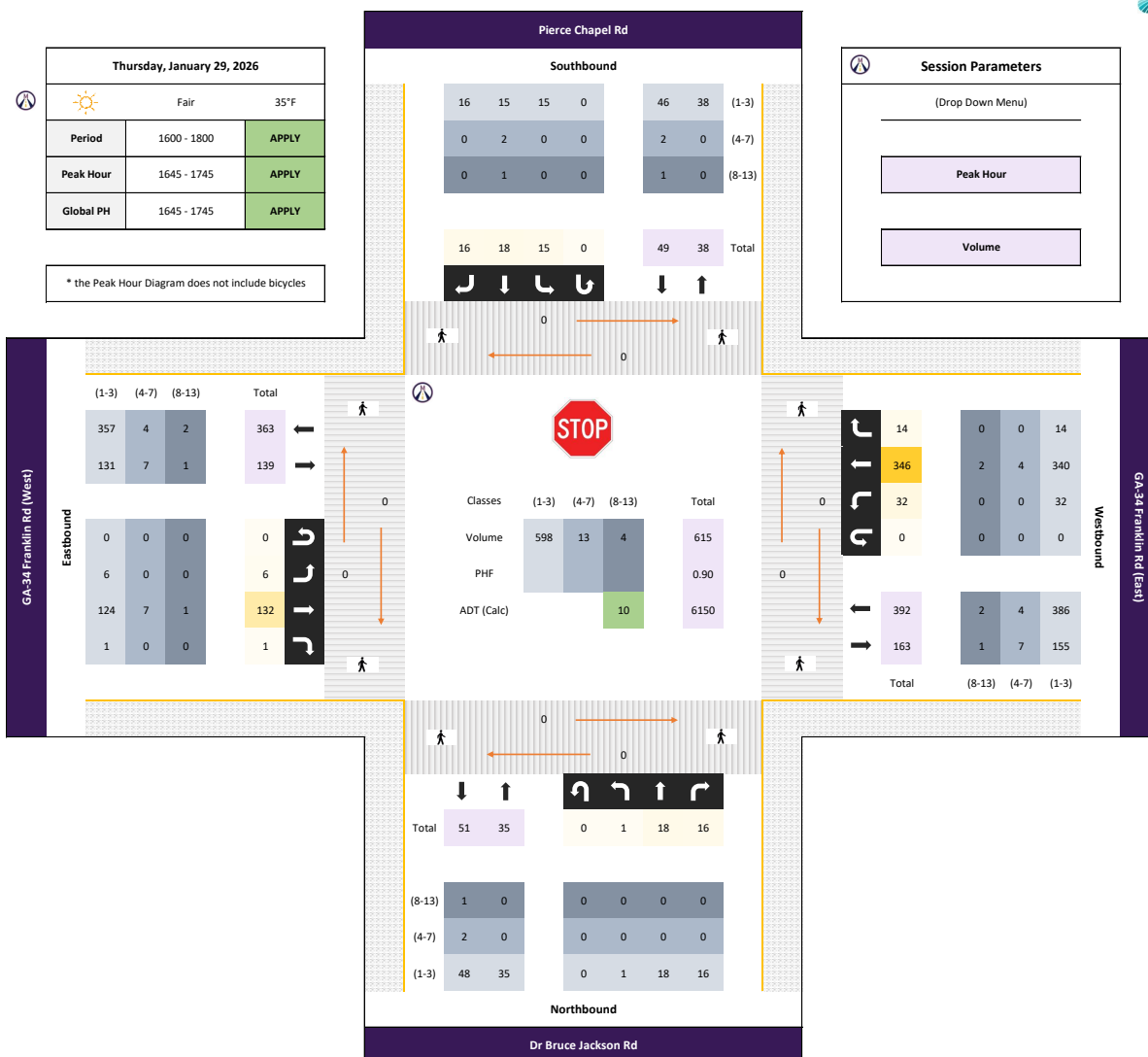
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Appendix C
Synchro Reports

Existing (2026)

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	347	3	12	108	1	1	9	22	10	11	2
Future Vol, veh/h	7	347	3	12	108	1	1	9	22	10	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	377	3	13	117	1	1	10	24	11	12	2

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

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

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

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	132	1	32	346	14	1	18	16	15	18	16
Future Vol, veh/h	6	132	1	32	346	14	1	18	16	15	18	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	147	1	36	384	16	1	20	18	17	20	18

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

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

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

No-Build (2027)

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	354	3	12	110	1	1	9	22	10	11	2
Future Vol, veh/h	7	354	3	12	110	1	1	9	22	10	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	385	3	13	120	1	1	10	24	11	12	2

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

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

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

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	135	1	33	353	14	1	18	16	15	18	16
Future Vol, veh/h	6	135	1	33	353	14	1	18	16	15	18	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	150	1	37	392	16	1	20	18	17	20	18

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

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

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

Build (2027)

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	383	3	31	105	1	37	12	22	10	14	2
Future Vol, veh/h	7	383	3	31	105	1	37	12	22	10	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	416	3	34	114	1	40	13	24	11	15	2

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

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

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

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	348	48	0	113	0	29
Future Vol, veh/h	348	48	0	113	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	250	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	378	52	0	123	0	32

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	378
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	668
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	668
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.65
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	668	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-
HCM Ctrl Dly (s/v)	10.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	41	8	9	29	23	25
Future Vol, veh/h	41	8	9	29	23	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	9	10	32	25	27

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	76	25	52	0	0
Stage 1	25	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	927	1051	1554	-	-
Stage 1	998	-	-	-	-
Stage 2	971	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	921	1051	1554	-	-
Mov Cap-2 Maneuver	921	-	-	-	-
Stage 1	991	-	-	-	-
Stage 2	971	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.06	1.74	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	426	-	940	-	-
HCM Lane V/C Ratio	0.006	-	0.057	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	171	1	76	337	14	28	20	16	15	20	16
Future Vol, veh/h	6	171	1	76	337	14	28	20	16	15	20	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	190	1	84	374	16	31	22	18	17	22	18

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

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

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

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

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

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

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

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	33	8	8	32	49	48
Future Vol, veh/h	33	8	8	32	49	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	9	9	35	53	52

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

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

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

Appendix D
Growth Rate Data

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

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

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

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

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

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

Average		2.0%
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Appendix E
Trip Generation Report

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

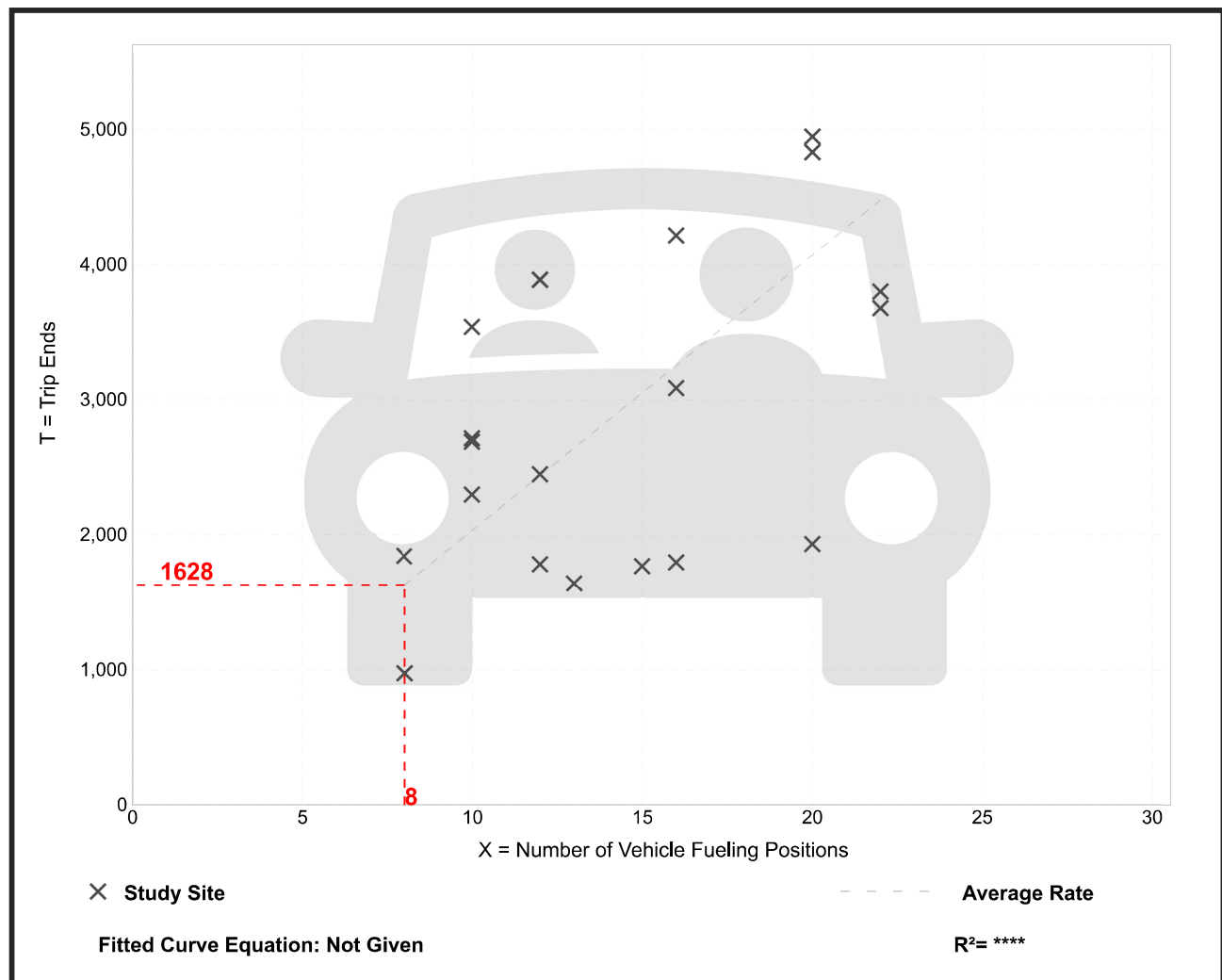
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

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

Vehicle Trip Generation per Vehicle Fueling Position

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

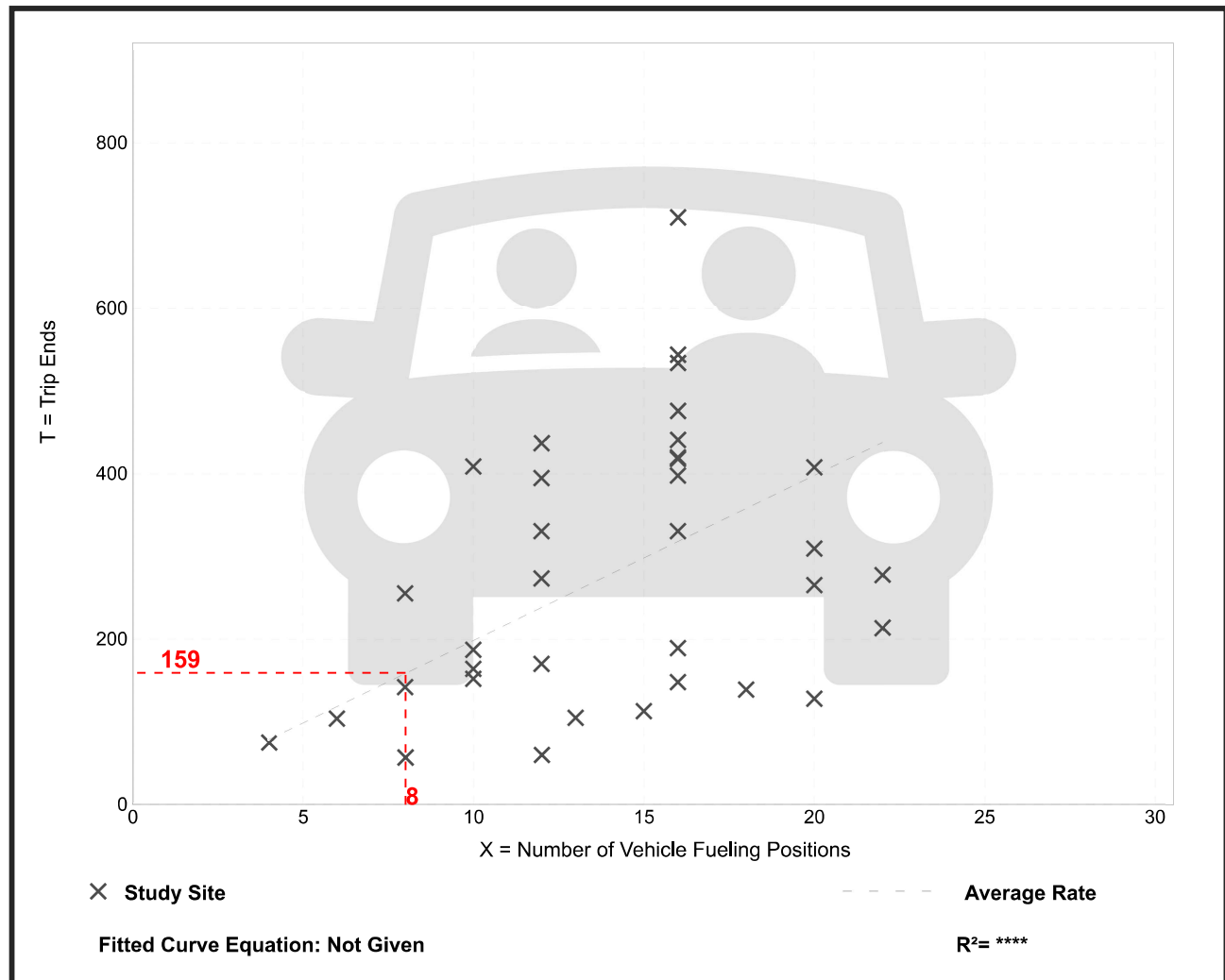
Setting/Location: General Urban/Suburban

Number of Studies: 35
 Avg. Num. of Vehicle Fueling Positions: 14
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Vehicle Fueling Position

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 40
 Avg. Num. of Vehicle Fueling Positions: 14
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

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

Data Plot and Equation

