

Date: February 10, 2026

To: Whom it may concern; Hall County, GA

From: Mary Thumaty, PE, PTOE; Southeastern Engineering, Inc. (SEI)

RE: Trip Generation Memo for Cagle Road Industrial Development

CC: Luke Pressley, PE; Cook Development

A proposed industrial development in Hall County, GA, will include ten warehouses totaling 192,400 SF: four 8,500 SF short-bay warehouses, four 18,000 SF short-bay warehouses, one 24,000 SF short-bay warehouse, and one 62,400 SF warehouse. The development is located to the east of US 23/SR 365/Cornelia Highway and south of Cagle Road, and will be constructed on approximately 31.37 acres of undeveloped land. The site plan is attached in **Appendix A**. The development will be accessed via one new driveway along Cagle Road. Southeastern Engineering, Inc (SEI) has reviewed the adjacent roadway network and development site to summarize the characteristics of the study area and provide information on estimated new trips generated by the development.

Cagle Road runs from SR 52/Lula Road in the east to US 23/SR 365/Cornelia Highway in the west and is classified as a local Road. Cagle Road is a two-lane undivided facility, with a posted speed limit of 35 MPH. Cagle Road provides access to residential and farm driveways. GDOT'S TADA system was referenced for historical traffic volumes on the roadway. In 2025, Lula Road had an average daily traffic (ADT) volume of 2,274 vehicles per day (vpd). In 2024, US 23/SR 365/Cornelia Highway had an ADT volume of 36,498 vpd. The GDOT TADA data sheets are included in **Appendix B**.

The development is expected to generate approximately 503 new daily trips (248 entering and 255 exiting). In the AM peak period the development is expected to generate approximately 62 total trips (52 entering; 10 exiting), and in the PM peak period generate approximately 69 total trips (28 entering; 41 exiting). Most of the trips entering, and exiting are anticipated to be going to and from US 23/SR 365/Cornelia Highway in the west. The Trip Generation Report is included in **Appendix B**.

The new development driveway will be minor-street stop controlled at its intersection with Cagle Road. Due to most of the traffic entering the development from the west via US 23/SR 365/Cornelia Highway a westbound right turn lane on Cagle Road would be beneficial at the new intersection. Crash history at an adjacent intersection, Cagle Road and Julian Baugh Road, was reviewed to see if any crash patterns exist in the area that may identify safety concerns for the new intersection. Per GDOT's NUMETRIC crash data system there has been one crash reported since 2015. No injuries were reported. The crash summary report is attached in **Appendix C**.

The proposed development is consistent with other industrial projects along SR 365/Cornelia Highway. It is expected to generate trips equal to about 22% of current traffic on Cagle Road and 2% of traffic on US 23/SR 365/Cornelia Highway. Crash history indicates no patterns at the proposed driveway location on Cagle Road. Please let me know if we can be of any additional assistance during the review process, or if you have any questions. Thank you.

Sincerely,



Mary Thumaty, PE, PTOE
Traffic Engineering Division Manager

Appendices

- Appendix A
 - Concept Site Plan
- Appendix B
 - GDOT TADA Data Sheet
 - Trip Generation Report
- Appendix C
 - Crash Summary Report

Appendix A
Concept Site Plan

Appendix B
GDOT TADA Data Sheet

Site 0000139_0249

0000139_0249 - 139-0249 - LULA

County: HALL
 Route number: 00005200
 LRS section: 1391005200
 Functional class: 4R - Minor Arterial (Rural)
 Coordinates: 34.38950853, -83.68435217

Site Data

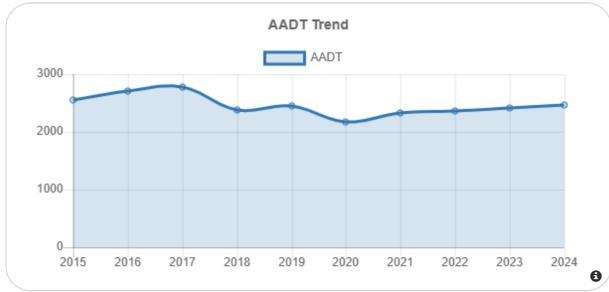
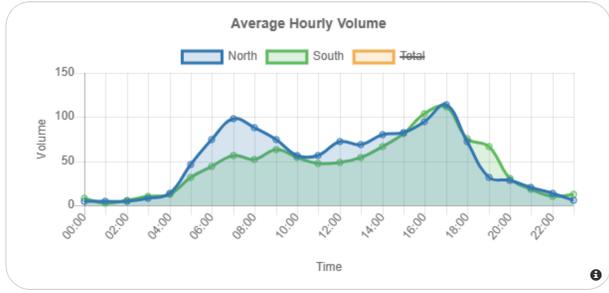


Count History

Year	Month	Count type	Duration	ADT	Count
2025	February	Class	48 hours	2,274	4,548
2022	September	Volume	48 hours	2,828	5,656
2020	January	Volume	48 hours	2,498	4,997
2018	June	Class	48 hours	2,468	4,937
2016	July	Volume	48 hours	3,136	6,272
2014	April	Volume	48 hours	2,524	5,048
2012	February	Volume	48 hours	2,446	4,891

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Estimated
AADT	2,550	2,700	2,780	2,380	2,450	2,170	2,320	2,370	2,410	2,460
SU AADT	-	-	-	192	198	175	187	191	195	199
CU AADT	-	-	-	160	165	146	156	160	162	165
K-Factor	0.098	0.101	-	0.102	0.102	0.096	0.096	0.096	0.096	0.096
D-Factor	0.500	0.500	-	0.520	0.520	0.520	0.520	0.500	0.500	0.500
Future AADT	-	2,940	3,550	3,790	3,640	3,640	3,640	2,990	3,040	3,100



Vehicle Classification 2026

1. Motorcycles 2 axes, 2 or 3 wheels.		0.46%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		56.33%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		25.18%
4. Buses 2- or 3-axle, full length.		1.25%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.29%
6. Single-unit trucks 3-axle, single-unit trucks.		2.42%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.02%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.56%
9. Single-trailer trucks 5-axle, single-trailer trucks.		8.33%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.11%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.04%

Site 0000139_0214

0000139_0214 - 139-0214 - SR419/SR365 N of White Sulphur Rd
 County: HALL
 Route number: 00000023
 LRS section: 1391041900
 Functional class: 3R - Principal Arterial - Other (Rural)
 Coordinates: 34.37771224975586, -83.71737670898438

Site Data

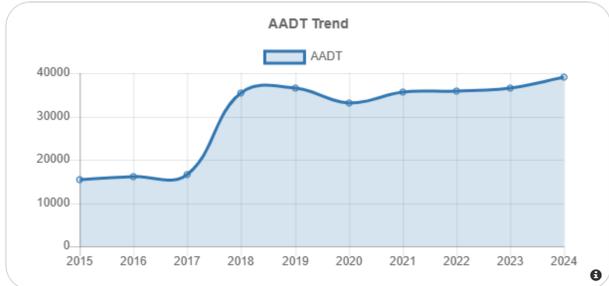
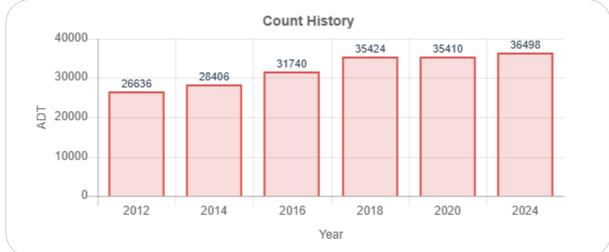
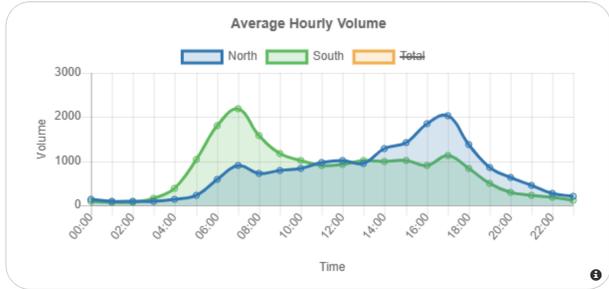


Count History

Year	Month	Count type	Duration	ADT	Count
2024	January	Class	48 hours	36,498	72,995
2020	September	Class	48 hours	35,410	70,821
2018	July	Class	48 hours	35,424	70,848
2016	December	Class	48 hours	31,740	63,480
2014	April	Class	48 hours	28,406	56,813
2012	February	Class	48 hours	26,636	53,272

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	15,400	16,000	16,500	35,500	36,500	33,200	35,600	35,900	36,600	39,000
SU AADT	859	894	-	3,663	3,772	4,147	4,438	4,485	4,569	1,666
CU AADT	706	735	-	1,593	1,640	947	1,014	1,025	1,044	2,068
K-Factor	0.172	0.172	-	0.088	0.088	0.096	0.096	0.096	0.096	0.081
D-Factor	0.800	0.800	-	0.690	0.690	0.680	0.680	0.680	0.680	0.650
Future AADT	-	20,700	20,800	44,700	46,000	46,000	58,300	83,300	98,700	95,500



Vehicle Classification 2026

1. Motorcycles 2 axes, 2 or 3 wheels.		0.11%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		66.34%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		23.96%
4. Buses 2- or 3-axle, full length.		0.2%
5. Single-unit trucks 2-axle, 6-tire (dual rear tires), single-unit trucks.		3.13%
6. Single-unit trucks 3-axle, single-unit trucks.		0.92%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.94%
9. Single-trailer trucks 5-axle, single-trailer trucks.		4.31%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.04%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.03%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.01%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0%

Appendix B
Trip Generation Report

General Light Industrial (110)

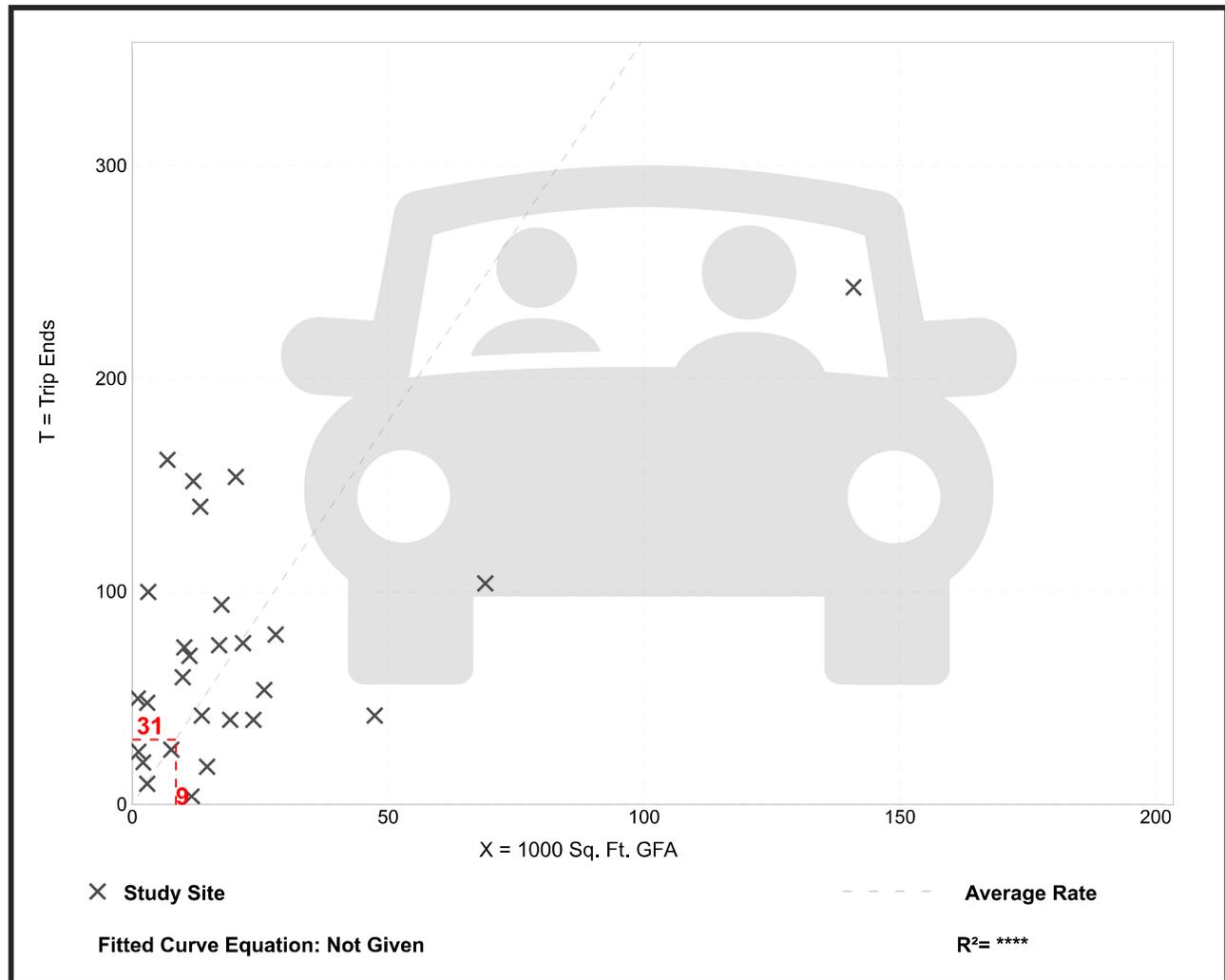
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.60	0.34 - 43.86	4.67

Data Plot and Equation



General Light Industrial (110)

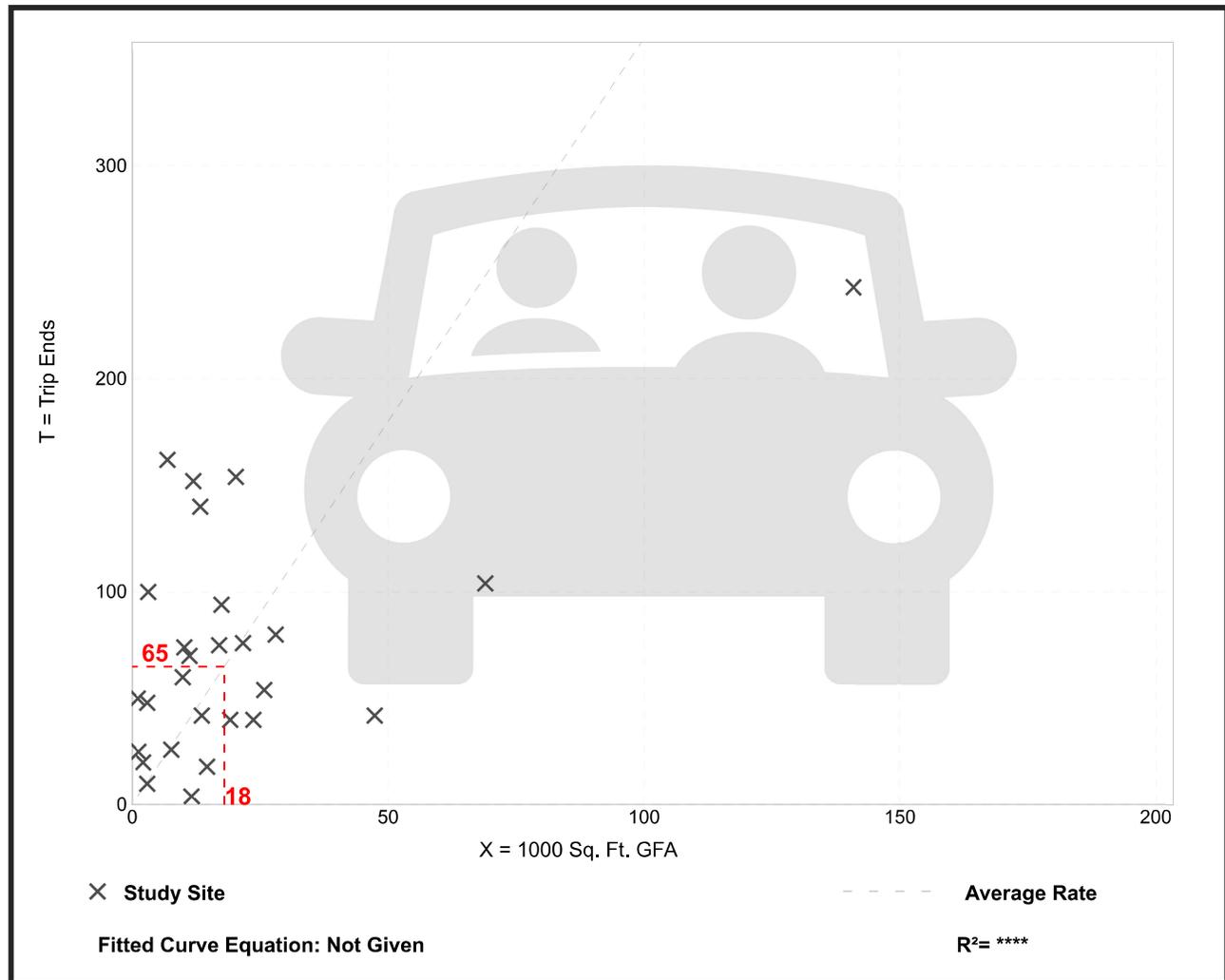
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.60	0.34 - 43.86	4.67

Data Plot and Equation



Warehouse (150)

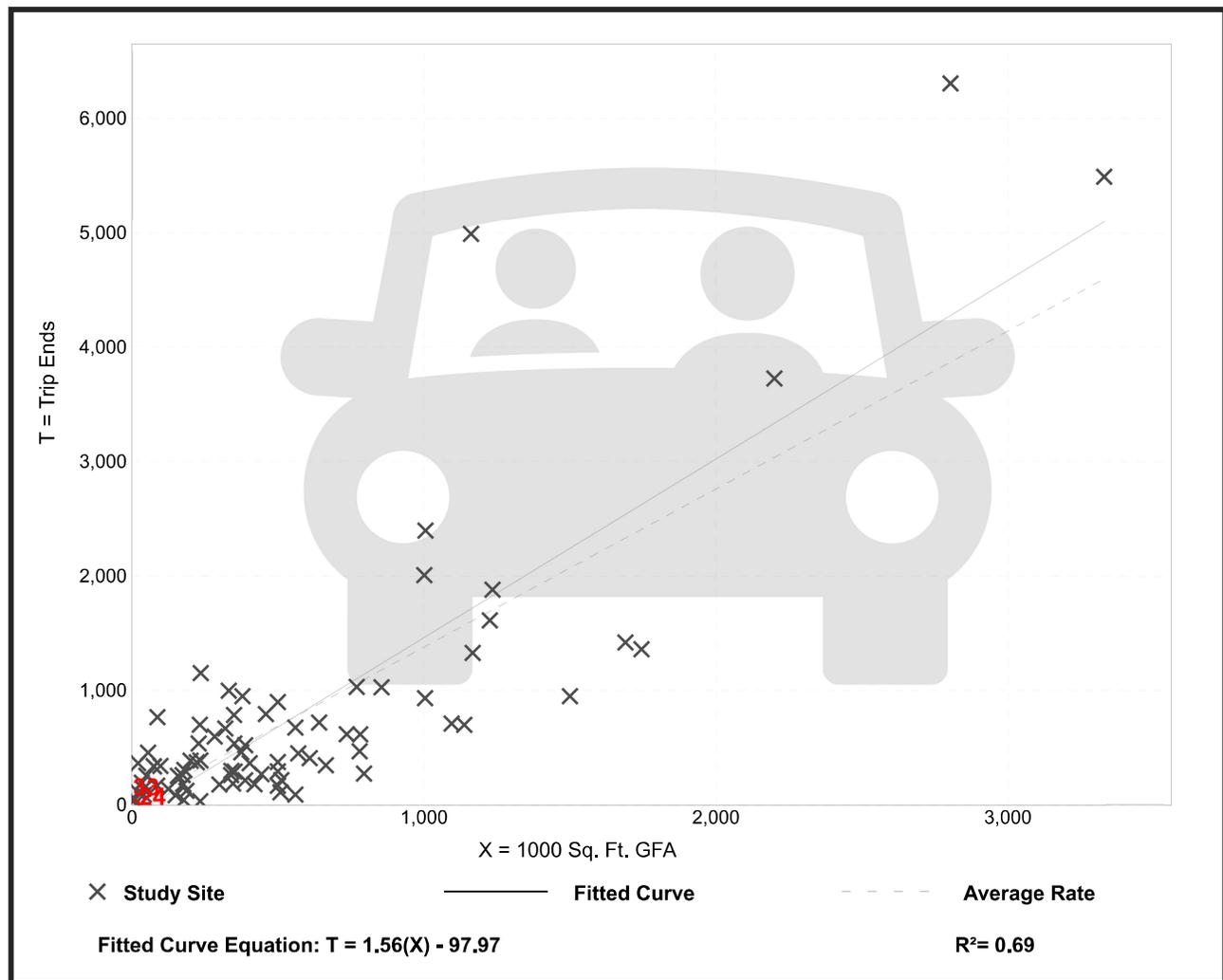
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 81
Avg. 1000 Sq. Ft. GFA: 554
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.38	0.15 - 16.93	1.05

Data Plot and Equation



Warehouse (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

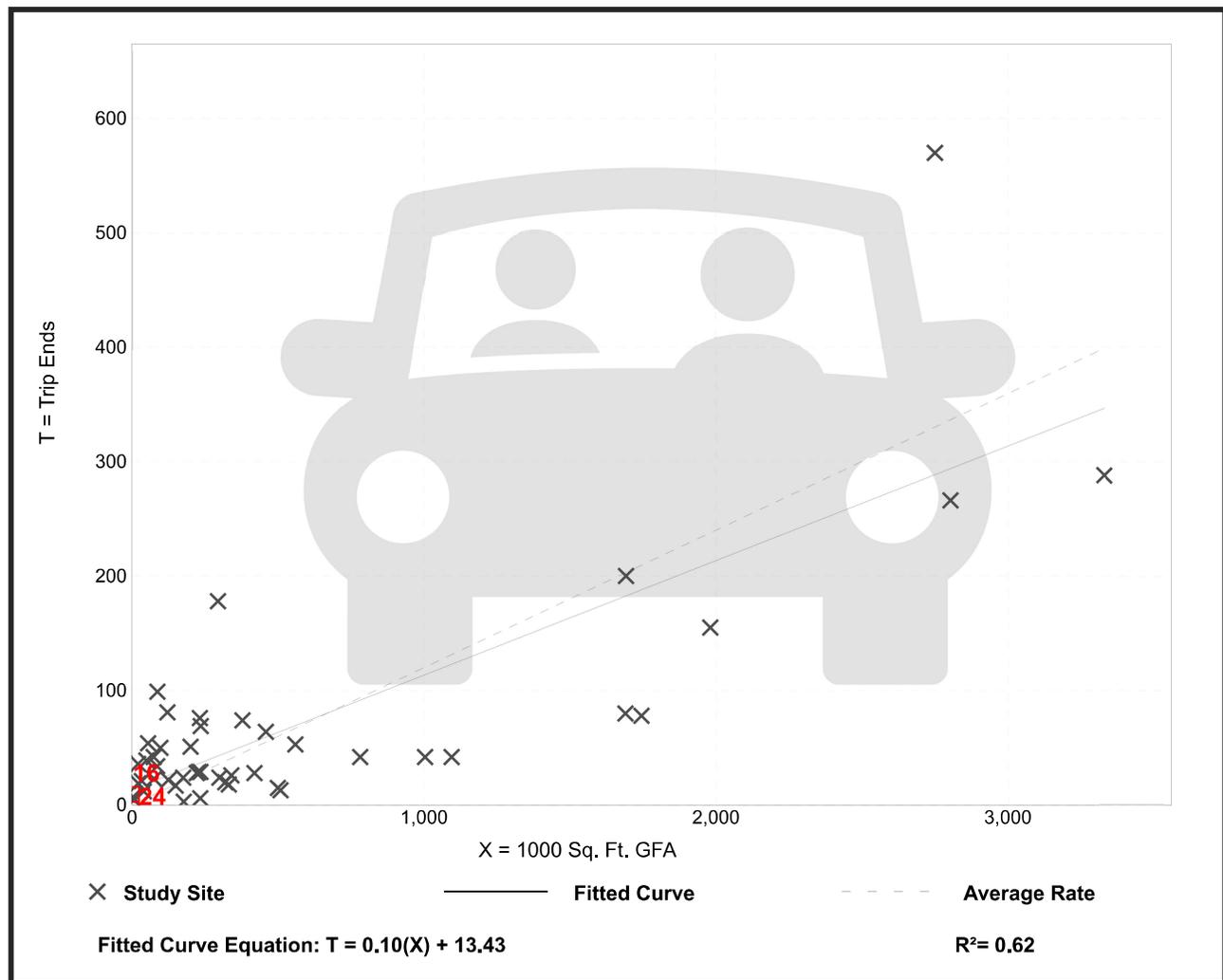
Setting/Location: General Urban/Suburban

Number of Studies: 47
 Avg. 1000 Sq. Ft. GFA: 559
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.02 - 1.80	0.14

Data Plot and Equation



Warehouse (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

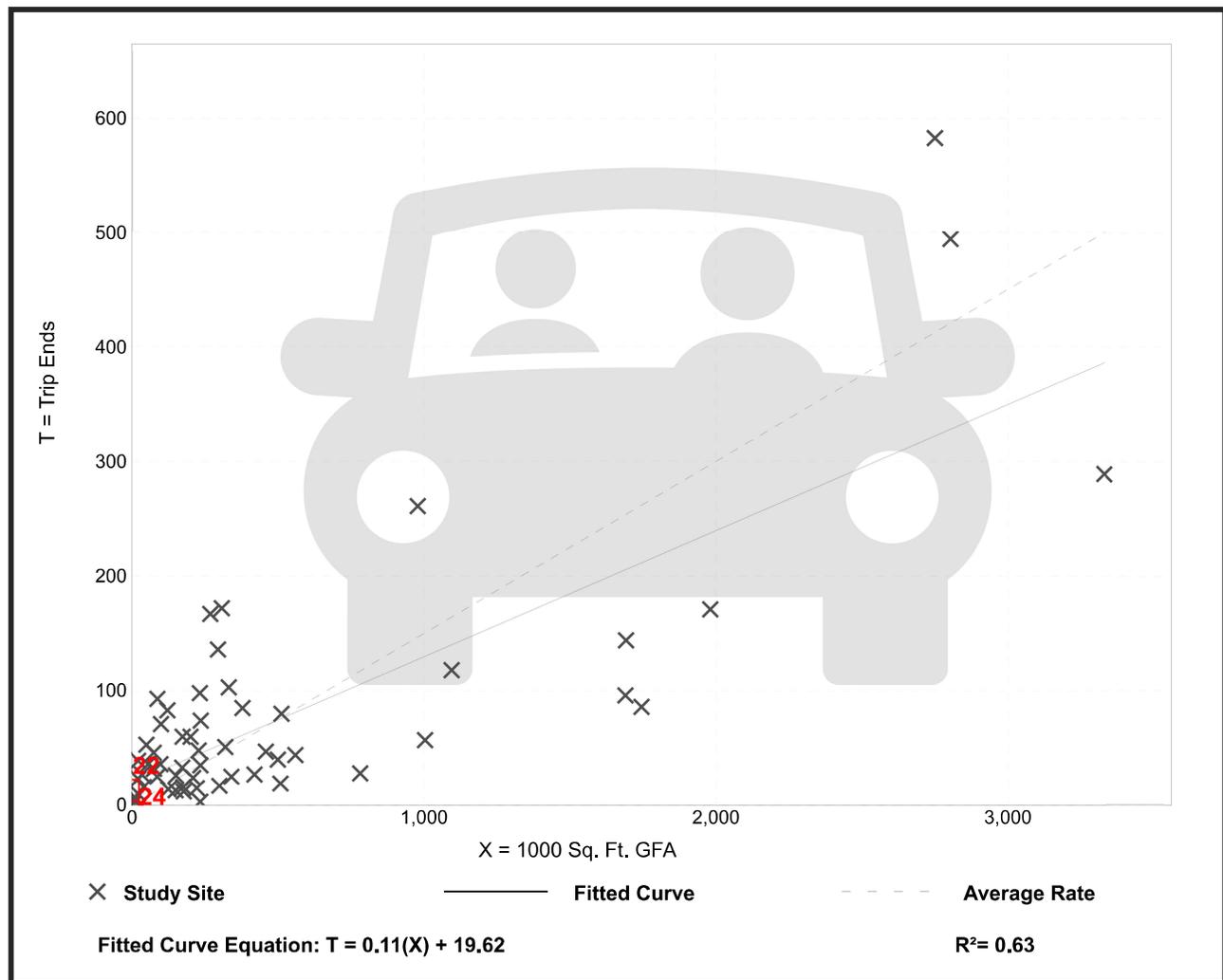
Setting/Location: General Urban/Suburban

Number of Studies: 58
 Avg. 1000 Sq. Ft. GFA: 503
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.01 - 1.80	0.15

Data Plot and Equation



Warehouse (150)

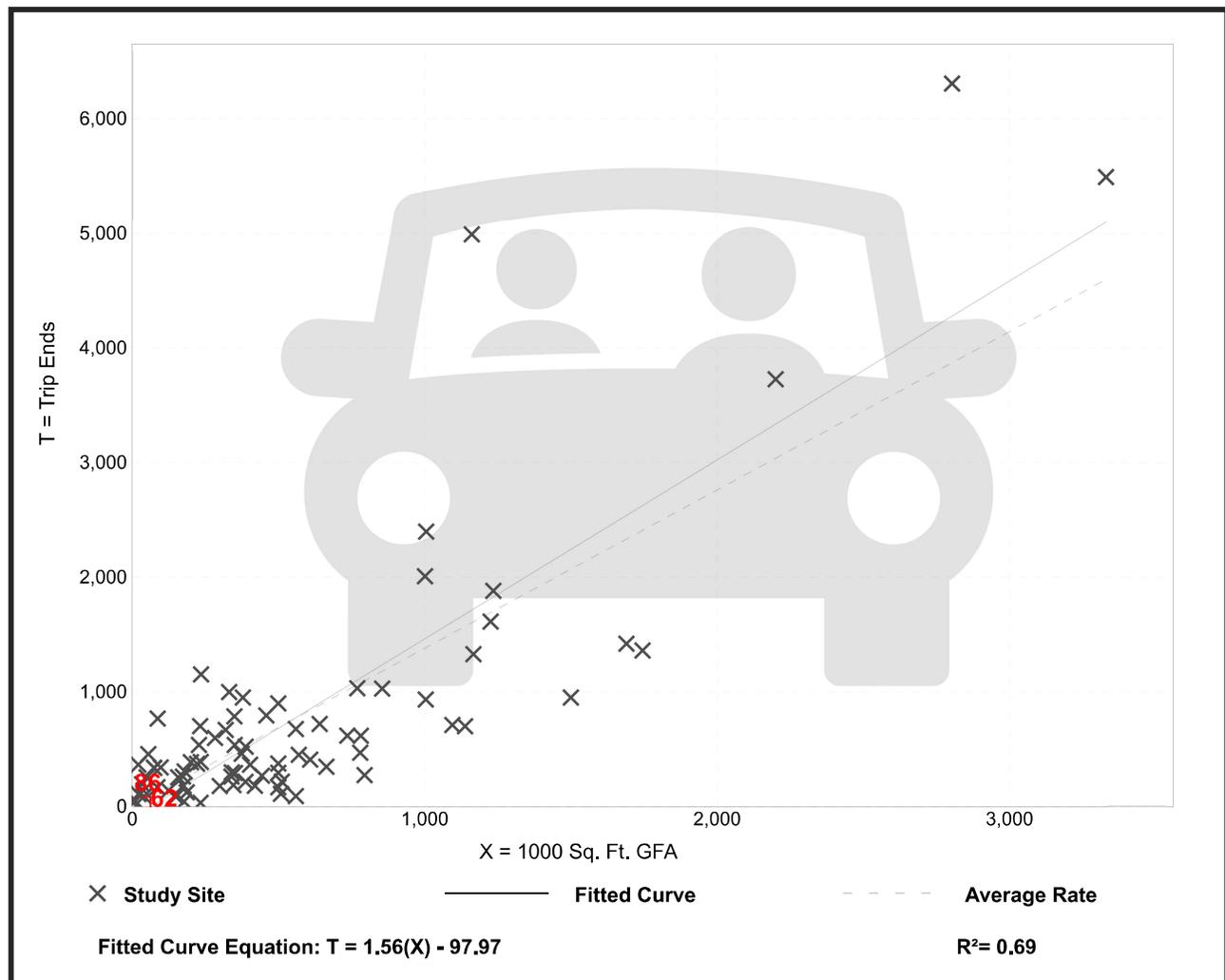
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 81
Avg. 1000 Sq. Ft. GFA: 554
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Data Plot and Equation



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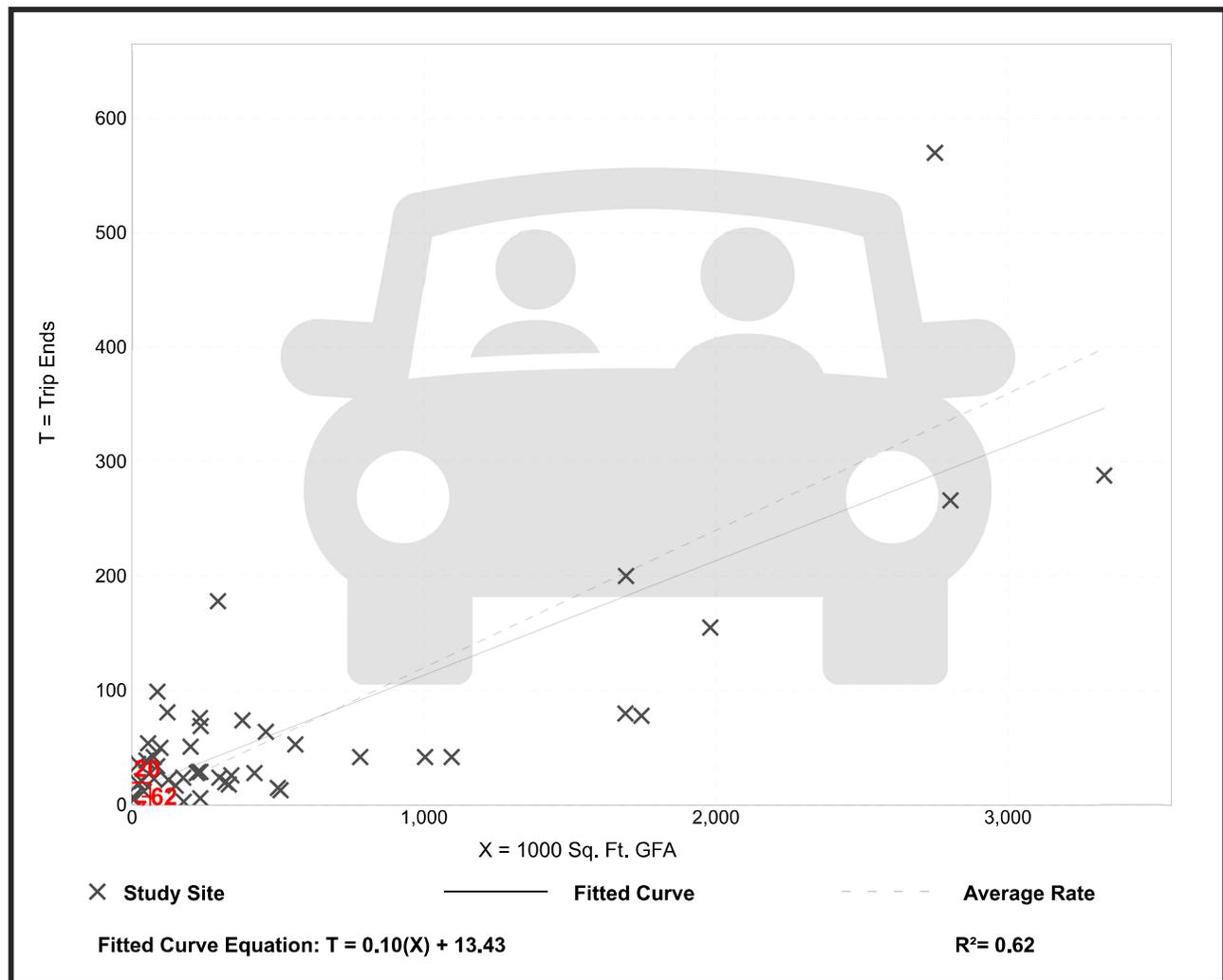
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Data Plot and Equation



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

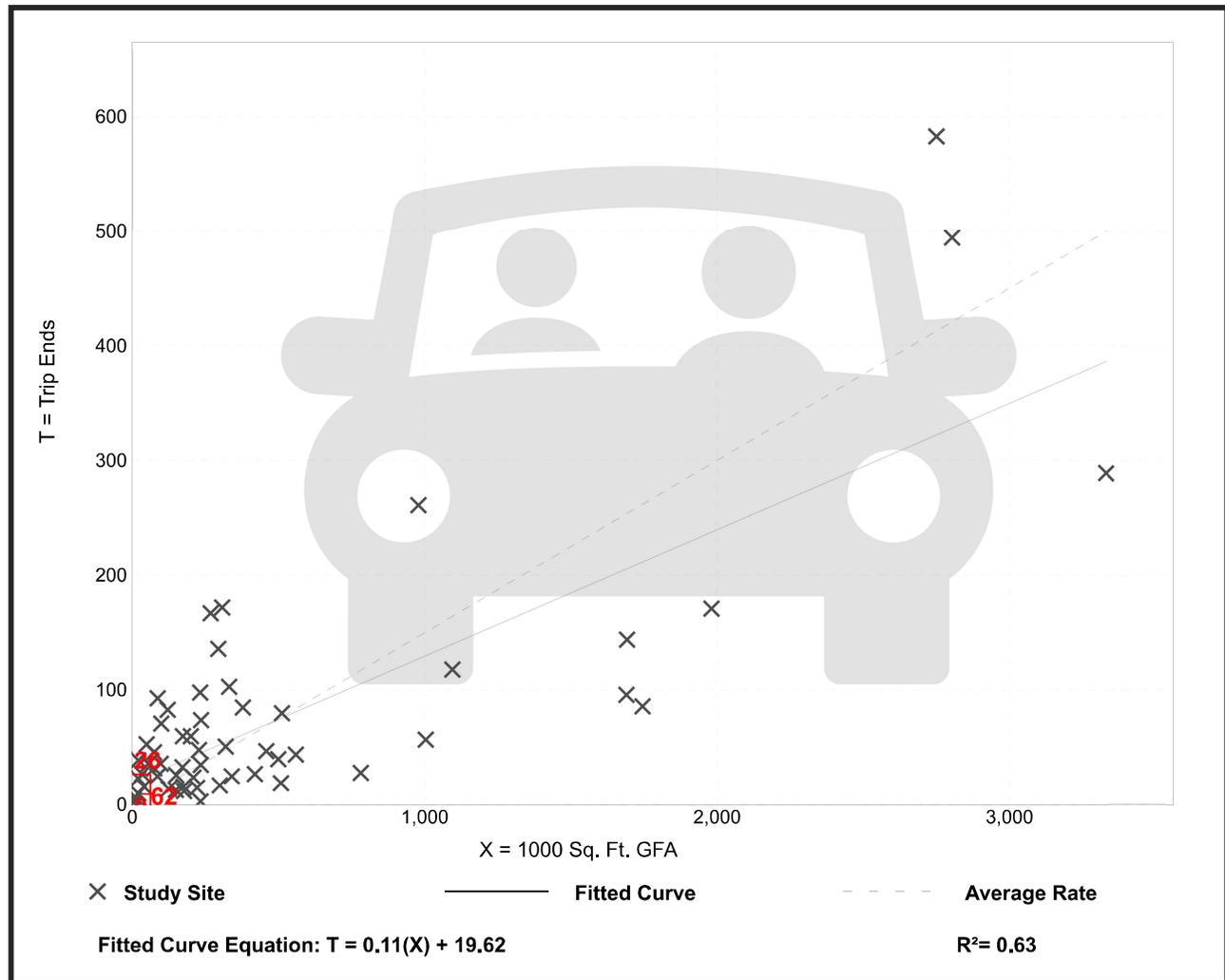
Setting/Location: General Urban/Suburban

Number of Studies: 58
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Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.01 - 1.80	0.15

Data Plot and Equation



Appendix C
Crash Summary Report

Cagle Road at Julian Baugh Road

Created on February 10, 2026

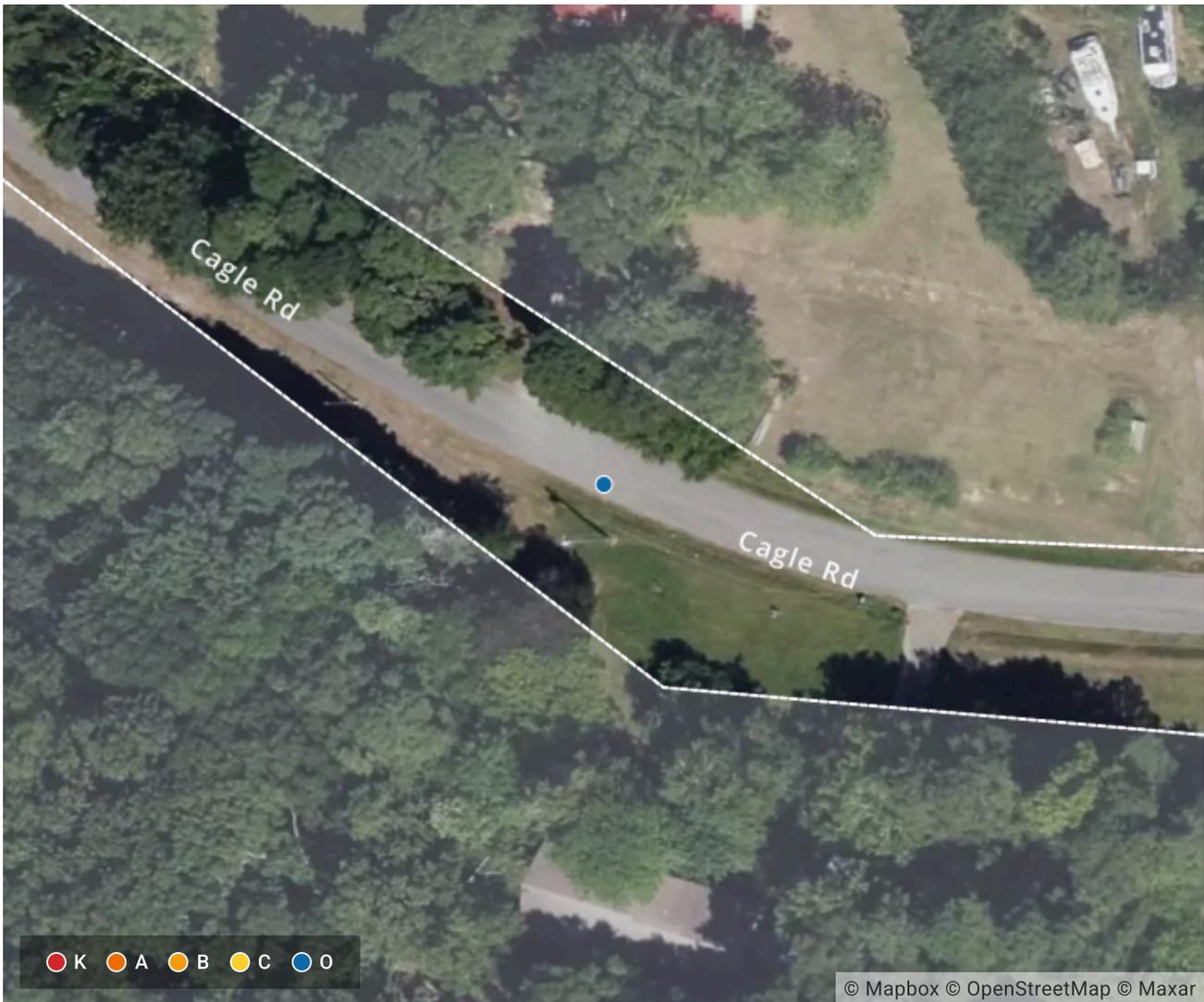
Created by Chris Maddox

Data extents: January 1, 2015 to December 31, 2024



Applied Filters

Shape: Polygon



© Mapbox © OpenStreetMap © Maxar

Total Crashes	1	Fatal Crashes	0
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GDOT Summary	Collisions Dataset	
+ 10 more	0	0%

KABCO Severity	Collisions Dataset
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(O) No Injury	1	100.00%
+ 5 more	0	0%

Date and Time (Year)	Collisions Dataset	
2021	1	100.00%
+ 11 more	0	0%

Date and Time (Hour of Day)	Collisions Dataset	
6 pm - 8 pm	1	100.00%
+ 11 more	0	0%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	1	100.00%
+ 7 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	1	100.00%
+ 16 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
+ 38 more	0	0%

Operator/Pedestrian Contributing Factors - Array	Collisions Dataset	
Disregard Other Traffic Control	1	100.00%
No Contributing Factors	1	100.00%
Wrong Side of Road	1	100.00%
+ 44 more	0	0%

Area: County	Collisions Dataset	
Hall	1	100.00%
+ 158 more	0	0%

Area: GDOT District (Crash Level)	Collisions Dataset	
D1	1	100.00%
+ 6 more	0	0%

SHSP Emphasis Area+	Collisions Dataset	
Young Driver (Age 15-19)	1	100.00%
+ 17 more	0	0%

First Harmful Event (Unit Order)	Collisions Dataset	
Motor Vehicle in Motion	1	100.00%
+ 39 more	0	0%
Vehicle Type (Crash Level) -Delete	Collisions Dataset	
Pickup Truck	1	100.00%
+ 22 more	0	0%
Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	1	100.00%
+ 13 more	0	0%
Vehicle Contributing Factor (Crash Level)	Collisions Dataset	
No Known Defects	1	100.00%
+ 12 more	0	0%
Countermeasures All	Collisions Dataset	
+ 11 more	0	0%