



*Transportation Analysis*

# **Children's Healthcare of Atlanta Master Plan**

## **DRI #2789**

City of Atlanta, Georgia

*Report Prepared:*

April 2018

*Prepared for:*

Children's Healthcare of Atlanta

*Prepared by:*

**Kimley»»Horn**

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Atlanta, Georgia 30308  
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## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Children's Healthcare of Atlanta Master Plan* development located in the City of Brookhaven, Georgia. The approximate 72-acre site is located north of Briarcliff Road, south of Interstate 85, east of North Druid Hills Road (SR 42), and west of Cliff Valley Way. The proposed master plan development will include hotel, hospital, general office, medical office, and shopping center land uses.

A number of non-traditional improvements are proposed that would significantly improve the traffic conditions along North Druid Hills Road (SR 42). These improvements will require coordination with and cooperation of a number of agencies and property owners. These recommendations are presented as an alternative scenario to more standard improvements described in the Build scenario.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of a mixed-use development. The DRI trigger for this development is the Demolition Permit Application with the City of Brookhaven, combined with the proposed development exceeding 600,000 gross square feet for mixed-use developments within a designated Regional Employment Corridor area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 9, 2018 by the City of Brookhaven.

The present zoning classification of the project site is Industrial (M) under the City of Brookhaven zoning code. The proposed project is expected to be completed by 2031. The proposed development will consist of the following land uses and densities:

Hospital:	576 hospital beds
Hotel:	150 hotel rooms
General Office Square Footage:	608,000 SF
Medical Office Square Footage:	789,233 SF
Retail Square Footage:	50,000 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

**Mixed-use reductions** occur when a site has a combination of different land uses that interact with one another. For example, people working in a general office development may walk to the retail development instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *Children's Healthcare of Atlanta Master Plan* development.

**Alternative modes reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Although we anticipate employees may choose to walk or bike to work given the current and planned development around the site and connections to the larger pedestrian/bicycle network, no alternative modes reductions were taken in order to present a conservative analysis for this development.

**Pass-by reductions** are taken for a site when traffic normally travelling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail proposed for the project is expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2031 No-Build conditions, and the Projected 2031 Build conditions.

- Existing 2018 conditions represent traffic volumes at twelve (12) existing intersections that were collected in November 2017 by performing AM and PM peak hour turning movement counts. These counts were grown at 0.5% for one year to account for background traffic growth to year 2018.
- Projected 2031 No-Build conditions represent the existing traffic volumes grown for thirteen (13) years at 0.5 percent per year throughout the study network, plus trips associated with the remaining entitled density from *The Park Druid Hills Mixed-Use Development DRI #1583*.
- Projected 2031 Build conditions represent the Projected 2031 No-Build conditions, plus the addition of the project trips that are anticipated to be generated by the *Children's Healthcare of Atlanta Master Plan* development.
- Projected 2031 Build Alternative conditions represent the Projected 2031 Build conditions, plus the relocation of the intersection of North Druid Hills Road (SR 42) at Executive Park Drive / Tullie Road and the construction of a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42) at I-85.

Based on the **Existing 2018** conditions (*present conditions; i.e. excludes both the background traffic growth, the trips associated with the remaining entitled density from The Park Druid Hills Mixed-Use Development DRI #1583, and the Children's Healthcare of Atlanta Master Plan DRI*), two (2) out of twelve (12) existing study intersections currently operate below the acceptable level-of-service (LOS) standard of D during the AM and/or PM peak hours. Therefore, these intersections' Peak Hour LOS standard becomes LOS E for the applicable peak hour for future No-Build and Build scenarios, per GRTA guidelines.

Based on the **Projected 2031 No-Build** conditions (*includes background traffic growth and the trips associated with the remaining entitled density from The Park Druid Hills Mixed-Use Development DRI #1583, but excludes the estimated project trips from the Children's Healthcare of Atlanta Master Plan DRI*), four (4) study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2031 No-Build conditions.

Under the No-Build conditions, the signalized intersections of North Druid Hills Road (SR 42) at Buford Highway (SR 13) (Intersection #1) and at Briarcliff Road (SR 42) (Intersection # 5) are projected to operate at LOS E during both the AM and PM peak hours. The signalized intersection of North Druid Hills Road (SR 42) at I-85 NB Ramps (Intersection #3) is projected to operate at LOS E and F during the AM and PM peak hours, respectively. The signalized intersection of North Druid Hills Road (SR 42) at Tullie Road / Executive Park Drive (Intersection #4) is projected to operate at LOS E during the PM peak hour only.

Based on the Projected 2031 No-Build conditions, the following improvements are recommended:

- Intersection #1: North Druid Hills Road (SR 42) @ Buford Highway (SR 13)
  - Construct one (1) westbound right-turn lane along Buford Highway (SR 13).
  - Construct one (1) eastbound right-turn lane along Buford Highway (SR 13).
- Intersection #3: North Druid Hills Road (SR 42) @ I-85 NB Ramp
  - Restripe the eastbound approach so that the approach consists of two (2) right-turn lanes and one (1) shared left/through/right-turn lane along I-85 NB Ramp.
- Intersection #4: North Druid Hills Road (SR 42) @ Tullie Road / Executive Park Drive
  - Construct one (1) additional eastbound left-turn lane along so that the approach consists of three (3) left-turn lanes, one (1) through lane, and one (1) right-turn lane Executive Park Drive.
- Intersection #5: North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)
  - Construct one (1) additional southbound through lane so that the approach consists of one (1) left-turn lane, two (2) through lanes, and one (1) shared through/right-turn lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional northbound lane so that the approach consists of one (1) left-turn lane, two (2) through lanes, and one (1) shared through/right-turn lane along North Druid Hills Road (SR 42).

Based on the **Projected 2031 Build** conditions (*includes the background traffic growth, the trips associated with the remaining entitled density from The Park Druid Hills Mixed-Use Development DRI #1583, and the Children's Healthcare of Atlanta Master Plan DRI*), ten (10) out of twenty (20) study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2031 Build conditions.

The signalized intersections of North Druid Hills Road (SR 42) at Buford Highway (SR 13) (Intersection #1), at I-85 Ramps (Intersections #2 and #3), at Tullie Road / Executive Park Drive (Intersection #4), and at Briarcliff Road (SR 42) (Intersection # 5) are projected to operate at LOS E or worse during both the AM and PM peak hours.

The signalized intersection of Briarcliff Road at Cliff Valley Way (Intersection #9) is projected to operate at LOS E or worse during both the AM and PM peak hours.

In addition to the system improvements under the Projected 2031 No-Build conditions to serve the background road network traffic, the following system improvements would be required to maintain the desired level of service (alternative improvements are recommended in a later section):

- I-85 Underpass between Northeast Expressway SB and NB
  - Reconfigure the underpass to allow protected vehicular and pedestrian access across the Northeast Expressway NB.
  - Intersection #60: Northeast Expressway NB at Underpass / Proposed Driveways 8A
    - Install a traffic signal (if warranted).
    - On site, construct one (1) northbound shared through/right-turn lane exiting the site onto Northeast Expressway NB and one (1) ingress entering the site.
    - Construct one (1) eastbound right-turn lane along Northeast Expressway NB.
    - Construct an additional northbound departure lane along the Underpass.
  - Intersection #61: Northeast Expressway NB at Underpass / Proposed Driveways 8B
    - Install a traffic signal (if warranted).
    - On site, construct one (1) northbound right-turn lane exiting the site onto Northeast Expressway NB and one (1) ingress lane entering the site.
    - Reconstruct the southbound approach along the Underpass to provide one (1) left-turn lane and one (1) shared through/left-turn lane operating under signal control. If possible, allow one (1) left-turn lane to operate under free-flow conditions.
  - Intersection #71: Northeast Expressway SB at Underpass / Proposed Driveways 8B
    - Install a traffic signal (if warranted).
    - Reconstruct the northbound approach along the Underpass to provide two (2) left-turn lanes operating under signal control. If possible, allow one (1) left-turn lane to operate under free-flow conditions.
- Intersection #1: North Druid Hills Road (SR 42) @ Buford Highway (SR 13)
  - Construct one (1) northbound right-turn lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional eastbound left-turn lane and one (1) additional westbound left-turn lane along Buford Highway (SR 13).
- Intersection #2: North Druid Hills Road (SR 42) @ I-85 SB Ramp
  - Provide an additional westbound lane along I-85 SB On-Ramp departing the intersection to allow a southbound free-flow right-turn lane
  - Construct one (1) additional westbound left-turn lane and one (1) additional westbound right-turn lane so that the approach consists of two (2) left-turn lanes, two (2) through lanes, and two (2) right-turn lanes along I-85 SB Off-Ramp.
- Intersection #3: North Druid Hills Road (SR 42) @ I-85 NB Ramp
  - Construct one (1) additional eastbound through lane so that the approach consists of three (3) right-turn lanes, one (1) through lane, and one (1) shared through/left-turn lane along I-85 NB Off-Ramp.

- Construct two (2) additional northbound right-turn lanes so that the approach consists of four (4) through lanes, and three (3) right-turn lanes along North Druid Hills Road (SR 42).
- Intersection #4: North Druid Hills Road (SR 42) @ Executive Park Drive / Tullie Road
  - Construct one (1) additional southbound left-turn lane and one (1) additional southbound through lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional northbound left-turn lane, one (1) additional northbound through lane and one (1) additional northbound right-turn lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional westbound left-turn lane and one (1) additional right-turn lane along Tullie Road.
- Intersection #5: North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)
  - Construct one (1) southbound left-turn lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional westbound left-turn lane along Tullie Road.
- Intersection #9: Briarcliff Road @ Cliff Valley Way
  - Construct one (1) southbound right-turn lane along Cliff Valley Way.
  - Construct one (1) westbound right-turn lane along Briarcliff Road.

The following site-access improvements are recommended to serve the traffic associated with the *Children's Healthcare of Atlanta Master Plan* development:

- Intersection #13: North Druid Hills Road (SR 42) at Proposed Driveway 2
  - On site, construct one (1) westbound right-turn lane exiting the site onto North Druid Hills Road (SR 42) and one (1) ingress lane entering the site.
- Intersections #14: Briarcliff Road at Proposed Driveways 3
  - Install a traffic signal (if warranted).
  - Construct one (1) westbound right-turn lane along Briarcliff Road to serve vehicles turning into the site.
  - Construct one (1) eastbound left-turn lane along Briarcliff Road to serve vehicles turning into the site.
  - On site, construct one (1) southbound left-turn lane and one (1) southbound right-turn lane exiting the site onto Briarcliff Road and one (1) ingress lane entering the site.
- Intersections #15 to #19: Northeast Expressway Northbound at Proposed Driveways 4 to 9
  - Construct one (1) eastbound right-turn lane along Northeast Expressway Northbound to serve vehicles turning into the site.
  - On site, construct one (1) northbound right-turn lane exiting the site onto Northeast Expressway Northbound and one (1) ingress lane entering the site.
- Intersection #20: Cliff Valley Way at Proposed Driveway 10
  - On the site, construct one (1) eastbound shared left/right-turn lane exiting the site onto Cliff Valley Way and one (1) ingress lane entering the site.

Based on the **Projected 2031 Build Alternative** conditions (*includes the background traffic growth, the trips associated with the remaining entitled density from The Park Druid Hills Mixed-Use Development DRI #1583, the Children's Healthcare of Atlanta Master Plan DRI, the relocation of the intersection of North Druid Hills Road (SR 42) at Future South Executive Park Drive / Tullie Road, and the construction of a Diverging Diamond Interchange*), operations at the I-85 ramps are projected to improve with the installation of a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42). The I-85 SB Ramp (Intersection #2) is projected to operate at LOS B during both the AM and PM peak hours. The I-85 NB Ramp (Intersection #3) is projected to operate at LOS B and C during the AM and PM peak hours, respectively.

It should be noted that the Projected 2031 Build Alternative conditions take into account the improvements under the Projected 2031 Build Improved conditions outside of the I-85 interchange along North Druid Hills Road (SR 42), which is assumed to be a Diverging Diamond Interchange (SR 42) under the Projected 2031 Build Alternative conditions. The differences between the Build Improved conditions and the Build Alternative conditions are the following:

1. Relocation of the intersection of North Druid Hills Road (SR 42) at Future South Executive Park Drive / Tullie Road approximately 500 feet south of the current location.
2. Install a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42).

By relocating the North Druid Hills Road (SR 42) at Future South Executive Park Drive / Tullie Road intersection further away from the I-85 interchange, the signal coordination along North Druid Hills Road (SR 42) will be greatly improved. Additionally, the relocation of the intersection will help reduce the propagation of queues onto the interstate. It should be noted that the current Executive Park Drive would likely be modified into a right-in/right-out roadway.

Under the Build Alternative conditions, the installation of a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42) is recommended. A Diverging Diamond Interchange (DDI) would cross the directions of the traffic on North Druid Hills Road (SR 42) to the opposite sides of the bridge at the interchange. This will allow left-turning vehicles from North Druid Hills Road (SR 42) onto I-85 to make the movement without being controlled by the signal, which will increase the efficiency of the signal by removing vehicular conflicts. Additionally, the through movement between the I-85 ramps and the Northeast Expressway will be separated from the interchange, which will reduce the number of vehicles entering the intersections along North Druid Hills Road (SR 42) and further reduce the potential for queueing onto the interstate. A Diverging Diamond Interchange (DDI) is an attractive alternative for an interchange with heavy vehicular movement to and from the interstate.

The Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42) could repurpose the eight (8) lanes across the bridge from two (2) through lanes and two (2) left-turn lanes in each direction to three (3) through lanes and one (1) left-turn lane in each direction, where the one (1) left-turn lane will free-flow onto the I-85 ramps. The exact configuration of the Diverging Diamond Interchange can be established through an Interchange Modification Report in coordination with the City of Brookhaven, DeKalb County, GDOT, and FHWA.



## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Children's Healthcare of Atlanta Master Plan* development located in the City of Brookhaven, Georgia. The approximate 72-acre site is located north of Briarcliff Road, south of Interstate 85, east of North Druid Hills Road (SR 42), and west of Cliff Valley Way. The proposed master plan development will include hotel, hospital, general office, medical office, and shopping center land uses.

The proposed development will exceed 600,000 SF for mixed-use developments within a designated Region Employment Corridor area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

**Figure 1** provides the site location of the *Children's Healthcare of Atlanta Master Plan* development. **Figure 2** and **Figure 3** provide an aerial view of the project site and surrounding area. The City of Brookhaven Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix A**.

The proposed project is expected to be completed by 2031, and this analysis will consider the full build-out of the proposed site in 2031. A summary of the proposed land-use and density is provided below in **Table 1**.

Table 1: Proposed Land Uses	
Land Use	Density
Hospital	576 beds
Hotel	150 rooms
General Office	608,000 SF
Medical Office	789,233 SF
Retail	50,000 SF

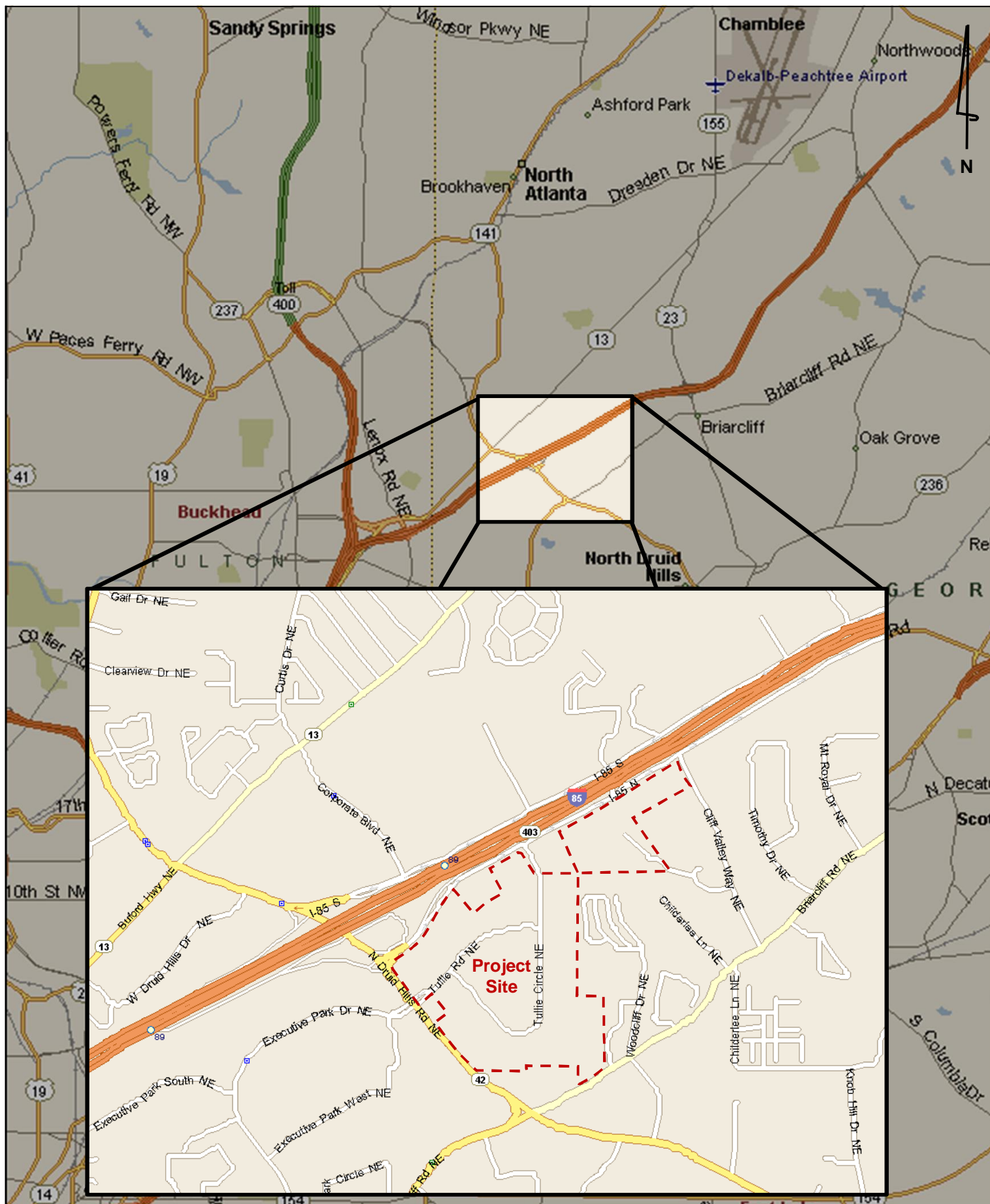
### 1.2 Site Plan Review

The proposed development is located on an approximately 72-acre site in the City of Brookhaven, GA. The project site is located north of Briarcliff Road, south of Interstate 85, east of North Druid Hills Road (SR 42), and west of Cliff Valley Way.

The current zoning for the project site is Industrial (M) under the City of Brookhaven zoning code.

A reference of the proposed site plan is provided in **Appendix B**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

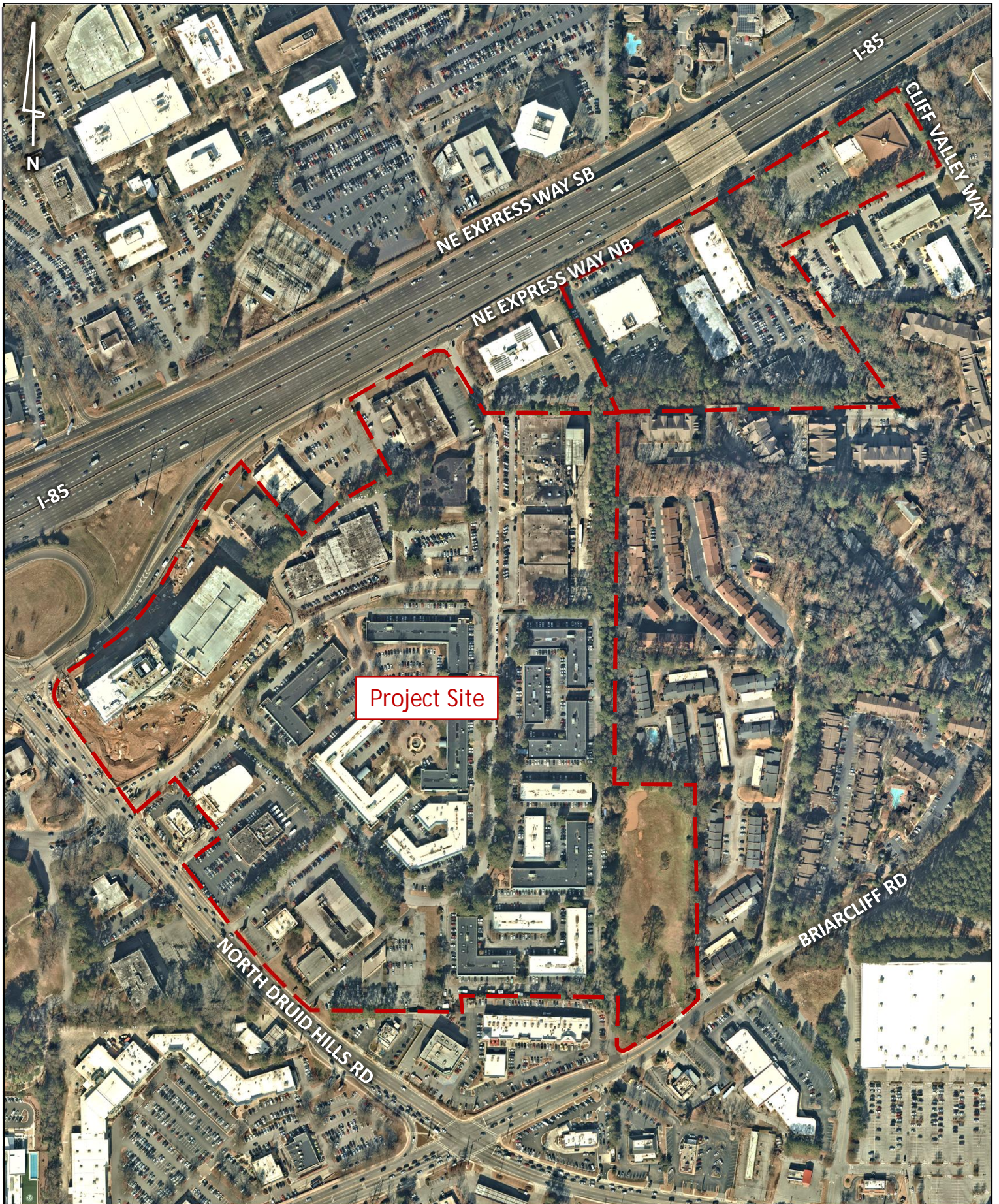














### 1.3 Site Access

As currently envisioned, the proposed development will be served by ten (10) driveways:

1. Two (2) proposed driveways along North Druid Hills Road (SR 42)
2. Six (6) proposed driveways along NE Expressway Northbound
3. One (1) proposed driveway along Briarcliff Road
4. One (1) proposed driveway along Cliff Valley Way

It should be noted that there are currently fourteen (14) existing curb cuts to the site:

1. Four (4) existing curb cuts along North Druid Hills Road (SR 42)
2. Eight (8) existing curb cuts along NE Expressway Northbound
3. One (1) existing shared driveway along Briarcliff Road
4. One (1) existing curb cut along Cliff Valley Way

The proposed site access point provides vehicular access to the proposed development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in **Appendix B** for a visual representation of vehicular access and circulation throughout the proposed development. The site driveways and internal roadways provide access to all parking on the site. Parking will be provided throughout the development. The required parking by code is as follows:

Parking Required:	6,611 parking spaces
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### 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage on North Druid Hills Road (SR 42) and Briarcliff Road. Bicycle facilities do not currently exist along the project site frontage. Pedestrian and bicycle facilities (multi-use paths) are proposed along North Druid Hills (SR 42), Northeast Expressway, and Briarcliff Road site frontages. Multi-use paths are also proposed throughout the proposed development.

### 1.5 Transit Facilities

The project site is in the vicinity of MARTA Bus Routes 8, 16, 33, and 47. All bus routes provide service seven days a week. Additionally, it should be noted that a shuttle currently transports patrons to the Children's Egleston hospital from parking on the existing development site.

Although the proposed development is in proximity to transit access, due to a conservative methodology, no alternative mode reductions were taken.

## 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

### 2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 0.5 percent per year background traffic growth rate was used for all roadways.

In addition to the background traffic growth, the trips associated with the remaining entitled density from the following development was incorporated into the background traffic:

- The Park Druid Hills Mixed-Use Development DRI #1583 (approved in 2007)

### 2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected in November 2017 and January 2018 at the study intersections during the AM and PM peak periods. Peak hours for all intersections are shown in **Table 2**.

Table 2: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
November 2017		
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	8:00 AM - 9:00 AM	4:45 PM - 5:45 PM
2. North Druid Hills Road (SR 42) @ I-85 SB Ramps	7:15 AM - 8:15 AM	4:00 PM - 5:00 PM
3. North Druid Hills Road (SR 42) @ I-85 NB Ramps	7:30 AM - 8:30 AM	4:15 PM - 5:15 PM
4. North Druid Hills Road (SR 42) @ Tullie Road/Executive Park Drive	7:30 AM - 8:30 AM	4:00 PM - 5:00 PM
5. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	7:30 AM - 8:30 AM	4:30 PM - 5:30 PM
6. Northeast Expressway Northbound @ Underpass	7:30 AM - 8:30 AM	4:45 PM - 5:45 PM
7. Northeast Expressway Southbound @ Underpass/Apartment Driveway	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
8. Northeast Expressway Northbound @ Cliff Valley Way	7:30 AM - 8:30 AM	4:45 PM - 5:45 PM
9. Briarcliff Road @ Cliff Valley Way	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
10. Clairmont Road @ I-85 NB Ramps	7:30 AM - 8:30 AM	4:15 PM - 5:15 PM
11. Clairmont Road @ I-85 SB Ramps	7:45 AM - 8:45 AM	4:00 PM - 5:00 PM
January 2018		
12. Briarcliff Road @ Sheridan Road	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM

The collected peak hour turning movement traffic counts are available upon request.

The vehicular volumes collected in November 2017 were grown at 0.5% for one year to account for the background traffic growth to year 2018.

### 2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst.

Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*, for standard signalized and unsignalized intersections. Existing traffic signal phasing and timing data were retrieved for available intersections.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

## 3.0 STUDY NETWORK

### 3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation								
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Hotel	150 rooms	310	633	633	41	29	44	42
Hospital	576 beds	610	5,091	5,091	760	296	365	937
General Office Building	608,000 SF	710	3,056	3,056	598	514	101	531
Medical Office Building	789,233 SF	720	15,117	15,117	1,095	309	750	1,928
Shopping Center	50,000 SF	820	944	944	29	18	92	99
<b>Total New Trips</b>			<b>24,841</b>	<b>24,841</b>	<b>2,439</b>	<b>736</b>	<b>1,352</b>	<b>3,537</b>

### 3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and the City of Brookhaven staff. (See *Section 5.0 Trip Distribution and Assignment*).

### 3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

### 3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with project stakeholders, including GRTA, ARC, GDOT, and the City of Brookhaven staff, and includes the following twelve (12) existing intersections described in **Table 4**. The study network under build-out conditions also includes all the proposed site driveways.

The existing study network includes nine (9) signalized intersections and three (3) side-street stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4: Intersection Control Summary	
Intersection	Control
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal
2. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal
3. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal
4. North Druid Hills Road (SR 42) @ Tullie Road/Executive Park Drive	Signal
5. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal
6. Northeast Expressway Northbound @ Underpass	Stop Control
7. Northeast Expressway Southbound @ Underpass/Apartment Driveway	Stop Control
8. Northeast Expressway Northbound @ Cliff Valley Way	Stop Control
9. Briarcliff Road @ Cliff Valley Way	Signal
10. Briarcliff Road @ Sheridan Road	Signal
11. Clairmont Road (SR 155) @ I-85 NB Ramps	Signal
12. Clairmont Road (SR 155) @ I-85 SB Ramps	Signal

Each of the intersections listed in **Table 4** were analyzed for the Existing 2018 conditions, the Projected 2031 No-Build conditions, and the Projected 2031 Build conditions.

The Projected 2031 No-Build conditions represent the existing traffic volumes grown for thirteen (13) years at 0.5 percent per year throughout the study network and the addition of the trips associated with the remaining entitled density from The Park Druid Hills Mixed-Use Development DRI #1583.

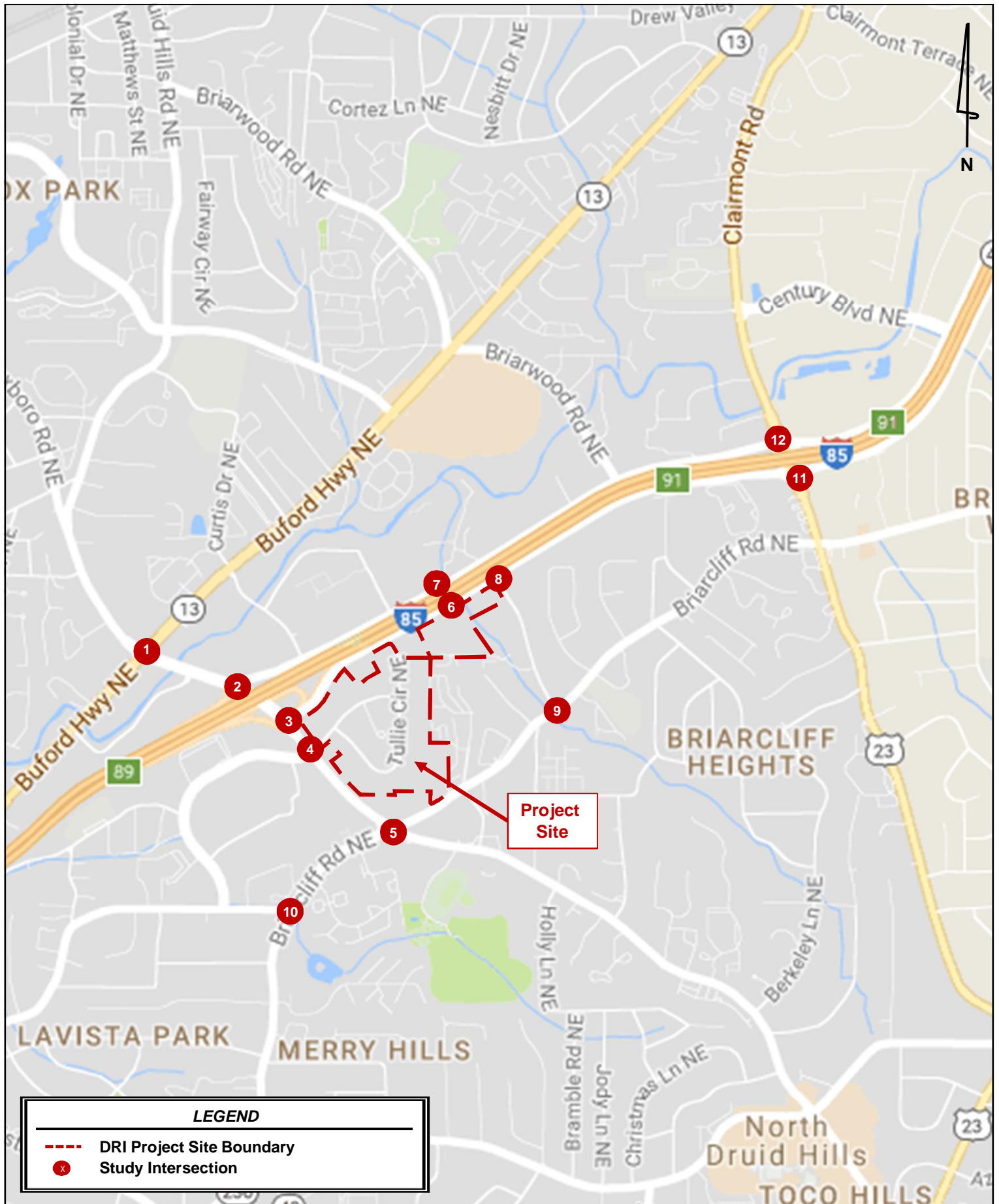
The Projected 2031 Build conditions add the project trips associated with the *Children's Healthcare of Atlanta Master Plan* development to the Projected 2031 No-Build conditions.

### 3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site).

Table 5: Roadway Classifications				
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Average Daily Traffic (ADT)	Functional Classification
<b>North Druid Hills Road (SR 42)</b>	<b>6</b>	<b>35</b>	<b>50,100</b>	<b>Minor Arterial (FC-4)</b>
<b>Tullie Road</b>	<b>2</b>	<b>25</b>	<b>N/A</b>	<b>Local Road (FC-7)</b>
<b>Tullie Circle</b>	<b>2</b>	<b>25</b>	<b>N/A</b>	<b>Local Road (FC-7)</b>
<b>Briarcliff Road</b>	<b>2</b>	<b>35</b>	<b>13,000</b>	<b>Minor Arterial (FC-4)</b>
<b>Cliff Valley Way</b>	<b>2</b>	<b>25</b>	<b>2,880</b>	<b>Local Road (FC-7)</b>
<b>Northeast Expressway Northbound</b>	<b>2</b>	<b>45</b>	<b>7,570</b>	<b>Major Collector (FC-5)</b>
Northeast Expressway Southbound	2	45	7,070	Major Collector (FC-5)
Buford Highway (SR 13)	6	45	26,000	Other Principal Arterials (FC-3)
Clairmont Road (SR 155)	5	40	47,400	Other Principal Arterials (FC-3)
I-85	12	55	235,000	Interstate (FC-1)





## 4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Hotel (ITE 310), Hospital (ITE 610), General Office Building (ITE 710), Medical Office Building (ITE 720), and Shopping Center (ITE 820).

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6: Net New Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
<b>Gross Project Trips</b>	<b>49,682</b>	<b>24,841</b>	<b>24,841</b>	<b>2,439</b>	<b>736</b>	<b>1,352</b>	<b>3,537</b>
<i>Reduction from existing land uses to be demolished/converted</i>	- 5,820	- 2,910	- 2,910	- 431	- 78	- 124	- 476
<i>Mixed-Use Reductions</i>	- 344	- 172	- 172	- 31	- 31	- 9	- 9
<i>Alternative Mode Reduction</i>	- 0	- 0	- 0	- 0	- 0	- 0	- 0
<i>Pass-by Reduction</i>	- 330	- 165	- 165	- 0	- 0	- 18	- 18
<b>Total Trips</b>	<b>43,188</b>	<b>21,594</b>	<b>21,594</b>	<b>1,977</b>	<b>627</b>	<b>1,201</b>	<b>3,034</b>

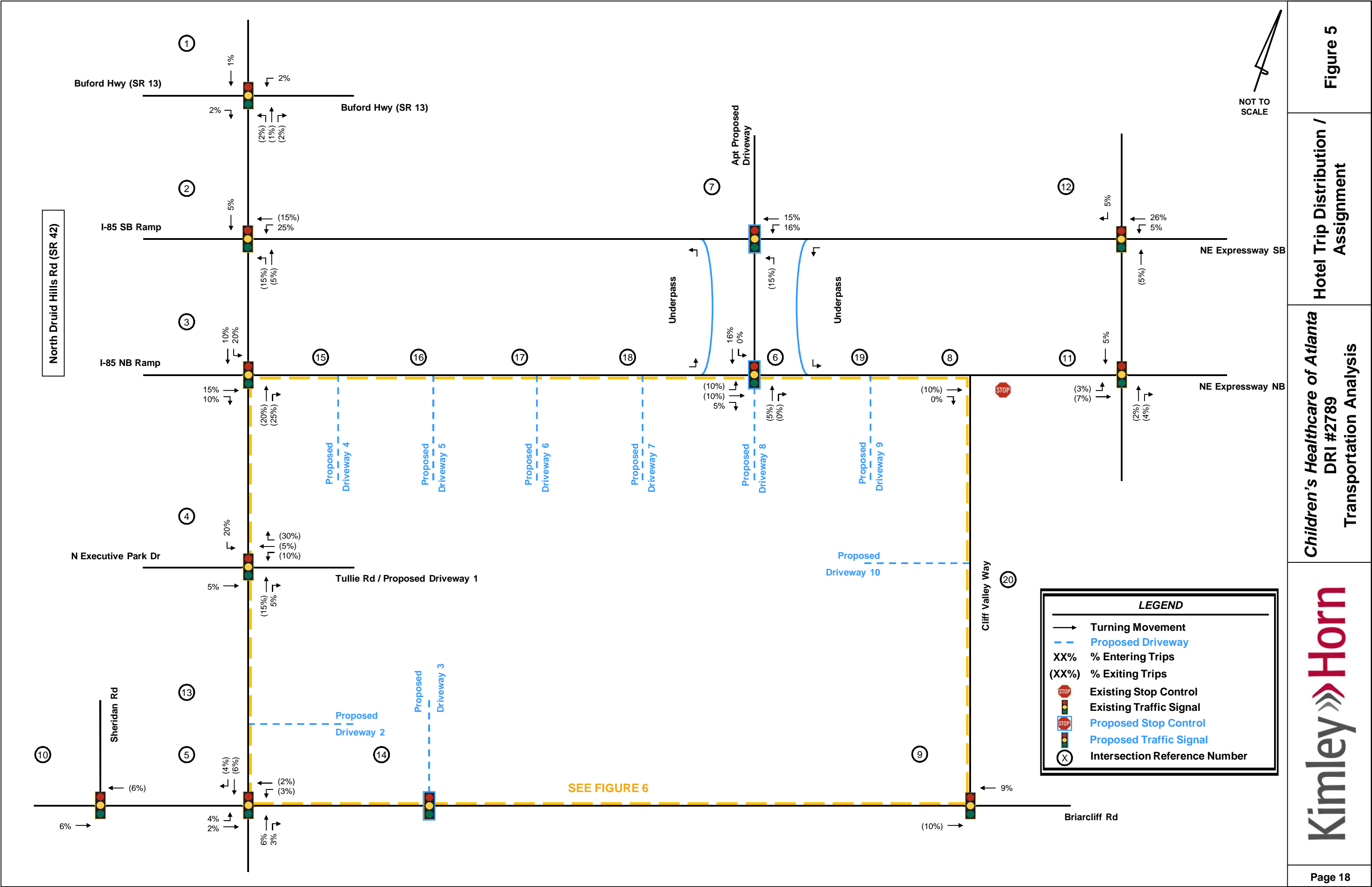
A more detailed trip generation analysis summary table is provided in **Appendix C**.

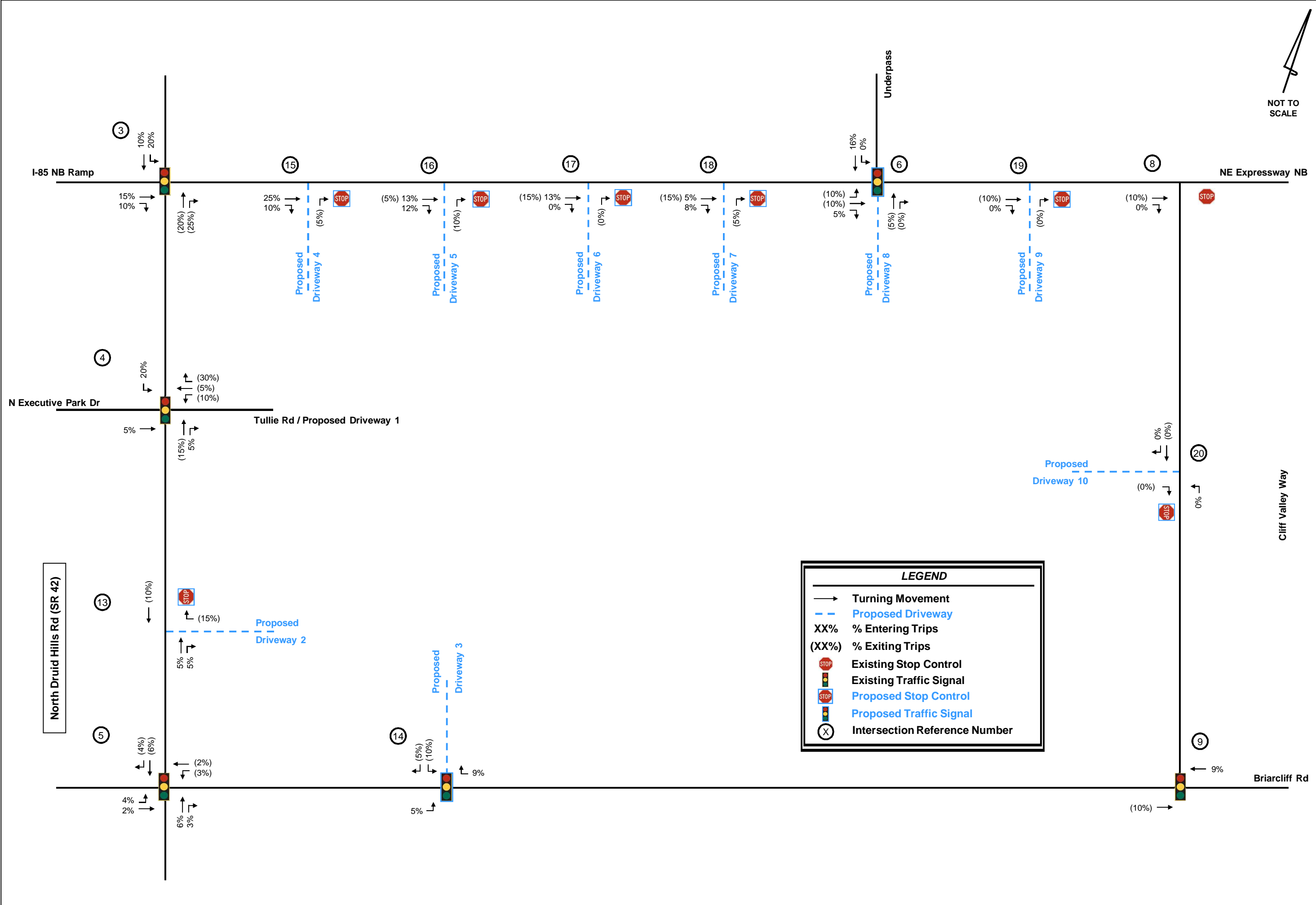
## 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

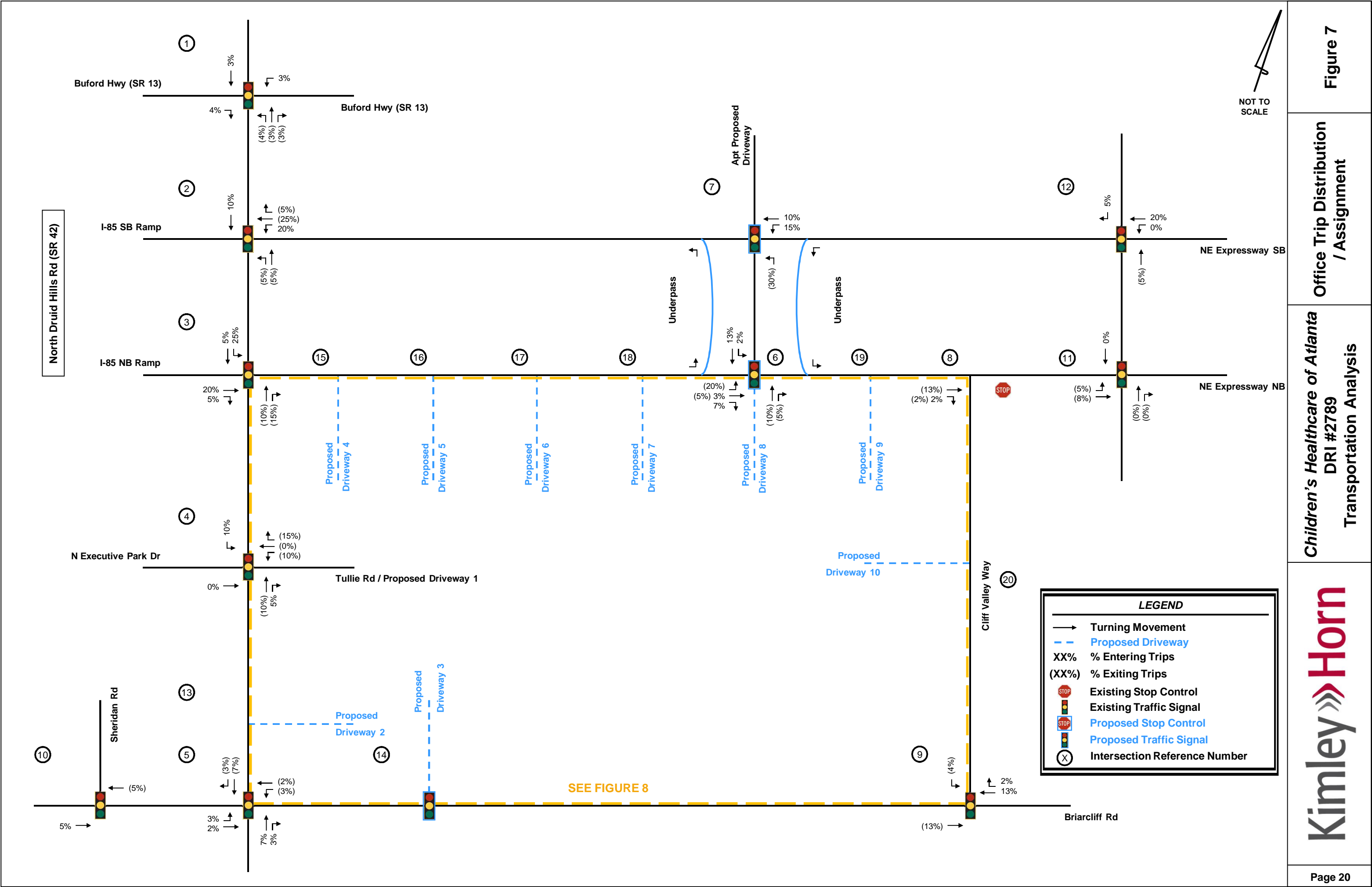
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, GDOT, and the City of Brookhaven staff.

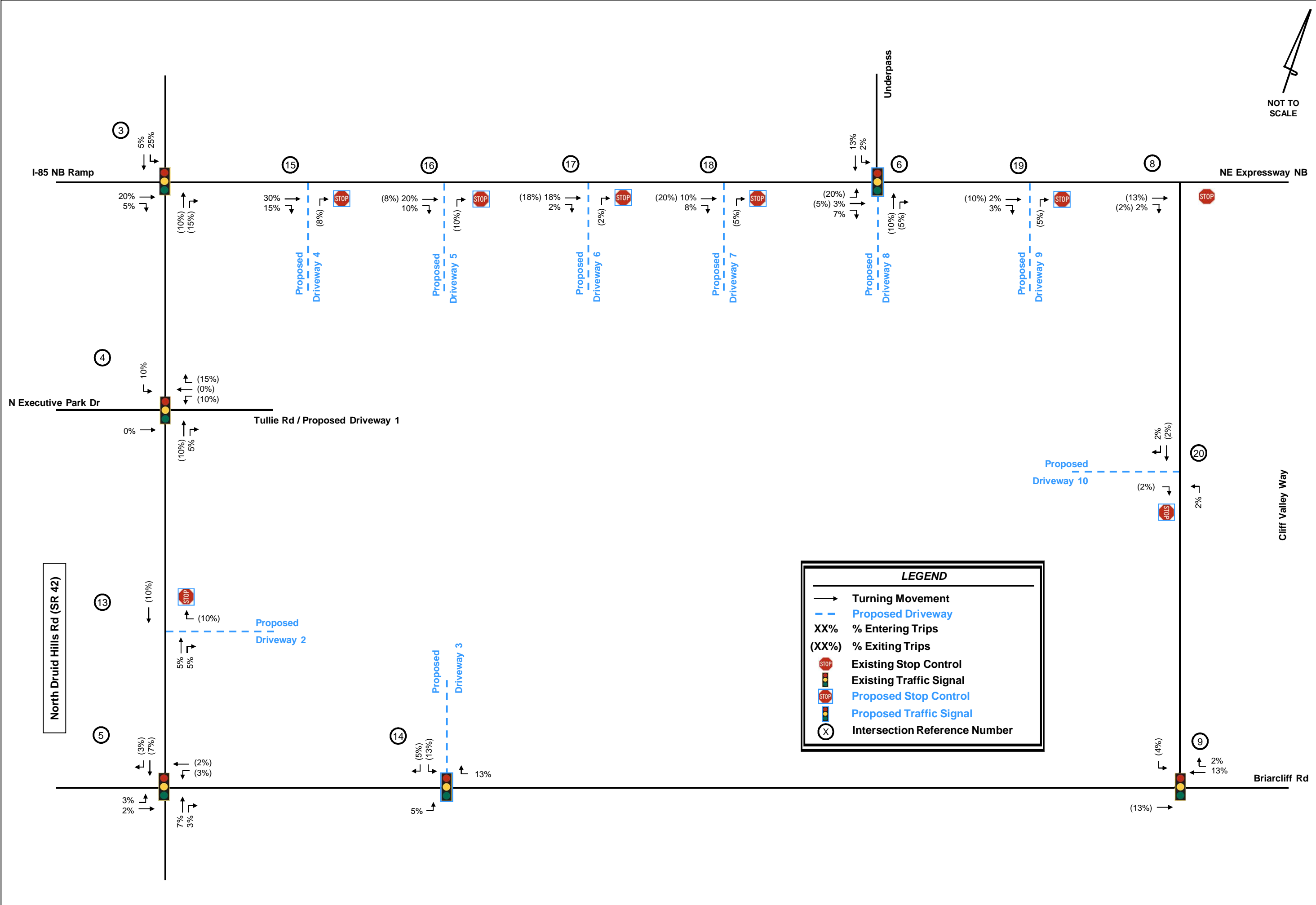
**Figures 5 through 12** display the anticipated distribution and assignment of the vehicular trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *Children's Healthcare of Atlanta Master Plan* development, are shown on **Figures 13 and 14**.

Detailed intersection volume worksheets are provided in **Appendix D**.

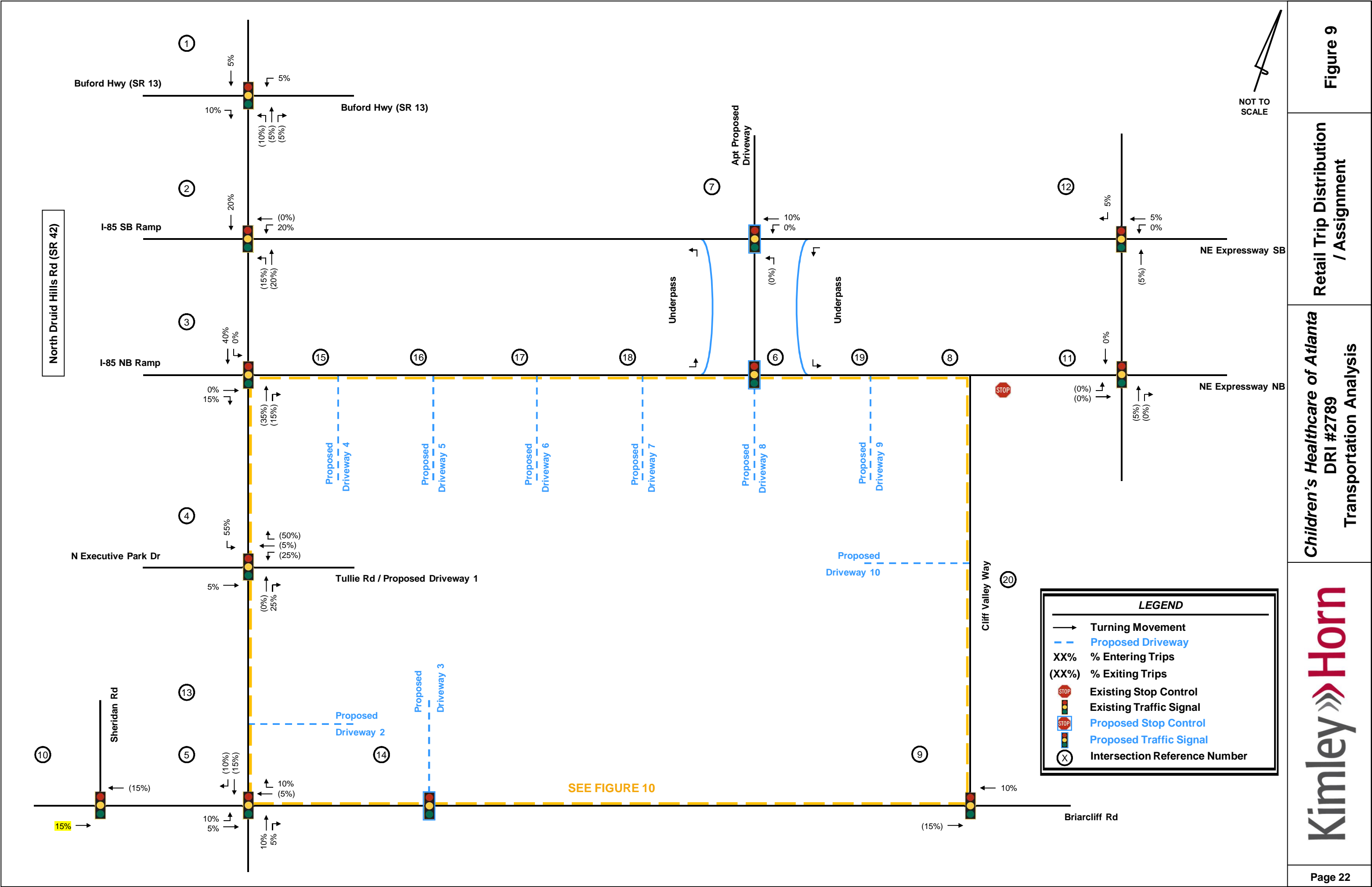


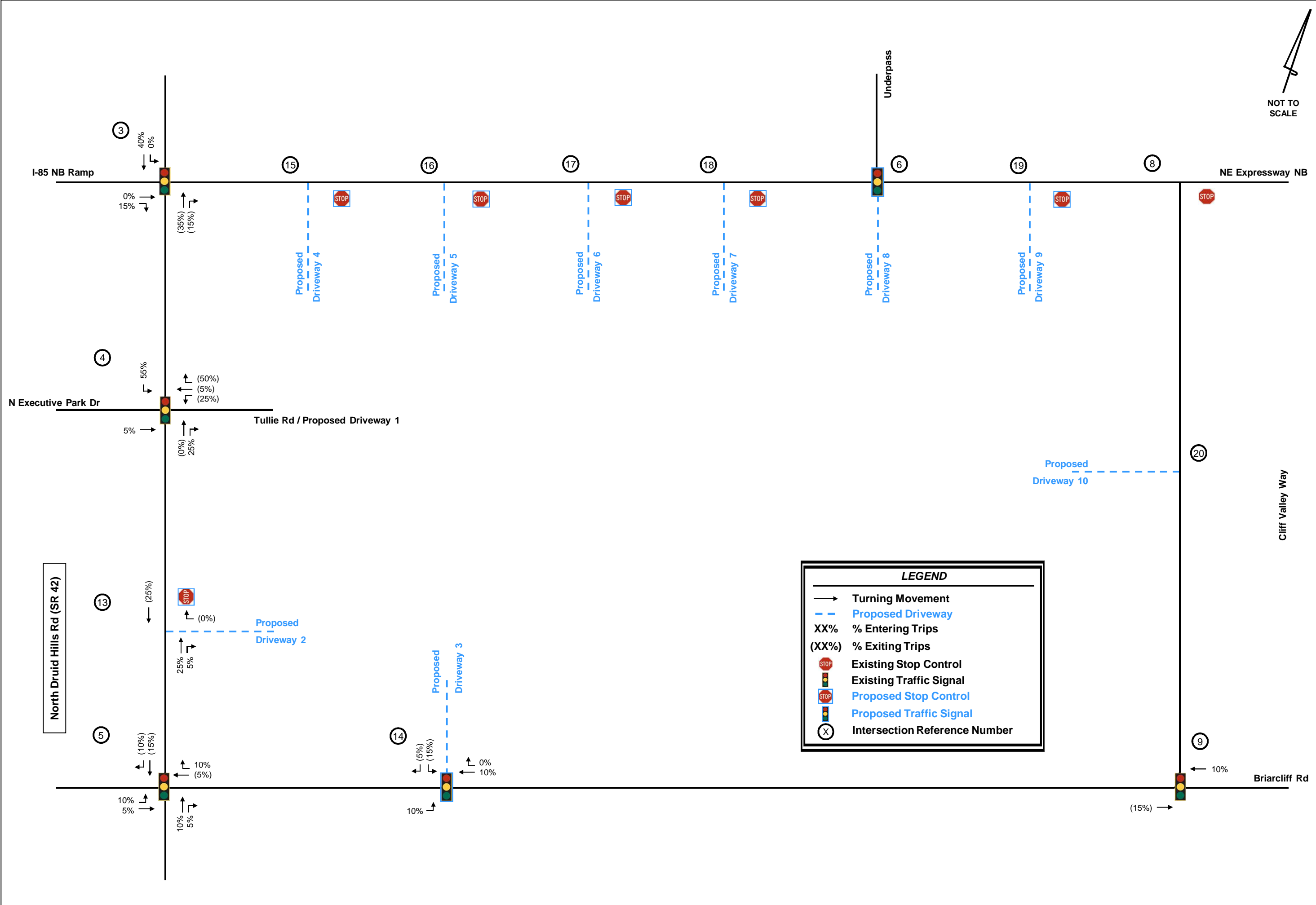




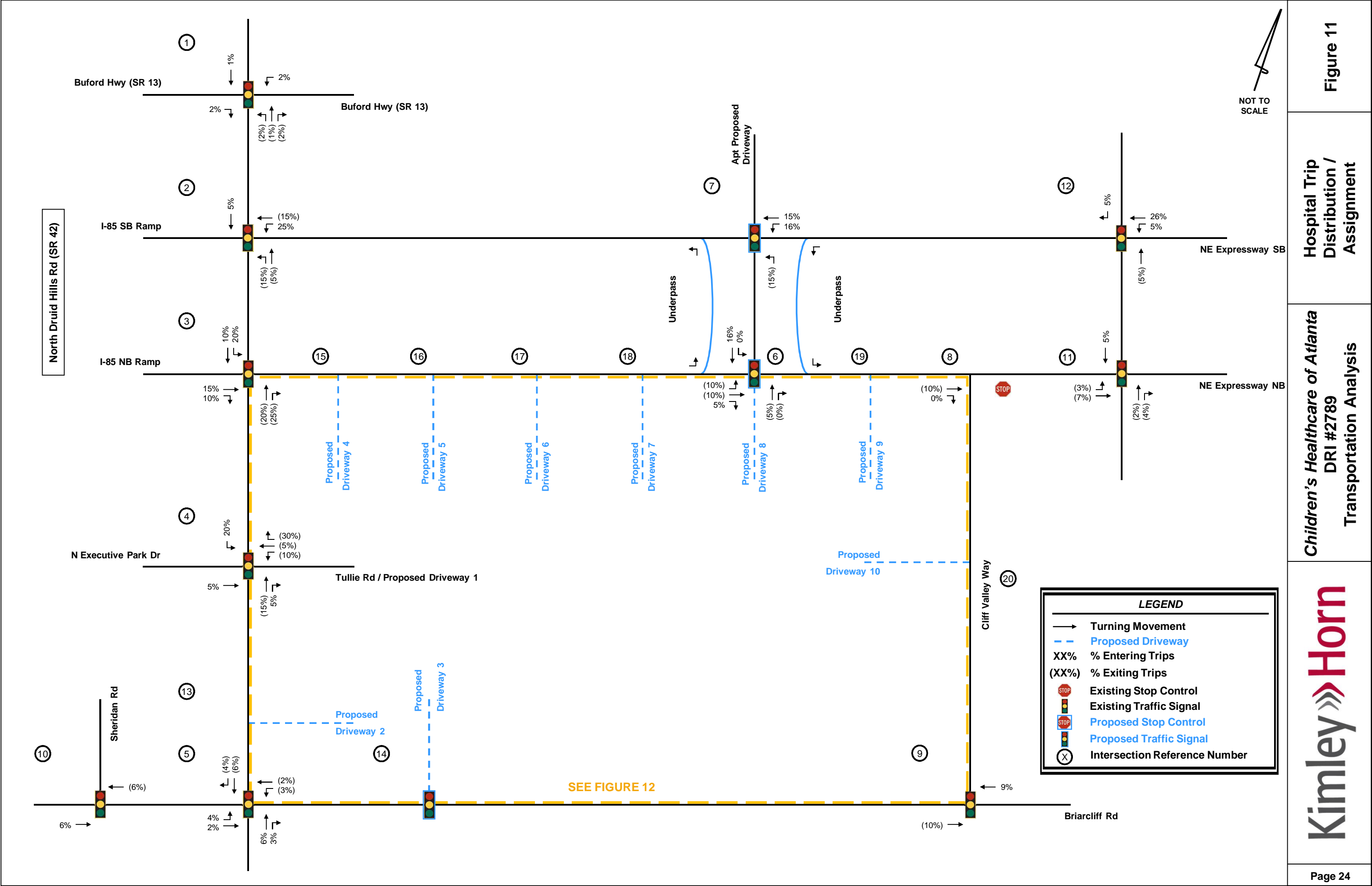












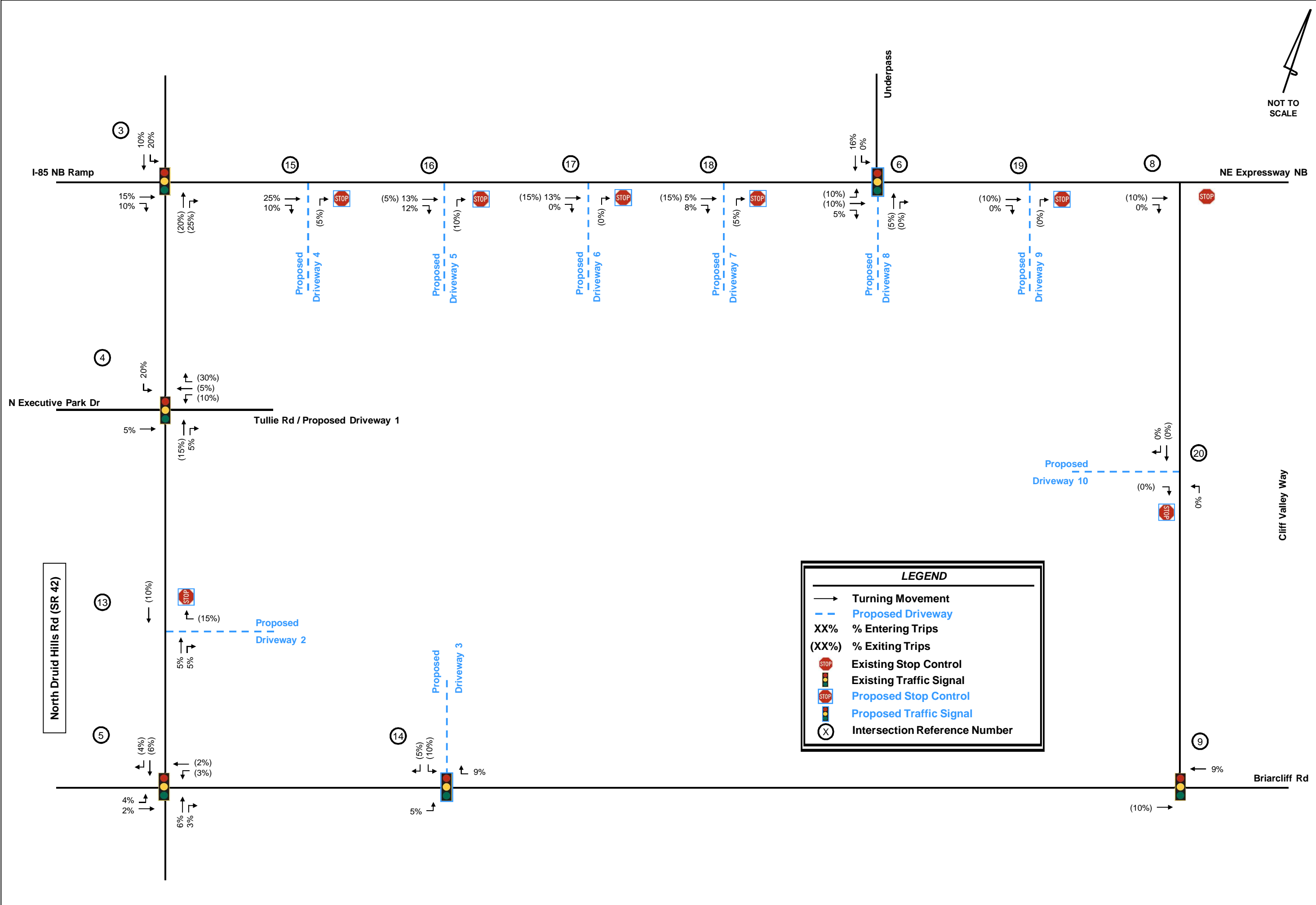
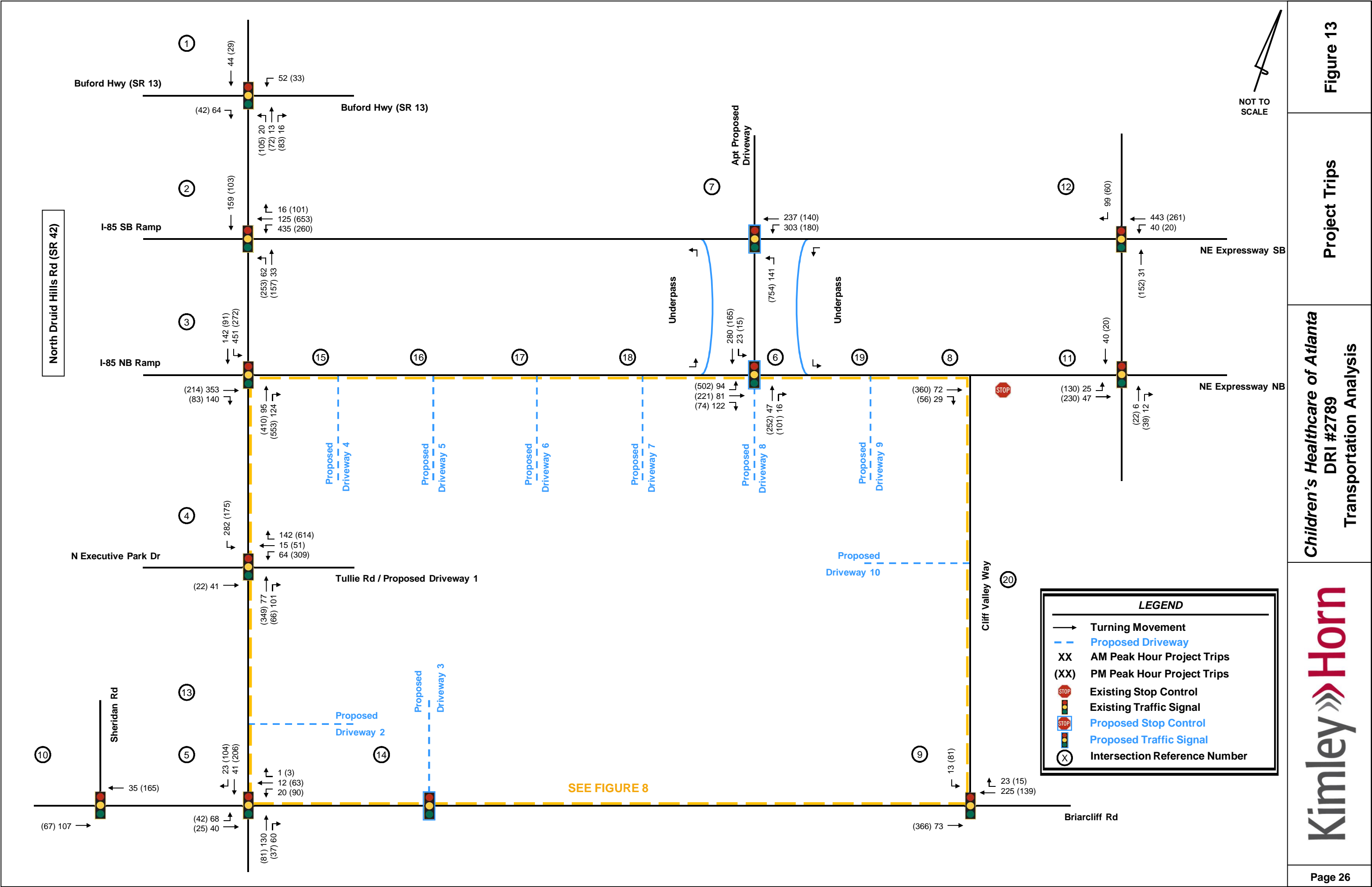


Figure 12

Hospital Trip  
Distribution /  
Assignment (cont.)

Children's Healthcare of Atlanta  
DRI #2789  
Transportation Analysis



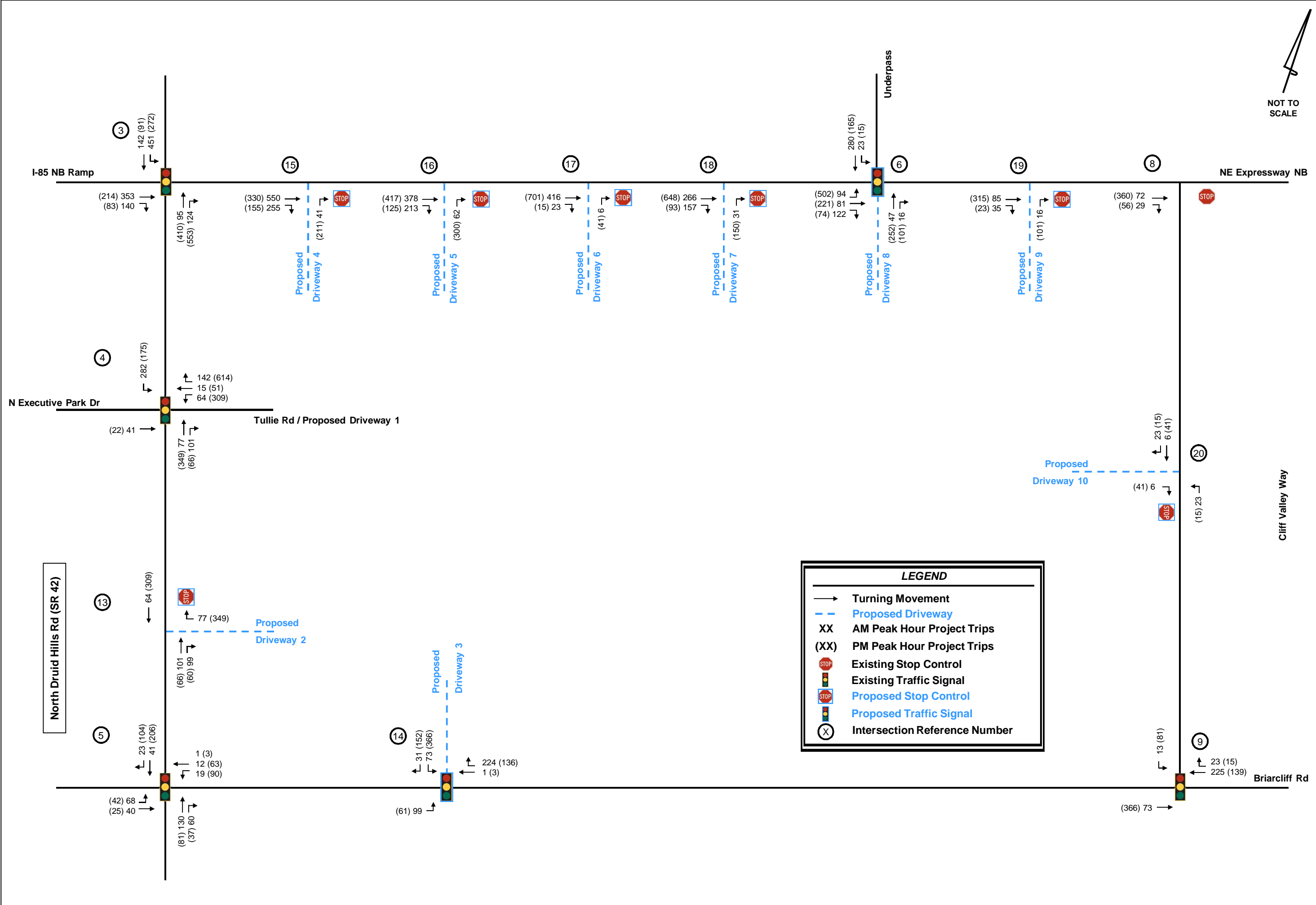


Figure 14

Project Trips (cont.)

Children's Healthcare of Atlanta  
DRI #2789  
Transportation Analysis

## 6.0 TRAFFIC ANALYSIS

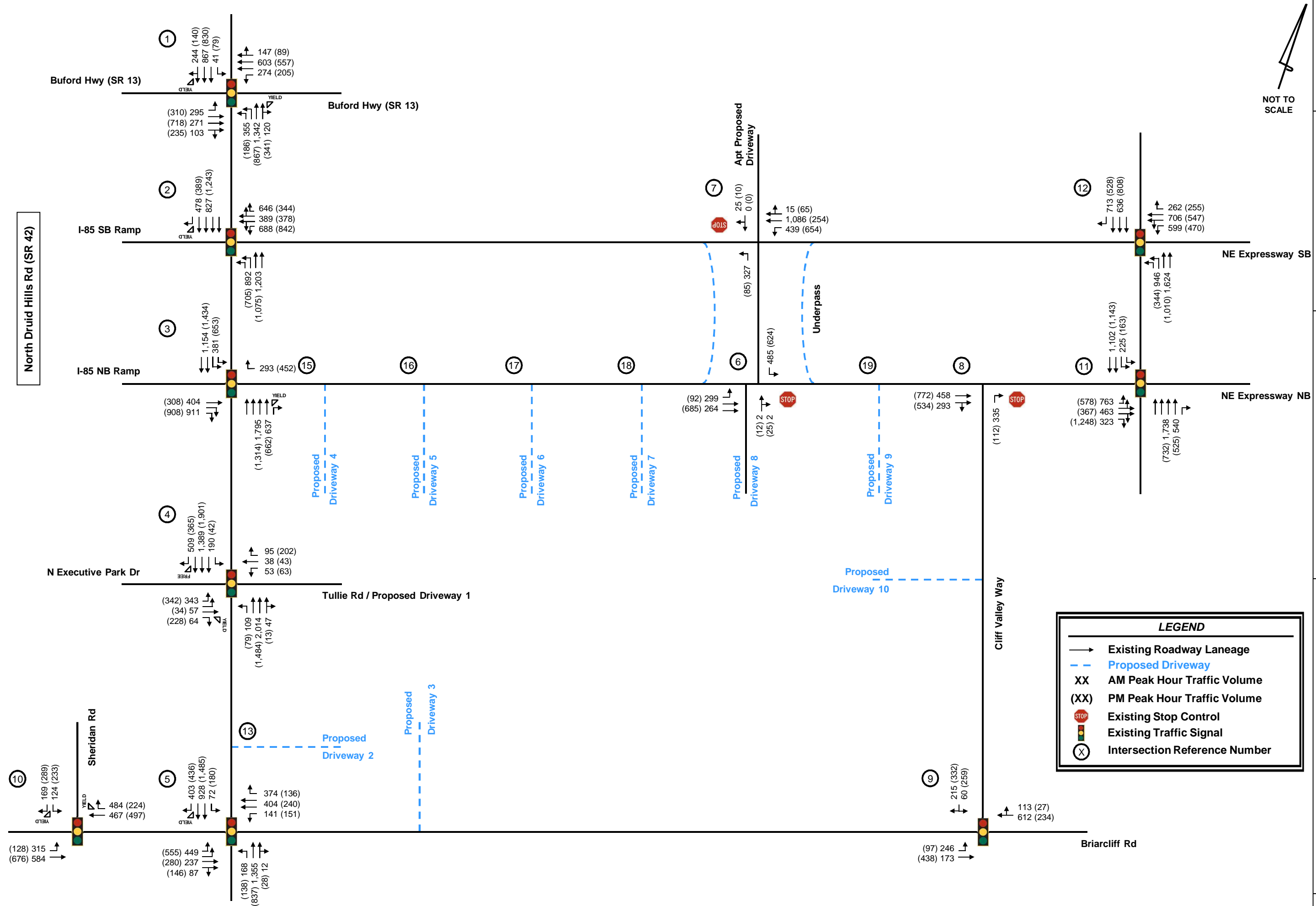
### 6.1 Existing 2018 Conditions

The vehicular volumes collected in November 2017 were grown at 0.5% for one year to account for the background traffic growth to year 2018. The 2018 peak hour traffic volumes were entered into *Synchro* 9.0, and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 15**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2018 Level-of-Service Summary LOS (delay in seconds)						
#	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1	North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	D	D (42.3)	D (52.7)
2	North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	E (63.0)	E (69.5)
3	North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	D/E	D (51.0)	E (65.6)
4	North Druid Hills Road (SR 42) @ Tullie Road / Executive Park Drive	Signal	Overall	D	C (33.9)	D (43.7)
5	North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	D (45.4)	D (38.7)
6	Northeast Expressway Northbound @ Underpass	TWSC	NB	D	A (9.2)	B (11.0)
7	Northeast Expressway Southbound @ Underpass/Apartment Driveway	TWSC	SB	D	A (0.0)	A (0.0)
8	Northeast Expressway Northbound @ Cliff Valley Way	TWSC	NB	D	C (19.8)	C (18.8)
9	Briarcliff Road @ Cliff Valley Way	Signal	Overall	D	C (22.7)	D (41.6)
10	Briarcliff Road (SR 42) @ Sheridan Road	Signal	Overall	D	B (17.4)	B (15.0)
11	Clairmont Road (SR 155) @ I-85 NB Ramps	Signal	Overall	D	D (48.1)	B (18.0)
12	Clairmont Road (SR 155) @ I-85 SB Ramps	Signal	Overall	D	D (42.3)	C (21.0)

As shown in **Table 7**, two (2) out of twelve (12) existing study intersections currently operate below the acceptable level-of-service (LOS) standard of D during the AM and/or PM peak hours. Therefore, these intersections' Peak Hour LOS standard becomes LOS E for the applicable peak hour for future No-Build and Build scenarios, per GRTA guidelines.



## Figure 15

## Existing 2018 Conditions

# Children's Healthcare of Atlanta DRI #2789 Transportation Analysis

## 6.2 Projected 2031 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for thirteen (13) years at 0.5 percent per year throughout the study network. Additionally, the trips associated with the remaining entitled density from *The Park Druid Hills Mixed-Use Development DRI #1583* was included. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed.

The Projected 2031 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2031 No-Build conditions are shown in **Figure 16**. The results of the capacity analyses for the Projected 2031 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2031 No-Build Level-of-Service Summary								
LOS (delay in seconds)								
#	Intersection	Control	Approach/ Movement	LOS Std.	Projected 2031 No-Build		Projected 2031 No-Build Improved	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	D	E (56.5)	E (60.0)	D (53.5)	D (53.6)
2	North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	E (72.7)	E (71.5)	*	*
3	North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	D/E	E (64.2)	F (89.0)	D (53.8)	E (75.1)
4	North Druid Hills Road (SR 42) @ Tullie Road / Executive Park Drive	Signal	Overall	D	D (46.2)	E (71.1)	D (39.1)	D (54.5)
5	North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	E (60.6)	E (61.7)	D (48.2)	D (45.2)
6	Northeast Expressway Northbound @ Underpass	TWSC	NB	D	A (9.2)	B (11.3)	*	*
7	Northeast Expressway Southbound @ Underpass/Apartment Driveway	TWSC	SB	D	A (0.0)	A (0.0)	*	*
8	Northeast Expressway Northbound @ Cliff Valley Way	TWSC	NB	D	C (23.5)	C (21.0)	*	*
9	Briarcliff Road @ Cliff Valley Way	Signal	Overall	D	C (28.6)	D (43.1)	*	*
10	Briarcliff Road (SR 42) @ Sheridan Road	Signal	Overall	D	B (18.3)	C (24.3)	*	*
11	Clairmont Road (SR 155) @ I-85 NB Ramps	Signal	Overall	D	D (49.8)	C (28.2)	*	*
12	Clairmont Road (SR 155) @ I-85 SB Ramps	Signal	Overall	D	D (43.1)	C (25.8)	*	*

\* Note: No improvements needed.



As shown in **Table 8**, four (4) study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2031 No-Build conditions.

The signalized intersections of North Druid Hills Road (SR 42) at Buford Highway (SR 13) (Intersection #1) and at Briarcliff Road (SR 42) (Intersection # 5) are projected to operate at LOS E during both the AM and PM peak hours. The signalized intersection of North Druid Hills Road (SR 42) at I-85 NB Ramps (Intersection #3) is projected to operate at LOS E and F during the AM and PM peak hours, respectively. The signalized intersection of North Druid Hills Road (SR 42) at Tullie Road / Executive Park Drive (Intersection #4) is projected to operate at LOS E during the PM peak hour only.

Based on the Projected 2031 No-Build conditions, the following improvements are recommended:

- Intersection #1: North Druid Hills Road (SR 42) @ Buford Highway (SR 13)
  - Construct one (1) westbound right-turn lane along Buford Highway (SR 13).
  - Construct one (1) eastbound right-turn lane along Buford Highway (SR 13).
- Intersection #3: North Druid Hills Road (SR 42) @ I-85 NB Ramp
  - Restripe the eastbound approach so that the approach consists of two (2) right-turn lanes and one (1) shared left/through/right-turn lane along I-85 NB Ramp.
- Intersection #4: North Druid Hills Road (SR 42) @ Tullie Road / Executive Park Drive
  - Construct one (1) additional eastbound left-turn lane along so that the approach consists of three (3) left-turn lanes, one (1) through lane, and one (1) right-turn lane Executive Park Drive.
- Intersection #5: North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)
  - Construct one (1) additional southbound through lane so that the approach consists of one (1) left-turn lane, two (2) through lanes, and one (1) shared through/right-turn lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional northbound lane so that the approach consists of one (1) left-turn lane, two (2) through lanes, and one (1) shared through/right-turn lane along North Druid Hills Road (SR 42).



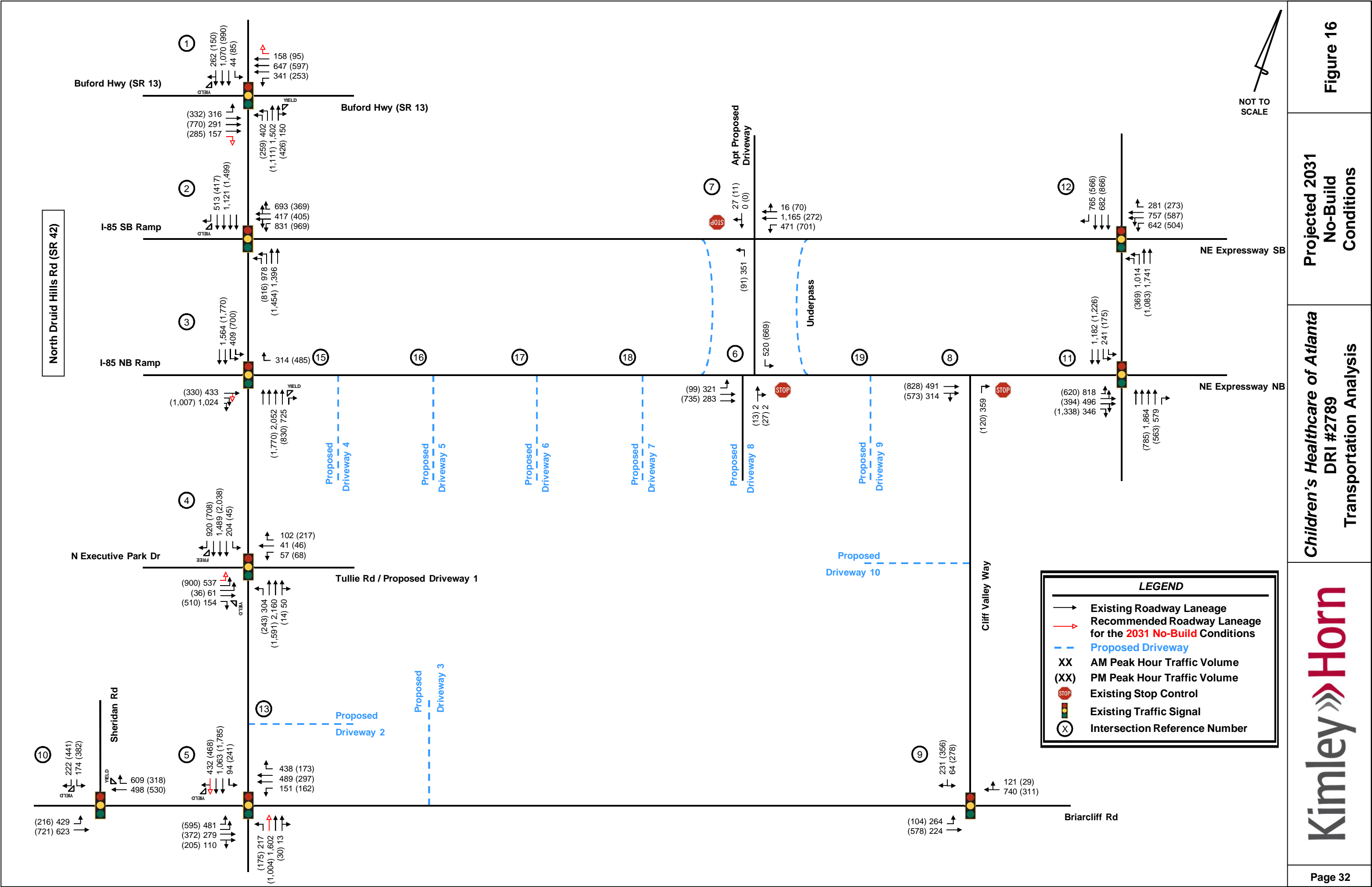


Figure 16

Projected 2031  
No-Build  
Conditions

Children's Healthcare of Atlanta  
DRI #2789  
Transportation Analysis

### 6.3 Projected 2031 Build Conditions

The traffic associated with the proposed *Children's Healthcare of Atlanta Master Plan* development was added to the Projected 2031 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed.

The intersection laneage and traffic volumes used for the Projected 2031 Build conditions are shown in **Figures 17 and 18**. The results of the capacity analyses for the Projected 2031 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2031 Build Level-of-Service Summary								
LOS (delay in seconds)								
#	Intersection	Control	Approach/ Movement	LOS Std.	Projected 2031 Build		Projected 2031 Build Improved	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	D	E (59.6)	E (65.4)	D (51.7)	D (54.0)
2	North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	F (109.5)	F (145.6)	E (63.8)	E (74.8)
3	North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	D/E	F (138.5)	F (209.0)	D (53.3)	E (70.0)
4	North Druid Hills Road (SR 42) @ Tullie Road / Executive Park Drive	Signal	Overall	D	F (91.0)	F (612.4)	D (39.3)	D (54.6)
5	North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	F (89.1)	F (94.0)	D (53.1)	D (54.9)
6	Northeast Expressway Northbound @ Underpass/Proposed Driveway 8	TWSC/ Signal	NB/Signal	D	A (9.8)	C (24.0)	C (30.2)	C (26.3)
			SB/Signal		F (181.9)	F (1,064)	B (16.3)	B (17.3)
7	Northeast Expressway Southbound @ Underpass/Apartment Driveway	TWSC/ Signal	NB	D	F (411.2)	F (145.0)	B (16.3)	B (19.6)
			SB		A (0.0)	A (9.6)		
8	Northeast Expressway Northbound @ Cliff Valley Way	TWSC	NB	D	D (28.4)	D (33.8)	*	*
9	Briarcliff Road @ Cliff Valley Way	Signal	Overall	D	F (81.6)	E (71.6)	C (30.2)	D (38.5)
10	Briarcliff Road (SR 42) @ Sheridan Road	Signal	Overall	D	C (26.5)	C (29.2)	*	*
11	Clairmont Road (SR 155) @ I-85 NB Ramps	Signal	Overall	D	D (52.3)	D (36.3)	*	*
12	Clairmont Road (SR 155) @ I-85 SB Ramps	Signal	Overall	D	D (54.0)	C (26.9)	*	*
13	North Druid Hills Road (SR 42) @ Proposed Driveway 2	TWSC	WB	D	F (106.8)	F (452.9)	*	*
14	Briarcliff Road @ Proposed Driveway 3	TWSC / Signal	SB	D	F (649.8)	F (1,715)	B (15.4)	D (47.0)
			EB Left	D	B (14.6)	A (9.9)		
15	Northeast Expressway Northbound @ Proposed Driveway 4	TWSC	NB	D	B (14.4)	C (22.7)	*	*

Table 9: Projected 2031 Build Level-of-Service Summary LOS (delay in seconds)								
16	Northeast Expressway Northbound @ Proposed Driveway 5	TWSC	NB	D	B (13.5)	E (43.7)	*	*
17	Northeast Expressway Northbound @ Proposed Driveway 6	TWSC	NB	D	B (12.7)	C (18.3)	*	*
18	Northeast Expressway Northbound @ Proposed Driveway 7	TWSC	NB	D	B (12.1)	D (26.1)	*	*
19	Northeast Expressway Northbound @ Proposed Driveway 9	TWSC	NB	D	B (12.0)	D (26.9)	*	*
20	Cliff Valley Way @ Proposed Driveway 10	TWSC	EB	D	B (10.2)	B (14.6)	*	*
			NB Left	D	A (8.0)	A (9.2)	*	*

\* Note: No improvements needed.

As shown in **Table 9**, ten (10) out of twenty (20) study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2031 Build conditions.

The signalized intersections of North Druid Hills Road (SR 42) at Buford Highway (SR 13) (Intersection #1), at I-85 Ramps (Intersections #2 and #3), at Tullie Road / Executive Park Drive (Intersection #4), and at Briarcliff Road (SR 42) (Intersection # 5) are projected to operate at LOS E or worse during both the AM and PM peak hours.

The signalized intersection of Briarcliff Road at Cliff Valley Way (Intersection #9) is projected to operate at LOS E or worse during both the AM and PM peak hours.

In addition to the system improvements under the Projected 2031 No-Build conditions to serve the background road network traffic, the following system improvements would be required to maintain the desired level of service (alternative improvements are recommended in a later section):

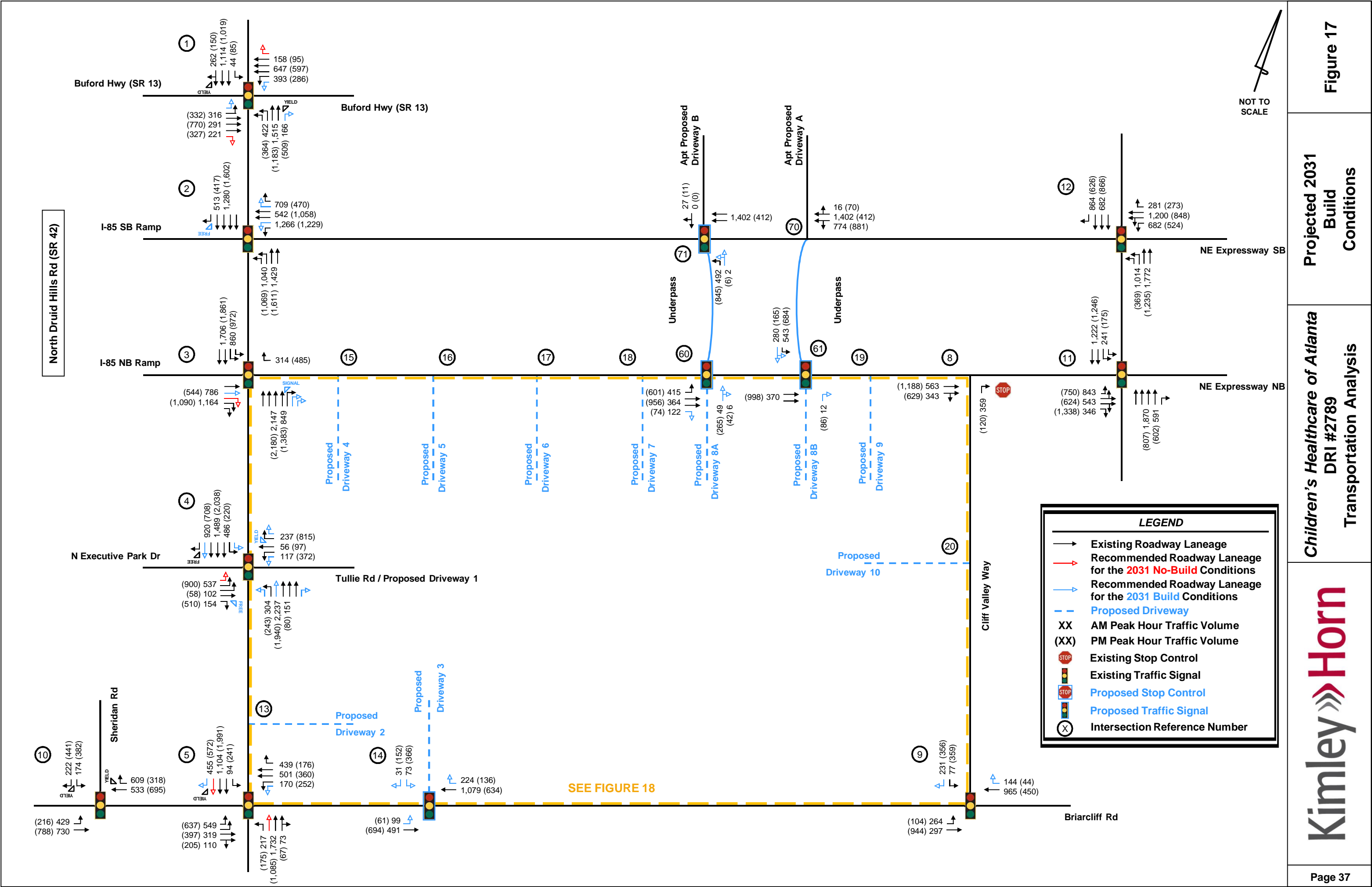
- I-85 Underpass between Northeast Expressway SB and NB
  - Reconfigure the underpass to allow protected vehicular and pedestrian access across the Northeast Expressway NB.
  - Intersection #60: Northeast Expressway NB at Underpass / Proposed Driveways 8A
    - Install a traffic signal (if warranted).
    - On site, construct one (1) northbound shared through/right-turn lane exiting the site onto Northeast Expressway NB and one (1) ingress entering the site.
    - Construct one (1) eastbound right-turn lane along Northeast Expressway NB.
    - Construct an additional northbound departure lane along the Underpass.
  - Intersection #61: Northeast Expressway NB at Underpass / Proposed Driveways 8B
    - Install a traffic signal (if warranted).
    - On site, construct one (1) northbound right-turn lane exiting the site onto Northeast Expressway NB and one (1) ingress lane entering the site.
    - Reconstruct the southbound approach along the Underpass to provide one (1) left-turn lane and one (1) shared through/left-turn lane operating under signal

control. If possible, allow one (1) left-turn lane to operate under free-flow conditions.

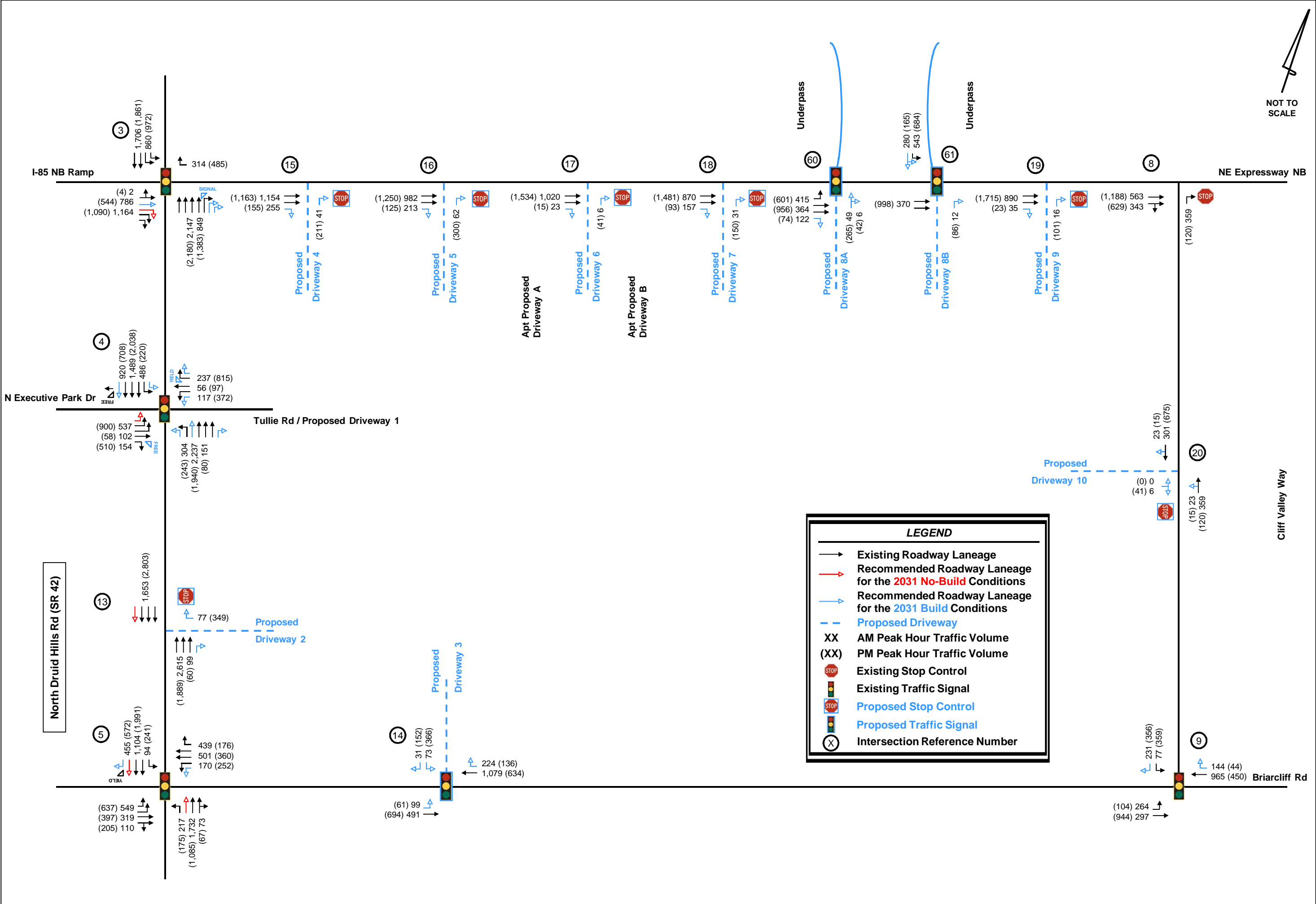
- Intersection #71: Northeast Expressway SB at Underpass / Proposed Driveways 8B
  - Install a traffic signal (if warranted).
  - Reconstruct the northbound approach along the Underpass to provide two (2) left-turn lanes operating under signal control. If possible, allow one (1) left-turn lane to operate under free-flow conditions.
- Intersection #1: North Druid Hills Road (SR 42) @ Buford Highway (SR 13)
  - Construct one (1) northbound right-turn lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional eastbound left-turn lane and one (1) additional westbound left-turn lane along Buford Highway (SR 13).
- Intersection #2: North Druid Hills Road (SR 42) @ I-85 SB Ramp
  - Provide an additional westbound lane along I-85 SB On-Ramp departing the intersection to allow a southbound free-flow right-turn lane
  - Construct one (1) additional westbound left-turn lane and one (1) additional westbound right-turn lane so that the approach consists of two (2) left-turn lanes, two (2) through lanes, and two (2) right-turn lanes along I-85 SB Off-Ramp.
- Intersection #3: North Druid Hills Road (SR 42) @ I-85 NB Ramp
  - Construct one (1) additional eastbound through lane so that the approach consists of three (3) right-turn lanes, one (1) through lane, and one (1) shared through/left-turn lane along I-85 NB Off-Ramp.
  - Construct two (2) additional northbound right-turn lanes so that the approach consists of four (4) through lanes, and three (3) right-turn lanes along North Druid Hills Road (SR 42).
- Intersection #4: North Druid Hills Road (SR 42) @ Executive Park Drive / Tullie Road
  - Construct one (1) additional southbound left-turn lane and one (1) additional southbound through lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional northbound left-turn lane, one (1) additional northbound through lane and one (1) additional northbound right-turn lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional westbound left-turn lane and one (1) additional right-turn lane along Tullie Road.
- Intersection #5: North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)
  - Construct one (1) southbound left-turn lane along North Druid Hills Road (SR 42).
  - Construct one (1) additional westbound left-turn lane along Tullie Road.
- Intersection #9: Briarcliff Road @ Cliff Valley Way
  - Construct one (1) southbound right-turn lane along Cliff Valley Way.
  - Construct one (1) westbound right-turn lane along Briarcliff Road.

The following site-access improvements are recommended to serve the traffic associated with the *Children's Healthcare of Atlanta Master Plan* development:

- Intersection #13: North Druid Hills Road (SR 42) at Proposed Driveway 2
  - On site, construct one (1) westbound right-turn lane exiting the site onto North Druid Hills Road (SR 42) and one (1) ingress lane entering the site.
- Intersections #14: Briarcliff Road at Proposed Driveways 3
  - Install a traffic signal (if warranted).
  - Construct one (1) westbound right-turn lane along Briarcliff Road to serve vehicles turning into the site.
  - Construct one (1) eastbound left-turn lane along Briarcliff Road to serve vehicles turning into the site.
  - On site, construct one (1) southbound left-turn lane and one (1) southbound right-turn lane exiting the site onto Briarcliff Road and one (1) ingress lane entering the site.
- Intersections #15 to #19: Northeast Expressway Northbound at Proposed Driveways 4 to 9
  - Construct one (1) eastbound right-turn lane along Northeast Expressway Northbound to serve vehicles turning into the site.
  - On site, construct one (1) northbound right-turn lane exiting the site onto Northeast Expressway Northbound and one (1) ingress lane entering the site.
- Intersection #20: Cliff Valley Way at Proposed Driveway 10
  - On the site, construct one (1) eastbound shared left/right-turn lane exiting the site onto Cliff Valley Way and one (1) ingress lane entering the site.







#### 6.4 Projected 2031 Build Alternative Conditions

A number of non-traditional improvements are proposed that would significantly improve the traffic conditions along North Druid Hills Road (SR 42). These improvements will require coordination with and cooperation of a number of agencies and property owners.

In addition to the improvements for the build scenario, an alternative scenario where the intersection of North Druid Hills Road (SR 42) at Executive Park Drive / Tullie Road is relocated and the I-85 interchange along North Druid Hills Road (SR 42) was analyzed as a Diverging Diamond Interchange (DDI).

The intersection laneage and traffic volumes used for the Projected 2031 Build Alternative conditions are shown in **Figures 19**. The results of the capacity analyses for the Projected 2031 Build Alternative conditions for the signalized intersections along North Druid Hills Road (SR 42) are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10: Projected 2031 Build Alternative Level-of-Service Summary								
LOS (delay in seconds)								
#	Intersection	Control	Approach/ Movement	LOS Std.	Projected 2031 Build Improved		Projected 2031 Build Alternative	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
2	North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	E (63.8)	E (74.8)	B (16.8)	B (19.5)
3	North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	D/E	D (53.3)	E (70.0)	B (19.8)	C (23.5)
4	North Druid Hills Road (SR 42) @ Future Executive Park Drive South / Tullie Road	Signal	Overall	D	D (39.3)	D (54.6)	D (43.8)	D (51.1)

\* Note: No improvements needed.

As shown in **Table 10**, operations at the I-85 ramps are projected to improve with the installation of a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42). The I-85 SB Ramp (Intersection #2) is projected to operate at LOS B during both the AM and PM peak hours. The I-85 NB Ramp (Intersection #3) is projected to operate at LOS B and C during the AM and PM peak hours, respectively.

It should be noted that the Projected 2031 Build Alternative conditions take into account the improvements under the Projected 2031 Build Improved conditions outside of the I-85 interchange along North Druid Hills Road (SR 42), which is assumed to be a Diverging Diamond Interchange (SR 42) under the Projected 2031 Build Alternative conditions.

The differences between the Build Improved conditions and the Build Alternative conditions are the following:

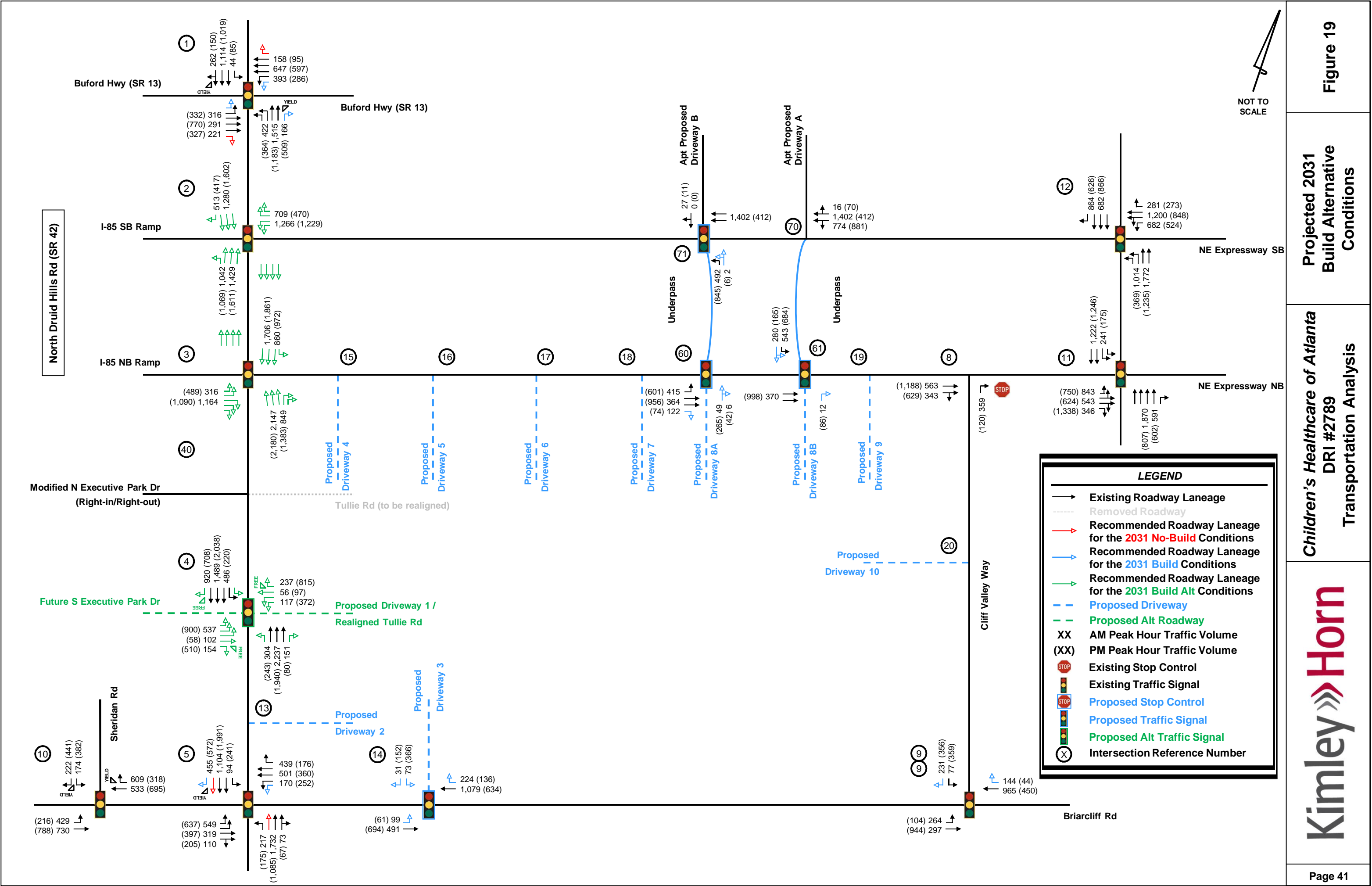
1. Relocation of the intersection of North Druid Hills Road (SR 42) at Future South Executive Park Drive / Tullie Road approximately 500 feet south of the current location.
2. Install a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42).



By relocating the North Druid Hills Road (SR 42) at Future South Executive Park Drive / Tullie Road intersection further away from the I-85 interchange, the signal coordination along North Druid Hills Road (SR 42) will be greatly improved. Additionally, the relocation of the intersection will help reduce the propagation of queues onto the interstate. It should be noted that the current Executive Park Drive would likely be modified into a right-in/right-out roadway.

Under the Build Alternative conditions, the installation of a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42) is recommended. A Diverging Diamond Interchange (DDI) would cross the directions of the traffic on North Druid Hills Road (SR 42) to the opposite sides of the bridge at the interchange. This will allow left-turning vehicles from North Druid Hills Road (SR 42) onto I-85 to make the movement without being controlled by the signal, which will increase the efficiency of the signal by removing vehicular conflicts. Additionally, the through movement between the I-85 ramps and the Northeast Expressway will be separated from the interchange, which will reduce the number of vehicles entering the intersections along North Druid Hills Road (SR 42) and further reduce the potential for queueing onto the interstate. A Diverging Diamond Interchange (DDI) is an attractive alternative for an interchange with heavy vehicular movement to and from the interstate.

The Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42) could repurpose the eight (8) lanes across the bridge from two (2) through lanes and two (2) left-turn lanes in each direction to three (3) through lanes and one (1) left-turn lane in each direction, where the one (1) left-turn lane will free-flow onto the I-85 ramps. The exact configuration of the Diverging Diamond Interchange can be established through an Interchange Modification Report in coordination with the City of Brookhaven, DeKalb County, GDOT, and FHWA.



## 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Children's Healthcare of Atlanta Master Plan* development is proposed at ten (10) locations. The site driveway location is discussed in *Section 1.3*.

The proposed site driveways provide vehicular access to the entire development. Internal private roadways to provide multiple access options for drivers and reduce the project impact to any one single roadway provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report. Based on the Projected 2031 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service.

## 8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, and the City of Brookhaven's programmed projects the following projects are programmed or planned to be completed within the vicinity of the proposed development. The identified projects are listed in **Table 11** below.

Table 11: Programmed Improvements			
#	Year	Project ID	Project Description
1	TBD	DK-274	SR 236 (LaVista Road) intersection improvements at SR 42 (Briarcliff Road).
2	TBD	DK-344C	Upgrades to approximately 25 signals in DeKalb County
3	TBD	DK-423	SR 155 (Clairmont Road) signal upgrades at Briarcliff Road, I-85 NB ramps, I-85 SB ramps, and Sam's Club entrance drive.
4	TBD	TBD	Peachtree Creek Greenway on the northwest side of I-85.
5	TBD	TBD	Northeast Expressway NB ramp improvement at Clairmont Road (SR 155).
6	TBD	TBD	Interchange Modification Report at the North Druid Hills/I-85 interchange.

Fact sheets for projects can be found in **Appendix E**.

## 9.0 INTERNAL CIRCULATION ANALYSIS

Vehicular access to the *Children's Healthcare of Atlanta Master Plan* development is proposed to occur via two (2) proposed driveways along North Druid Hills Road (SR 42), six (6) proposed driveways along NE Expressway NB, one (1) proposed driveway along Briarcliff Road (SR 42), and one (1) proposed driveway along Cliff Valley Way.

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix B** and a full-sized site plan is attached to the report.

Pedestrian and bicycle facilities (multi-use paths) are proposed along North Druid Hills (SR 42), Northeast Expressway, and Briarcliff Road site frontages. Multi-use paths are also proposed throughout the proposed development.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is conservatively estimated to be 1.0% daily, 3.8% for the AM peak hour, and 0.6% for the PM peak hour as a result of the anticipated interaction between the hotel, office, and retail land uses within the proposed development. Interaction between different uses on the site is expected to be much greater.

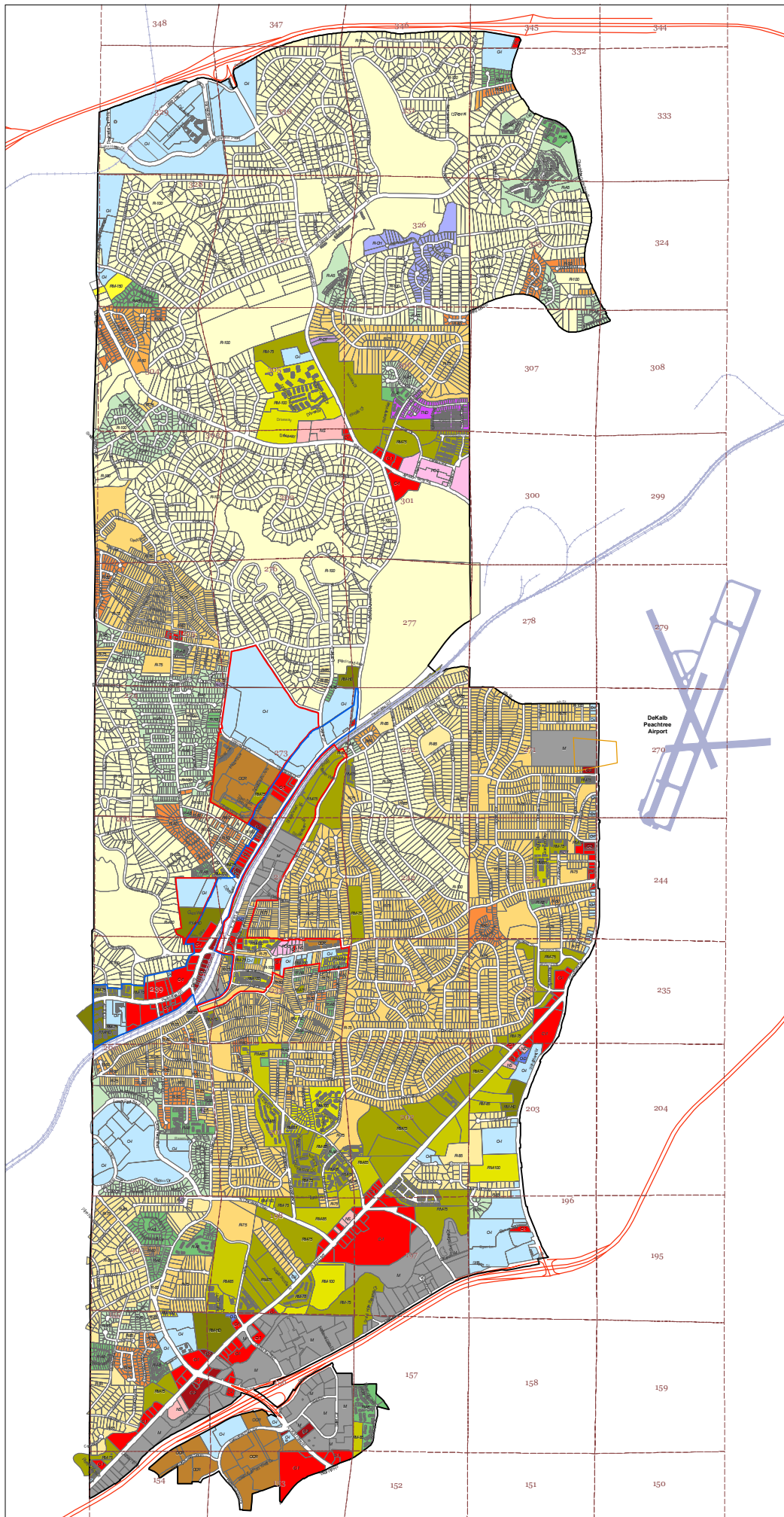
## **10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS**

The *Children's Healthcare of Atlanta Master Plan* development is mixed-use in nature with general office, retail, hotel, and hospital components. The proposed site is located within the *North Druid Hills LCI* and includes significant contributions to the transportation network, including multi-modal facilities.



# **Appendix A**

## **Land Use and Zoning Maps**



Incorporated 17 December 2012

Adopted: January 10, 2013  
 Readopted: August 12, 2014  
 Readopted: January 12, 2016

## Legend



\*All Land Lots are located in District 18

## Zoning Districts



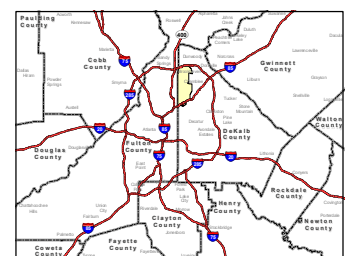
The following are Zoning Districts within the City of Brookhaven (Currently no properties contain these Zoning Districts):

## Overlay Districts



\*Environmentally Sensitive Land Overlay  
 (No overlay adopted as of 17 December 2012)

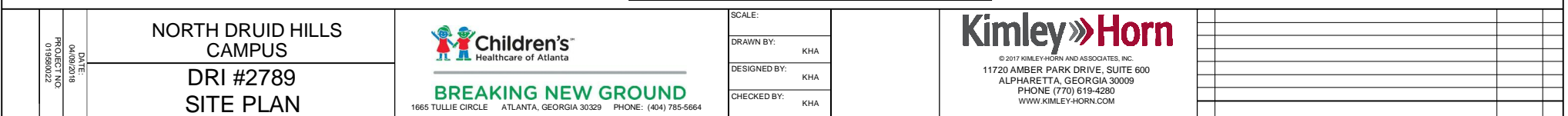
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## **Appendix B**

### **Proposed Site Plan**







## **Appendix C**

### **Trip Generation Analysis**

**Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & 3rd Edition AM/PM IC)**  
**Children's Master Plan**  
**Brookhaven, GA**

Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>									
310 Hotel	150 rooms	occ. rooms, employees	1,266	70	41	29	86	44	42
610 Hospital	576 Beds	employees, beds	10,182	1,056	760	296	1,302	365	937
710 General Office Building	608,000 s.f.	employees	6,112	598	514	84	632	101	531
720 Medical-Dental Office Building	789,233 s.f.	employees	30,234	1,404	1,095	309	2,678	750	1,928
820 Shopping Center	50,000 s.f. gross leasable area		1,888	47	29	18	191	92	99
560 Church "Reduction" (Existing to be Demolished / Converted)	21,157 s.f.		146	7	4	3	12	5	7
710 General Office Building "Reduction" (Existing to be Demolished / Converted)	485,423 s.f.		4,912	483	415	68	511	82	429
820 Shopping Center "Reduction" (Existing to be Demolished / Converted)	20,188 s.f.		762	19	12	7	77	37	40
<b>Gross Trips</b>			<b>43,862</b>	<b>2,666</b>	<b>2,008</b>	<b>658</b>	<b>4,289</b>	<b>1,228</b>	<b>3,061</b>
Hotel Trips			1,266	70	41	29	86	44	42
Mixed-Use Reductions			-132	-23	0	-23	-4	-3	-1
Alternative Mode Reductions			0	0	0	0	0	0	0
Adjusted Hotel Trips			1,134	47	41	6	82	41	41
Office Trips			31,434	1,519	1,194	325	2,799	769	2,030
Mixed-Use Reductions			-59	-30	-25	-5	-5	-1	-4
Alternative Mode Reductions			0	0	0	0	0	0	0
Adjusted Office Trips			31,375	1,489	1,169	320	2,794	768	2,026
Retail Trips			1,126	28	17	11	114	55	59
Mixed-Use Reductions			-153	-9	-6	-3	-9	-5	-4
Alternative Mode Reductions			0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)			-330	0	0	0	-36	-18	-18
Adjusted Retail Trips			643	19	11	8	69	32	37
Other Non-Residential Trips			10,036	1,049	756	293	1,290	360	930
Alternative Mode Reductions			0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips			10,036	1,049	756	293	1,290	360	930
Mixed-Use Reductions - TOTAL			-344	-62	-31	-31	-18	-9	-9
Alternative Mode Reductions - TOTAL			0	0	0	0	0	0	0
Pass-By Reductions - TOTAL			-330	0	0	0	-36	-18	-18
<b>New Trips</b>			<b>43,188</b>	<b>2,604</b>	<b>1,977</b>	<b>627</b>	<b>4,235</b>	<b>1,201</b>	<b>3,034</b>
<b>Driveway Volumes</b>			<b>43,518</b>	<b>2,604</b>	<b>1,977</b>	<b>627</b>	<b>4,271</b>	<b>1,219</b>	<b>3,052</b>

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# **Appendix D**

## **Intersection Volume Worksheets**

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 1** **N Druid Hills Rd NE & Buford Hwy NE** **AM PEAK HOUR**

	N Druid Hills Rd NE			N Druid Hills Rd NE			Buford Hwy NE			Buford Hwy NE		
Description	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	353	1,335	119	41	863	243	294	270	102	273	600	146
Existing 2018 Developed Traffic Volumes	355	1,342	120	41	867	244	295	271	103	274	603	147
Pedestrians	2			3			0			3		
Conflicting Pedestrians	0		3	3		0	3		2	2		3
Heavy Vehicles	0	4	2	0	1	1	1	8	1	5	10	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjusted 2017 Volumes	355	1342	120	41	867	244	295	271	103	274	603	147
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	21	63	21	0	140	0	0	0	47	47	0	0
Trip Distribution IN					15%				5%	5%		
Trip Distribution OUT	5%	15%	5%									
2031 Background Traffic	402	1,502	150	44	1,070	262	316	291	157	341	647	158
Project Trips												
Trip Distribution IN					1%				2%	2%		
Trip Distribution OUT	2%	1%	2%									
Hotel Trips	0	0	0	0	0	0	0	0	1	1	0	0
Trip Distribution IN					3%				4%	3%		
Trip Distribution OUT	4%	3%	3%									
Office Trips	13	10	10	0	35	0	0	0	47	35	0	0
Trip Distribution IN					5%				10%	5%		
Trip Distribution OUT	10%	5%	5%									
Retail Trips	1	0	0	0	1	0	0	0	1	1	0	0
Trip Distribution IN					1%				2%	2%		
Trip Distribution OUT	2%	1%	2%									
Other Non-Residential Trips	6	3	6	0	8	0	0	0	15	15	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	13	16	0	44	0	0	0	64	52	0	0
2031 Buildout Total	422	1,515	166	44	1,114	262	316	291	221	393	647	158

## **PM PEAK HOUR**

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Buford Hwy NE			Buford Hwy NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	185	863	339	79	826	139	308	714	234	204	554	89
Existing 2018 Developed Traffic Volumes	186	867	341	79	830	140	310	718	235	205	557	89
Pedestrians	8			3			6			5		
Conflicting Pedestrians	6		5	5		6	3		8	8		3
Heavy Vehicles	0	0	0	0	2	0	0	6	0	1	9	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2017 Volumes	186	867	341	79	830	140	310	718	235	205	557	89
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	60	181	60	0	100	0	0	0	33	33	0	0
Trip Distribution IN	0%	0%	0%	0%	15%	0%	0%	0%	5%	5%	0%	0%
Trip Distribution OUT	5%	15%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	259	1,111	426	85	990	150	332	770	285	253	597	95
Project Trips												
Trip Distribution IN					1%				2%	2%		
Trip Distribution OUT	2%	1%	2%									
Hotel Trips	1	0	1	0	0	0	0	0	1	1	0	0
Trip Distribution IN					3%				4%	3%		
Trip Distribution OUT	4%	3%	3%									
Office Trips	81	61	61	0	23	0	0	0	31	23	0	0
Trip Distribution IN					5%				10%	5%		
Trip Distribution OUT	10%	5%	5%									
Retail Trips	4	2	2	0	2	0	0	0	3	2	0	0
Trip Distribution IN					1%				2%	2%		
Trip Distribution OUT	2%	1%	2%									
Non-Residential Trips	19	9	19	0	4	0	0	0	7	7	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	105	72	83	0	29	0	0	0	42	33	0	0
2031 Buildout Total	364	1,183	509	85	1,019	150	332	770	327	286	597	95



# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 2** **N Druid Hills Rd NE & I-85 SB Ramp** **AM PEAK HOUR**

Description	N Druid Hills Rd NE Northbound			N Druid Hills Rd NE Southbound			I-85 SB Ramp Eastbound			I-85 SB Ramp Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	888	1,197	0	0	823	476	0	0	0	685	387	643
Existing 2018 Developed Traffic Volumes	892	1,203	0	0	827	478	0	0	0	688	389	646
Pedestrians	0			0			3			3		
Conflicting Pedestrians	3		3	3		3	0		0	0		0
Heavy Vehicles	5	5	0	0	6	0	0	0	0	8	3	4
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjusted 2017 Volumes	892	1203	0	0	827	478	0	0	0	688	389	646
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	21	106	0	0	234	0	0	0	0	93	0	0
Trip Distribution IN					25%					10%		
Trip Distribution OUT	5%	25%										
2031 Background Traffic	978	1,396	0	0	1,121	513	0	0	0	831	417	693
<b>Project Trips</b>												
Trip Distribution IN					5%					25%		
Trip Distribution OUT	15%	5%									15%	
Hotel Trips	1	0	0	0	2	0	0	0	0	10	1	0
Trip Distribution IN					10%					20%		
Trip Distribution OUT	5%	5%									25%	5%
Office Trips	16	16	0	0	117	0	0	0	0	234	80	16
Trip Distribution IN					20%					20%		
Trip Distribution OUT	15%	20%										
Retail Trips	1	2	0	0	2	0	0	0	0	2	0	0
Trip Distribution IN					5%					25%		
Trip Distribution OUT	15%	5%									15%	
Other Non-Residential Trips	44	15	0	0	38	0	0	0	0	189	44	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	62	33	0	0	159	0	0	0	0	435	125	16
<b>2031 Buildout Total</b>	<b>1,040</b>	<b>1,429</b>	<b>0</b>	<b>0</b>	<b>1,280</b>	<b>513</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,266</b>	<b>542</b>	<b>709</b>

## **PM PEAK HOUR**

Description	N Druid Hills Rd NE Northbound			N Druid Hills Rd NE Southbound			I-85 SB Ramp Eastbound			I-85 SB Ramp Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	701	1,070	0	0	1,237	387	0	0	0	838	376	342
Existing 2018 Developed Traffic Volumes	705	1,075	0	0	1,243	389	0	0	0	842	378	344
Pedestrians	0			0			5			1		
Conflicting Pedestrians	5		1	1		5	0		0	0		0
Heavy Vehicles	4	1	0	0	4	2	0	0	0	6	1	2
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2017 Volumes	705	1075	0	0	1243	389	0	0	0	842	378	344
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	60	301	0	0	166	0	0	0	0	66	0	0
Trip Distribution IN	0%	0%	0%	0%	25%	0%	0%	0%	0%	10%	0%	0%
Trip Distribution OUT	5%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	816	1,454	0	0	1,499	417	0	0	0	969	405	369
<b>Project Trips</b>												
Trip Distribution IN					5%					25%		
Trip Distribution OUT	15%	5%									15%	
Hotel Trips	6	2	0	0	2	0	0	0	0	10	6	0
Trip Distribution IN					10%					20%		
Trip Distribution OUT	5%	5%									25%	5%
Office Trips	101	101	0	0	77	0	0	0	0	154	507	101
Trip Distribution IN					20%					20%		
Trip Distribution OUT	15%	20%										
Retail Trips	6	7	0	0	6	0	0	0	0	6	0	0
Trip Distribution IN					5%					25%		
Trip Distribution OUT	15%	5%									15%	
Non-Residential Trips	140	47	0	0	18	0	0	0	0	90	140	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	253	157	0	0	103	0	0	0	0	260	653	101
<b>2031 Buildout Total</b>	<b>1,069</b>	<b>1,611</b>	<b>0</b>	<b>0</b>	<b>1,602</b>	<b>417</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,229</b>	<b>1,058</b>	<b>470</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 3** **N Druid Hills Rd NE & I-85 NB Ramp** **AM PEAK HOUR**

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			I-85 NB Ramp			I-85 NB Ramp		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	1,786	634	379	1,148	0	2	402	906	0	0	292
Existing 2018 Developed Traffic Volumes	0	1,795	637	381	1,154	0	2	404	911	0	0	293
Pedestrians	0			0			3			3		
Conflicting Pedestrians	3		3	3		3	0		0	0		0
Heavy Vehicles	0	9	3	4	8	0	0	0	12	0	0	2
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	2%	2%	2%	0%	0%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjusted 2017 Volumes	0	1795	637	381	1154	0	2	404	911	0	0	293
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	127	42	0	327	0	0	0	47	0	0	0
Trip Distribution IN					35%				5%			
Trip Distribution OUT		30%	10%									
2031 Background Traffic	0	2,052	725	409	1,564	0	2	433	1,024	0	0	314
<b>Project Trips</b>												
Trip Distribution IN				20%	10%			15%	10%			
Trip Distribution OUT		20%	25%									
Hotel Trips	0	1	2	8	4	0	0	6	4	0	0	0
Trip Distribution IN				25%	5%			20%	5%			
Trip Distribution OUT		10%	15%									
Office Trips	0	32	48	292	58	0	0	234	58	0	0	0
Trip Distribution IN					40%				15%			
Trip Distribution OUT		35%	15%									
Retail Trips	0	3	1	0	4	0	0	0	2	0	0	0
Trip Distribution IN				20%	10%			15%	10%			
Trip Distribution OUT		20%	25%									
Other Non-Residential Trips	0	59	73	151	76	0	0	113	76	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	95	124	451	142	0	0	353	140	0	0	0
<b>2031 Buildout Total</b>	0	2,147	849	860	1,706	0	2	786	1,164	0	0	314

## **PM PEAK HOUR**

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			I-85 NB Ramp			I-85 NB Ramp		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	1,307	659	650	1,427	0	4	306	903	0	0	450
Existing 2018 Developed Traffic Volumes	0	1,314	662	653	1,434	0	4	308	908	0	0	452
Pedestrians	0			0			1			5		
Conflicting Pedestrians	1		5	5		1	0		0	0		0
Heavy Vehicles	0	5	1	3	6	0	0	1	1	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	2%	2%	2%	0%	0%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2017 Volumes	0	1314	662	653	1434	0	4	308	908	0	0	452
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	361	120	0	232	0	0	0	33	0	0	0
Trip Distribution IN	0%	0%	0%	0%	35%	0%	0%	0%	5%	0%	0%	0%
Trip Distribution OUT	0%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	1,770	830	700	1,770	0	4	330	1,007	0	0	485
<b>Project Trips</b>												
Trip Distribution IN				20%	10%			15%	10%			
Trip Distribution OUT		20%	25%									
Hotel Trips	0	8	10	8	4	0	0	6	4	0	0	0
Trip Distribution IN				25%	5%			20%	5%			
Trip Distribution OUT		10%	15%									
Office Trips	0	203	304	192	38	0	0	154	38	0	0	0
Trip Distribution IN					40%				15%			
Trip Distribution OUT		35%	15%									
Retail Trips	0	13	6	0	13	0	0	0	5	0	0	0
Trip Distribution IN				20%	10%			15%	10%			
Trip Distribution OUT		20%	25%									
Non-Residential Trips	0	186	233	72	36	0	0	54	36	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	410	553	272	91	0	0	214	83	0	0	0
<b>2031 Buildout Total</b>	0	2,180	1,383	972	1,861	0	4	544	1,090	0	0	485

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# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 4** **N Druid Hills Rd NE & Executive Park Dr NE** **AM PEAK HOUR**

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Executive Park Dr NE			Executive Park Dr NE		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	108	2,004	47	189	1,382	506	341	57	64	53	38	95
Existing 2018 Developed Traffic Volumes	109	2,014	47	190	1,389	509	343	57	64	53	38	95
Pedestrians	4			0			5			3		
Conflicting Pedestrians	5		3	3		5	0		4	4		0
Heavy Vehicles	0	7	0	1	16	2	2	0	0	0	0	3
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjusted 2017 Volumes	109	2014	47	190	1389	509	343	57	64	53	38	95
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	187	0	0	0	0	374	169	0	85	0	0	0
Trip Distribution IN	20%					40%						
Trip Distribution OUT							40%		20%			
2031 Background Traffic	304	2,160	50	204	1,489	920	537	61	154	57	41	102
<b>Project Trips</b>												
Trip Distribution IN			5%	20%				5%				
Trip Distribution OUT		15%								10%	5%	30%
Hotel Trips	0	1	2	8	0	0	0	2	0	1	0	2
Trip Distribution IN			5%	10%				0%				
Trip Distribution OUT		10%								10%	0%	15%
Office Trips	0	32	58	117	0	0	0	0	0	32	0	48
Trip Distribution IN			25%	55%				5%				
Trip Distribution OUT		0%								25%	5%	50%
Retail Trips	0	0	3	6	0	0	0	1	0	2	0	4
Trip Distribution IN			5%	20%				5%				
Trip Distribution OUT		15%								10%	5%	30%
Other Non-Residential Trips	0	44	38	151	0	0	0	38	0	29	15	88
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	77	101	282	0	0	0	41	0	64	15	142
<b>2031 Buildout Total</b>	<b>304</b>	<b>2,237</b>	<b>151</b>	<b>486</b>	<b>1,489</b>	<b>920</b>	<b>537</b>	<b>102</b>	<b>154</b>	<b>117</b>	<b>56</b>	<b>237</b>

## **PM PEAK HOUR**

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Executive Park Dr NE			Executive Park Dr NE		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	79	1,477	13	42	1,892	363	340	34	227	63	43	201
Existing 2018 Developed Traffic Volumes	79	1,484	13	42	1,901	365	342	34	228	63	43	202
Pedestrians	1			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	0	6	0	0	8	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2017 Volumes	79	1484	13	42	1901	365	342	34	228	63	43	202
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
The Park Druid Hills	158	0	0	0	0	317	533	0	266	0	0	0
Trip Distribution IN	20%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%
2031 Background Traffic	243	1,591	14	45	2,038	708	900	36	510	68	46	217
<b>Project Trips</b>												
Trip Distribution IN			5%	20%				5%				
Trip Distribution OUT		15%								10%	5%	30%
Hotel Trips	0	6	2	8	0	0	0	2	0	4	2	12
Trip Distribution IN			5%	10%				0%				
Trip Distribution OUT		10%								10%	0%	15%
Office Trips	0	203	38	77	0	0	0	0	0	203	0	304
Trip Distribution IN			25%	55%				5%				
Trip Distribution OUT		0%								25%	5%	50%
Retail Trips	0	0	8	18	0	0	0	2	0	9	2	19
Trip Distribution IN			5%	20%				5%				
Trip Distribution OUT		15%								10%	5%	30%
Non-Residential Trips	0	140	18	72	0	0	0	18	0	93	47	279
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	349	66	175	0	0	0	22	0	309	51	614
<b>2031 Buildout Total</b>	<b>243</b>	<b>1,940</b>	<b>80</b>	<b>220</b>	<b>2,038</b>	<b>708</b>	<b>900</b>	<b>58</b>	<b>510</b>	<b>372</b>	<b>97</b>	<b>815</b>

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# INTERSECTION VOLUME DEVELOPMENT

## Intersection 5 N Druid Hills Rd NE & Briarcliff Rd NE AM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Briarcliff Rd NE			Briarcliff Rd NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	167	1,348	12	72	923	401	447	236	87	140	402	372
Existing 2018 Developed Traffic Volumes	168	1,355	12	72	928	403	449	237	87	141	404	374
Pedestrians	3			9			8			4		
Conflicting Pedestrians	8		4	4		8	9		3	3		9
Heavy Vehicles	0	3	0	0	7	5	3	0	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjusted 2017 Volumes	168	1355	12	72	928	403	449	237	87	141	404	374
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	37	149	0	17	68	0	0	25	17	0	56	37
Trip Distribution IN	4%	16%						6%	4%		6%	4%
Trip Distribution OUT				4%	16%							
2031 Background Traffic	217	1,602	13	94	1,063	432	481	279	110	151	489	438
<b>Project Trips</b>												
Trip Distribution IN		6%	3%				4%	2%				
Trip Distribution OUT					6%	4%				3%	2%	
Hotel Trips	0	2	1	0	0	0	2	1	0	0	0	0
Trip Distribution IN		7%	3%				3%	2%				
Trip Distribution OUT					7%	3%				3%	2%	
Office Trips	0	82	35	0	22	10	35	23	0	10	6	0
Trip Distribution IN		10%	5%				10%	5%				10%
Trip Distribution OUT					15%	10%					5%	
Retail Trips	0	1	1	0	1	1	1	1	0	0	0	1
Trip Distribution IN		6%	3%				4%	2%				
Trip Distribution OUT					6%	4%				3%	2%	
Other Non-Residential Trips	0	45	23	0	18	12	30	15	0	9	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	130	60	0	41	23	68	40	0	19	12	1
<b>2031 Buildout Total</b>	<b>217</b>	<b>1,732</b>	<b>73</b>	<b>94</b>	<b>1,104</b>	<b>455</b>	<b>549</b>	<b>319</b>	<b>110</b>	<b>170</b>	<b>501</b>	<b>439</b>

## PM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Briarcliff Rd NE			Briarcliff Rd NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	137	833	28	179	1,478	434	552	279	145	150	239	135
Existing 2018 Developed Traffic Volumes	138	837	28	180	1,485	436	555	280	146	151	240	136
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	0	4	2	0	0	3	1	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2017 Volumes	138	837	28	180	1485	436	555	280	146	151	240	136
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	27	106	0	48	193	0	0	72	48	0	40	27
Trip Distribution IN	4%	16%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%
Trip Distribution OUT	0%	0%	0%	4%	16%	0%	0%	6%	4%	0%	0%	0%
2031 Background Traffic	175	1,004	30	241	1,785	468	595	372	205	162	297	173
<b>Project Trips</b>												
Trip Distribution IN		6%	3%				4%	2%				
Trip Distribution OUT					6%	4%				3%	2%	
Hotel Trips	0	2	1	0	2	2	2	1	0	1	1	0
Trip Distribution IN		7%	3%				3%	2%				
Trip Distribution OUT					7%	3%				3%	2%	
Office Trips	0	54	23	0	142	61	23	15	0	61	41	0
Trip Distribution IN		10%	5%				10%	5%				10%
Trip Distribution OUT					15%	10%					5%	
Retail Trips	0	3	2	0	6	4	3	2	0	0	2	3
Trip Distribution IN		6%	3%				4%	2%				
Trip Distribution OUT					6%	4%				3%	2%	
Non-Residential Trips	0	22	11	0	56	37	14	7	0	28	19	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	81	37	0	206	104	42	25	0	90	63	3
<b>2031 Buildout Total</b>	<b>175</b>	<b>1,085</b>	<b>67</b>	<b>241</b>	<b>1,991</b>	<b>572</b>	<b>637</b>	<b>397</b>	<b>205</b>	<b>252</b>	<b>360</b>	<b>176</b>

# **INTERSECTION VOLUME DEVELOPMENT**

Intersection 6  
Business Dwy (Future Dwy 8) @ I-85 Frontage Rd  
AM PEAK HOUR

Description	Business Dwy Northbound			Business Dwy Southbound			I-85 Frontage Rd NB Eastbound			I-85 Frontage Rd NB Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	2	2	483	0	0	298	263	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	2	2	485	0	0	299	264	0	0	0	0
Pedestrians		1			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjusted 2017 Volumes	0	2	2	485	0	0	299	264	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	2	2	520	0	0	321	283	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN				0%	16%				5%			
Trip Distribution OUT		5%	0%				10%	10%				
Hotel Trips	0	0	0	0	7	0	1	1	2	0	0	0
Trip Distribution IN				2%	13%			3%	7%			
Trip Distribution OUT		10%	5%				20%	5%				
Office Trips	0	32	16	23	152	0	64	51	82	0	0	0
Trip Distribution IN				0%	0%			0%	0%			
Trip Distribution OUT		0%	0%				0%	0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				0%	16%				5%			
Trip Distribution OUT		5%	0%				10%	10%				
Other Non-Residential Trips	0	15	0	0	121	0	29	29	38	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	47	16	23	280	0	94	81	122	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>49</b>	<b>18</b>	<b>543</b>	<b>280</b>	<b>0</b>	<b>415</b>	<b>364</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Business Dwy Northbound			Business Dwy Southbound			I-85 Frontage Rd NB Eastbound			I-85 Frontage Rd NB Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	12	25	621	0	0	92	682	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	12	25	624	0	0	92	685	0	0	0	0
Pedestrians		0			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2017 Volumes	0	12	25	624	0	0	92	685	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	13	27	669	0	0	99	735	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN				0%	16%				5%			
Trip Distribution OUT		5%	0%				10%	10%				
Hotel Trips	0	2	0	0	7	0	4	4	2	0	0	0
Trip Distribution IN				2%	13%			3%	7%			
Trip Distribution OUT		10%	5%				20%	5%				
Office Trips	0	203	101	15	100	0	405	124	54	0	0	0
Trip Distribution IN				0%	0%			0%	0%			
Trip Distribution OUT		0%	0%				0%	0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				0%	16%				5%			
Trip Distribution OUT		5%	0%				10%	10%				
Non-Residential Trips	0	47	0	0	58	0	93	93	18	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	252	101	15	165	0	502	221	74	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>265</b>	<b>128</b>	<b>684</b>	<b>165</b>	<b>0</b>	<b>601</b>	<b>956</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>



# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 7** **Business Dwy & I-85 Frontage Rd SB** **AM PEAK HOUR**

Description	Business Dwy Northbound			Business Dwy Southbound			I-85 Frontage Rd SB Eastbound			I-85 Frontage Rd SB Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	325	2	0	0	0	25	0	0	0	437	1,081	15
Existing 2018 Developed Traffic Volumes	327	2	0	0	0	25	0	0	0	439	1,086	15
Pedestrians	0			1			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	1	0	0	0	0	1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	3	0
Heavy Vehicle %	2%	2%	0%	0%	0%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	327	2	0	0	0	25	0	0	0	439	1086	15
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	351	2	0	0	0	27	0	0	0	471	1,165	16
<b>Project Trips</b>												
Trip Distribution IN										16%	15%	
Trip Distribution OUT	15%											
Hotel Trips	1	0	0	0	0	0	0	0	0	7	6	0
Trip Distribution IN										15%	10%	
Trip Distribution OUT	30%											
Office Trips	96	0	0	0	0	0	0	0	0	175	117	0
Trip Distribution IN										0%	10%	
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN										16%	15%	
Trip Distribution OUT	15%											
Other Non-Residential Trips	44	0	0	0	0	0	0	0	0	121	113	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	141	0	0	0	0	0	0	0	0	303	237	0
<b>2031 Buildout Total</b>	<b>492</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>774</b>	<b>1,402</b>	<b>16</b>

## **PM PEAK HOUR**

Description	Business Dwy Northbound			Business Dwy Southbound			I-85 Frontage Rd SB Eastbound			I-85 Frontage Rd SB Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	85	6	0	0	0	10	0	0	0	651	253	65
Existing 2018 Developed Traffic Volumes	85	6	0	0	0	10	0	0	0	654	254	65
Pedestrians	0			0			0			1		
Conflicting Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0
Heavy Vehicles	1	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	0%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2017 Volumes	85	6	0	0	0	10	0	0	0	654	254	65
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	91	6	0	0	0	11	0	0	0	701	272	70
<b>Project Trips</b>												
Trip Distribution IN										16%	15%	
Trip Distribution OUT	15%											
Hotel Trips	6	0	0	0	0	0	0	0	0	7	6	0
Trip Distribution IN										15%	10%	
Trip Distribution OUT	30%											
Office Trips	608	0	0	0	0	0	0	0	0	115	77	0
Trip Distribution IN										0%	10%	
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN										16%	15%	
Trip Distribution OUT	15%											
Non-Residential Trips	140	0	0	0	0	0	0	0	0	58	54	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	754	0	0	0	0	0	0	0	0	180	140	0
<b>2031 Buildout Total</b>	<b>845</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>881</b>	<b>412</b>	<b>70</b>

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 8 Cliff Valley Way NE & I-85 Frontage Rd NB AM PEAK HOUR

Description	Cliff Valley Way NE Northbound			Cliff Valley Way NE Southbound			I-85 Frontage Rd NB Eastbound			I-85 Frontage Rd NB Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	333	0	0	0	0	456	292	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	335	0	0	0	0	458	293	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	0%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjusted 2017 Volumes	0	0	335	0	0	0	0	458	293	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	0	359	0	0	0	0	491	314	0	0	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT								10%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN									2%			
Trip Distribution OUT			0%					13%	2%			
Office Trips	0	0	0	0	0	0	0	42	29	0	0	0
Trip Distribution IN												
Trip Distribution OUT								0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT								10%				
Other Non-Residential Trips	0	0	0	0	0	0	0	29	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	72	29	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>359</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>563</b>	<b>343</b>	<b>0</b>	<b>0</b>	<b>0</b>

## PM PEAK HOUR

Description	Cliff Valley Way NE Northbound			Cliff Valley Way NE Southbound			I-85 Frontage Rd NB Eastbound			I-85 Frontage Rd NB Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	111	0	0	0	0	768	531	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	112	0	0	0	0	772	534	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	0%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2017 Volumes	0	0	112	0	0	0	0	772	534	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	0	120	0	0	0	0	828	573	0	0	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT								10%				
Hotel Trips	0	0	0	0	0	0	0	4	0	0	0	0
Trip Distribution IN									2%			
Trip Distribution OUT			0%					13%	2%			
Office Trips	0	0	0	0	0	0	0	263	56	0	0	0
Trip Distribution IN												
Trip Distribution OUT								0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT								10%				
Non-Residential Trips	0	0	0	0	0	0	0	93	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	360	56	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,188</b>	<b>629</b>	<b>0</b>	<b>0</b>	<b>0</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 9** **Cliff Valley Way NE & Briarcliff Rd NE** **AM PEAK HOUR**

Description	Cliff Valley Way NE Northbound			Cliff Valley Way NE Southbound			Briarcliff Rd NE Eastbound			Briarcliff Rd NE Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	60	0	214	245	172	0	1	609	112
Existing 2018 Developed Traffic Volumes	0	0	0	60	0	215	246	173	0	1	612	113
Pedestrians	0			5			0			1		
Conflicting Pedestrians	0		1	1		0	5		0	0		5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	0	0	60	0	215	246	173	0	1	612	113
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	38	0	0	84	0
Trip Distribution IN											9%	
Trip Distribution OUT								9%				
2031 Background Traffic	0	0	0	64	0	231	264	224	0	1	740	121
<b>Project Trips</b>												
Trip Distribution IN											9%	
Trip Distribution OUT				0%				10%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	4	0
Trip Distribution IN											13%	2%
Trip Distribution OUT				4%				13%				
Office Trips	0	0	0	13	0	0	0	42	0	0	152	23
Trip Distribution IN											10%	
Trip Distribution OUT				0%				15%				
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN											9%	
Trip Distribution OUT				0%				10%				
Other Non-Residential Trips	0	0	0	0	0	0	0	29	0	0	68	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	13	0	0	0	73	0	0	225	23
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>231</b>	<b>264</b>	<b>297</b>	<b>0</b>	<b>1</b>	<b>965</b>	<b>144</b>

## **PM PEAK HOUR**

Description	Cliff Valley Way NE Northbound			Cliff Valley Way NE Southbound			Briarcliff Rd NE Eastbound			Briarcliff Rd NE Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	258	0	330	97	436	0	4	233	27
Existing 2018 Developed Traffic Volumes	0	0	0	259	0	332	97	438	0	4	234	27
Pedestrians	0			4			0			0		
Conflicting Pedestrians	0		0	0		0	4		0	0		4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2017 Volumes	0	0	0	259	0	332	97	438	0	4	234	27
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	108	0	0	60	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%
2031 Background Traffic	0	0	0	278	0	356	104	578	0	4	311	29
<b>Project Trips</b>												
Trip Distribution IN											9%	
Trip Distribution OUT				0%				10%				
Hotel Trips	0	0	0	0	0	0	0	4	0	0	4	0
Trip Distribution IN											13%	2%
Trip Distribution OUT				4%				13%				
Office Trips	0	0	0	81	0	0	0	263	0	0	100	15
Trip Distribution IN											10%	
Trip Distribution OUT				0%				15%				
Retail Trips	0	0	0	0	0	0	0	6	0	0	3	0
Trip Distribution IN											9%	
Trip Distribution OUT				0%				10%				
Non-Residential Trips	0	0	0	0	0	0	0	93	0	0	32	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	81	0	0	0	366	0	0	139	15
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>359</b>	<b>0</b>	<b>356</b>	<b>104</b>	<b>944</b>	<b>0</b>	<b>4</b>	<b>450</b>	<b>44</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 10** **Briarcliff Rd NE & Sheridan Rd NE** **AM PEAK HOUR**

Description	Briarcliff Rd NE Northbound			Briarcliff Rd NE Southbound			Sheridan Rd NE Eastbound			Sheridan Rd NE Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	315	584	0	0	467	484	124	0	169	0	0	0
Pedestrians		16			0			4			0	
Conflicting Pedestrians	4		0	0		4	0		16	16		0
Heavy Vehicles	13	4	0	0	8	5	2	0	16	0	0	0
Heavy Vehicle %	4%	2%	0%	0%	2%	2%	2%	0%	9%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2018 Volumes	315	584	0	0	467	484	124	0	169	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067
The Park Druid Hills	93	0	0	0	0	93	42	0	42	0	0	0
Trip Distribution IN	10%					10%						
Trip Distribution OUT							10%		10%			
2031 Background Traffic	429	623	0	0	498	609	174	0	222	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		6%										
Trip Distribution OUT					6%							
Hotel Trips	0	2	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		5%										
Trip Distribution OUT					5%							
Office Trips	0	58	0	0	16	0	0	0	0	0	0	0
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
Retail Trips	0	2	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		6%										
Trip Distribution OUT					6%							
Other Non-Residential Trips	0	45	0	0	18	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	107	0	0	35	0	0	0	0	0	0	0
<b>2031 Buildout Total</b>	<b>429</b>	<b>730</b>	<b>0</b>	<b>0</b>	<b>533</b>	<b>609</b>	<b>174</b>	<b>0</b>	<b>222</b>	<b>0</b>	<b>0</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Briarcliff Rd NE Northbound			Briarcliff Rd NE Southbound			Sheridan Rd NE Eastbound			Sheridan Rd NE Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	128	676	0	0	497	224	233	0	289	0	0	0
Pedestrians		5			1			8			0	
Conflicting Pedestrians	8		0	0		8	1		5	5		1
Heavy Vehicles	0	8	0	0	4	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	128	676	0	0	497	224	233	0	289	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067
The Park Druid Hills	79	0	0	0	0	79	133	0	133	0	0	0
Trip Distribution IN	10%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	10%	0%	10%	0%	0%	0%
2031 Background Traffic	216	721	0	0	530	318	382	0	441	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		6%										
Trip Distribution OUT					6%							
Hotel Trips	0	2	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN		5%										
Trip Distribution OUT					5%							
Office Trips	0	38	0	0	101	0	0	0	0	0	0	0
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
Retail Trips	0	5	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN		6%										
Trip Distribution OUT					6%							
Non-Residential Trips	0	22	0	0	56	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	67	0	0	165	0	0	0	0	0	0	0
<b>2031 Buildout Total</b>	<b>216</b>	<b>788</b>	<b>0</b>	<b>0</b>	<b>695</b>	<b>318</b>	<b>382</b>	<b>0</b>	<b>441</b>	<b>0</b>	<b>0</b>	<b>0</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 11** **Clairmont Rd NE & I-85 NB Ramp** **AM PEAK HOUR**

Description	Clairmont Rd NE Northbound			Clairmont Rd NE Southbound			I-85 NB Ramp Eastbound			I-85 NB Ramp Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	1,729	537	224	1,097	0	759	461	321	0	0	0
Existing 2018 Developed Traffic Volumes	0	1,738	540	225	1,102	0	763	463	323	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	3	3	3	0	5	2	1	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	2%	2%	2%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjusted 2017 Volumes	0	1738	540	225	1102	0	763	463	323	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	1,864	579	241	1,182	0	818	496	346	0	0	0
<b>Project Trips</b>												
Trip Distribution IN					5%							
Trip Distribution OUT		2%	4%				3%	7%				
Hotel Trips	0	0	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT							5%	8%				
Office Trips	0	0	0	0	0	0	16	26	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT		5%					0%	0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		2%	4%				3%	7%				
Other Non-Residential Trips	0	6	12	0	38	0	9	21	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	12	0	40	0	25	47	0	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>1,870</b>	<b>591</b>	<b>241</b>	<b>1,222</b>	<b>0</b>	<b>843</b>	<b>543</b>	<b>346</b>	<b>0</b>	<b>0</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Clairmont Rd NE Northbound			Clairmont Rd NE Southbound			I-85 NB Ramp Eastbound			I-85 NB Ramp Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	728	522	162	1,137	0	575	365	1,242	0	0	0
Existing 2018 Developed Traffic Volumes	0	732	525	163	1,143	0	578	367	1,248	0	0	0
Pedestrians	0			0			3			1		
Conflicting Pedestrians	3		1	1		3	0		0	0		0
Heavy Vehicles	0	3	0	1	1	0	0	0	2	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	2%	2%	2%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2017 Volumes	0	732	525	163	1143	0	578	367	1248	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	785	563	175	1,226	0	620	394	1,338	0	0	0
<b>Project Trips</b>												
Trip Distribution IN					5%							
Trip Distribution OUT		2%	4%				3%	7%				
Hotel Trips	0	1	2	0	2	0	1	3	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT							5%	8%				
Office Trips	0	0	0	0	0	0	101	162	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT		5%					0%	0%				
Retail Trips	0	2	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		2%	4%				3%	7%				
Non-Residential Trips	0	19	37	0	18	0	28	65	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	22	39	0	20	0	130	230	0	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>807</b>	<b>602</b>	<b>175</b>	<b>1,246</b>	<b>0</b>	<b>750</b>	<b>624</b>	<b>1,338</b>	<b>0</b>	<b>0</b>	<b>0</b>



# INTERSECTION VOLUME DEVELOPMENT

## Intersection 12 Clairmont Rd NE & I-85 SB Ramp AM PEAK HOUR

Description	Clairmont Rd NE Northbound			Clairmont Rd NE Southbound			I-85 SB Ramp Eastbound			I-85 SB Ramp Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	941	1,616	0	0	633	709	0	0	0	596	702	261
Existing 2018 Developed Traffic Volumes	946	1,624	0	0	636	713	0	0	0	599	706	262
Pedestrians	0			1			0			3		
Conflicting Pedestrians	0		3	3		0	1		0	0		1
Heavy Vehicles	0	7	0	0	5	2	0	0	0	3	1	4
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjusted 2017 Volumes	946	1624	0	0	636	713	0	0	0	599	706	262
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	1,014	1,741	0	0	682	765	0	0	0	642	757	281
<b>Project Trips</b>												
Trip Distribution IN						5%				5%	26%	
Trip Distribution OUT		5%										
Hotel Trips	0	0	0	0	0	2	0	0	0	2	11	0
Trip Distribution IN						5%				0%	20%	
Trip Distribution OUT		5%										
Office Trips	0	16	0	0	0	58	0	0	0	0	234	0
Trip Distribution IN						5%				0%	5%	
Trip Distribution OUT		5%										
Retail Trips	0	0	0	0	0	1	0	0	0	0	1	0
Trip Distribution IN						5%				5%	26%	
Trip Distribution OUT		5%										
Other Non-Residential Trips	0	15	0	0	0	38	0	0	0	38	197	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	31	0	0	0	99	0	0	0	40	443	0
<b>2031 Buildout Total</b>	<b>1,014</b>	<b>1,772</b>	<b>0</b>	<b>0</b>	<b>682</b>	<b>864</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>682</b>	<b>1,200</b>	<b>281</b>

## PM PEAK HOUR

Description	Clairmont Rd NE Northbound			Clairmont Rd NE Southbound			I-85 SB Ramp Eastbound			I-85 SB Ramp Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	342	1,005	0	0	804	525	0	0	0	468	544	254
Existing 2018 Developed Traffic Volumes	344	1,010	0	0	808	528	0	0	0	470	547	255
Pedestrians	0			1			4			2		
Conflicting Pedestrians	4		2	2		4	1		0	0		1
Heavy Vehicles	0	5	0	0	1	2	0	0	0	0	0	1
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2017 Volumes	344	1010	0	0	808	528	0	0	0	470	547	255
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	369	1,083	0	0	866	566	0	0	0	504	587	273
<b>Project Trips</b>												
Trip Distribution IN						5%				5%	26%	
Trip Distribution OUT		5%										
Hotel Trips	0	2	0	0	0	2	0	0	0	2	11	0
Trip Distribution IN						5%				0%	20%	
Trip Distribution OUT		5%										
Office Trips	0	101	0	0	0	38	0	0	0	0	154	0
Trip Distribution IN						5%				0%	5%	
Trip Distribution OUT		5%										
Retail Trips	0	2	0	0	0	2	0	0	0	0	2	0
Trip Distribution IN						5%				5%	26%	
Trip Distribution OUT		5%										
Non-Residential Trips	0	47	0	0	0	18	0	0	0	18	94	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	152	0	0	0	60	0	0	0	20	261	0
<b>2031 Buildout Total</b>	<b>369</b>	<b>1,235</b>	<b>0</b>	<b>0</b>	<b>866</b>	<b>626</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>524</b>	<b>848</b>	<b>273</b>

# INTERSECTION VOLUME DEVELOPMENT

## FUTURE - Intersection 13 N Druid Hills Rd @ Driveway 2 AM PEAK HOUR

Description	N Druid Hills Rd Northbound			N Druid Hills Rd Southbound			N/A Eastbound			Driveway 2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	2,170	0	0	1,403	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	2170	0	0	1403	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	187	0	0	85	0	0	0	0	0	0	0
Trip Distribution IN		20%			20%							
Trip Distribution OUT												
2031 Background Traffic	0	2,514	0	0	1,589	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							15%
Hotel Trips	0	2	2	0	1	0	0	0	0	0	0	1
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							10%
Office Trips	0	58	58	0	32	0	0	0	0	0	0	32
Trip Distribution IN		25%	5%									
Trip Distribution OUT					25%							0%
Retail Trips	0	3	1	0	2	0	0	0	0	0	0	0
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							15%
Other Non-Residential Trips	0	38	38	0	29	0	0	0	0	0	0	44
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	101	99	0	64	0	0	0	0	0	0	77
<b>2031 Buildout Total</b>	<b>0</b>	<b>2,615</b>	<b>99</b>	<b>0</b>	<b>1,653</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>

## PM PEAK HOUR

Description	N Druid Hills Rd Northbound			N Druid Hills Rd Southbound			N/A Eastbound			Driveway 2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	1,576	0	0	2,101	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	1576	0	0	2101	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	133	0	0	241	0	0	0	0	0	0	0
Trip Distribution IN	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	1,823	0	0	2,494	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							15%
Hotel Trips	0	2	2	0	4	0	0	0	0	0	0	6
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							10%
Office Trips	0	38	38	0	203	0	0	0	0	0	0	203
Trip Distribution IN		25%	5%									
Trip Distribution OUT					25%							0%
Retail Trips	0	8	2	0	9	0	0	0	0	0	0	0
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							15%
Non-Residential Trips	0	18	18	0	93	0	0	0	0	0	0	140
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	66	60	0	309	0	0	0	0	0	0	349
<b>2031 Buildout Total</b>	<b>0</b>	<b>1,889</b>	<b>60</b>	<b>0</b>	<b>2,803</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>349</b>

# INTERSECTION VOLUME DEVELOPMENT

## FUTURE - Intersection 14 Briarcliff Rd @ Driveway 3 AM PEAK HOUR

Description	N/A Northbound			Driveway 3 Southbound			Briarcliff Rd Eastbound			Briarcliff Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	419	0	0	919	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	0	0	0	0	0	0	419	0	0	919	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	42	0	0	93	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
2031 Background Traffic	0	0	0	0	0	0	0	491	0	0	1,078	0
<b>Project Trips</b>												
Trip Distribution IN							5%					9%
Trip Distribution OUT				10%		5%						
Hotel Trips	0	0	0	1	0	0	2	0	0	0	0	4
Trip Distribution IN							5%					13%
Trip Distribution OUT				13%		5%						
Office Trips	0	0	0	42	0	16	58	0	0	0	0	152
Trip Distribution IN							10%				10%	0%
Trip Distribution OUT				15%		5%						
Retail Trips	0	0	0	1	0	0	1	0	0	0	1	0
Trip Distribution IN							5%					9%
Trip Distribution OUT				10%		5%						
Other Non-Residential Trips	0	0	0	29	0	15	38	0	0	0	0	68
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	73	0	31	99	0	0	0	1	224
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>31</b>	<b>99</b>	<b>491</b>	<b>0</b>	<b>0</b>	<b>1,079</b>	<b>224</b>

## PM PEAK HOUR

Description	N/A Northbound			Driveway 3 Southbound			Briarcliff Rd Eastbound			Briarcliff Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	535	0	0	527	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	0	0	0	0	0	0	535	0	0	527	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	120	0	0	66	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
2031 Background Traffic	0	0	0	0	0	0	0	694	0	0	631	0
<b>Project Trips</b>												
Trip Distribution IN							5%					9%
Trip Distribution OUT				10%		5%						
Hotel Trips	0	0	0	4	0	2	2	0	0	0	0	4
Trip Distribution IN							5%					13%
Trip Distribution OUT				13%		5%						
Office Trips	0	0	0	263	0	101	38	0	0	0	0	100
Trip Distribution IN							10%				10%	0%
Trip Distribution OUT				15%		5%						
Retail Trips	0	0	0	6	0	2	3	0	0	0	3	0
Trip Distribution IN							5%					9%
Trip Distribution OUT				10%		5%						
Non-Residential Trips	0	0	0	93	0	47	18	0	0	0	0	32
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	366	0	152	61	0	0	0	3	136
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>366</b>	<b>0</b>	<b>152</b>	<b>61</b>	<b>694</b>	<b>0</b>	<b>0</b>	<b>634</b>	<b>136</b>

**INTERSECTION VOLUME DEVELOPMENT**  
**FUTURE - Intersection 15**  
**I-85 Frontage Rd @ Driveway 4**  
**AM PEAK HOUR**

Description	Driveway 4 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	563	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	0	0	0	0	0	0	563	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	0	0	0	0	0	0	604	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN								25%	10%			
Trip Distribution OUT			5%									
Hotel Trips	0	0	0	0	0	0	0	10	4	0	0	0
Trip Distribution IN								30%	15%			
Trip Distribution OUT			8%									
Office Trips	0	0	26	0	0	0	0	351	175	0	0	0
Trip Distribution IN								0%	0%			
Trip Distribution OUT			0%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								25%	10%			
Trip Distribution OUT			5%									
Other Non-Residential Trips	0	0	15	0	0	0	0	189	76	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	41	0	0	0	0	550	255	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,154</b>	<b>255</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM PEAK HOUR**

Description	Driveway 4 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	777	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	777	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	0	0	0	0	0	0	833	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN								25%	10%			
Trip Distribution OUT			5%									
Hotel Trips	0	0	2	0	0	0	0	10	4	0	0	0
Trip Distribution IN								30%	15%			
Trip Distribution OUT			8%									
Office Trips	0	0	162	0	0	0	0	230	115	0	0	0
Trip Distribution IN								0%	0%			
Trip Distribution OUT			0%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								25%	10%			
Trip Distribution OUT			5%									
Non-Residential Trips	0	0	47	0	0	0	0	90	36	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	211	0	0	0	0	330	155	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,163</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>

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4/9/2018 9:38

**INTERSECTION VOLUME DEVELOPMENT**  
**FUTURE - Intersection 16**  
**I-85 Frontage Rd @ Driveway 5**  
**AM PEAK HOUR**

Description	Driveway 5 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	563	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	0	0	0	0	0	0	563	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	0	0	0	0	0	0	604	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN								13%	12%			
Trip Distribution OUT			10%					5%				
Hotel Trips	0	0	1	0	0	0	0	5	5	0	0	0
Trip Distribution IN								20%	10%			
Trip Distribution OUT			10%					8%				
Office Trips	0	0	32	0	0	0	0	260	117	0	0	0
Trip Distribution IN								0%	0%			
Trip Distribution OUT			0%					0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								13%	12%			
Trip Distribution OUT			10%					5%				
Other Non-Residential Trips	0	0	29	0	0	0	0	113	91	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	62	0	0	0	0	378	213	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>982</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM PEAK HOUR**

Description	Driveway 5 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	777	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	777	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	0	0	0	0	0	0	833	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN								13%	12%			
Trip Distribution OUT			10%					5%				
Hotel Trips	0	0	4	0	0	0	0	7	5	0	0	0
Trip Distribution IN								20%	10%			
Trip Distribution OUT			10%					8%				
Office Trips	0	0	203	0	0	0	0	316	77	0	0	0
Trip Distribution IN								0%	0%			
Trip Distribution OUT			0%					0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								13%	12%			
Trip Distribution OUT			10%					5%				
Non-Residential Trips	0	0	93	0	0	0	0	94	43	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	300	0	0	0	0	417	125	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>

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4/9/2018 9:38



**INTERSECTION VOLUME DEVELOPMENT**  
**FUTURE - Intersection 17**  
**I-85 Frontage Rd @ Driveway 6**  
**AM PEAK HOUR**

Description	Driveway 6 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	563	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	0	0	0	0	0	0	563	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	0	0	0	0	0	0	604	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN								13%	0%			
Trip Distribution OUT			0%					15%				
Hotel Trips	0	0	0	0	0	0	0	6	0	0	0	0
Trip Distribution IN								18%	2%			
Trip Distribution OUT			2%					18%				
Office Trips	0	0	6	0	0	0	0	268	23	0	0	0
Trip Distribution IN								0%	0%			
Trip Distribution OUT			0%					0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								13%	0%			
Trip Distribution OUT			0%					15%				
Other Non-Residential Trips	0	0	0	0	0	0	0	142	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	6	0	0	0	0	416	23	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,020</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM PEAK HOUR**

Description	Driveway 6 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	777	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	777	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	0	0	0	0	0	0	833	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN								13%	0%			
Trip Distribution OUT			0%					15%				
Hotel Trips	0	0	0	0	0	0	0	11	0	0	0	0
Trip Distribution IN								18%	2%			
Trip Distribution OUT			2%					18%				
Office Trips	0	0	41	0	0	0	0	503	15	0	0	0
Trip Distribution IN								0%	0%			
Trip Distribution OUT			0%					0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								13%	0%			
Trip Distribution OUT			0%					15%				
Non-Residential Trips	0	0	0	0	0	0	0	187	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	41	0	0	0	0	701	15	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,534</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>

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4/9/2018 9:38

**INTERSECTION VOLUME DEVELOPMENT**  
**FUTURE - Intersection 18**  
**I-85 Frontage Rd @ Driveway 7**  
**AM PEAK HOUR**

Description	Driveway 7 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	563	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	0	0	0	0	0	0	563	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	0	0	0	0	0	0	604	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN								5%	8%			
Trip Distribution OUT			5%					15%				
Hotel Trips	0	0	0	0	0	0	0	3	3	0	0	0
Trip Distribution IN								10%	8%			
Trip Distribution OUT			5%					20%				
Office Trips	0	0	16	0	0	0	0	181	94	0	0	0
Trip Distribution IN								0%	0%			
Trip Distribution OUT			0%					0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%	8%			
Trip Distribution OUT			5%					15%				
Other Non-Residential Trips	0	0	15	0	0	0	0	82	60	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	31	0	0	0	0	266	157	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>870</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM PEAK HOUR**

Description	Driveway 7 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	777	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	777	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	0	0	0	0	0	0	833	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN								5%	8%			
Trip Distribution OUT			5%					15%				
Hotel Trips	0	0	2	0	0	0	0	8	3	0	0	0
Trip Distribution IN								10%	8%			
Trip Distribution OUT			5%					20%				
Office Trips	0	0	101	0	0	0	0	482	61	0	0	0
Trip Distribution IN								0%	0%			
Trip Distribution OUT			0%					0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%	8%			
Trip Distribution OUT			5%					15%				
Non-Residential Trips	0	0	47	0	0	0	0	158	29	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	150	0	0	0	0	648	93	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,481</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>

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4/9/2018 9:38

**INTERSECTION VOLUME DEVELOPMENT**  
**FUTURE - Intersection 19**  
**I-85 Frontage Rd @ Driveway 9**  
**AM PEAK HOUR**

Description	Driveway 9 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	751	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	0	0	0	0	0	0	751	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	0	0	0	0	0	0	805	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN										0%		
Trip Distribution OUT			0%					10%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN								2%	3%			
Trip Distribution OUT			5%					10%				
Office Trips	0	0	16	0	0	0	0	55	35	0	0	0
Trip Distribution IN									0%			
Trip Distribution OUT			0%					0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									0%			
Trip Distribution OUT			0%					10%				
Other Non-Residential Trips	0	0	0	0	0	0	0	29	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	16	0	0	0	0	85	35	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>890</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM PEAK HOUR**

Description	Driveway 9 Northbound			N/A Southbound			I-85 Frontage Rd Eastbound			I-85 Frontage Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	0	0	0	0	0	0	1,306	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	1306	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	0	0	0	0	0	0	1,400	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN										0%		
Trip Distribution OUT			0%					10%				
Hotel Trips	0	0	0	0	0	0	0	4	0	0	0	0
Trip Distribution IN								2%	3%			
Trip Distribution OUT			5%					10%				
Office Trips	0	0	101	0	0	0	0	218	23	0	0	0
Trip Distribution IN									0%			
Trip Distribution OUT			0%					0%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									0%			
Trip Distribution OUT			0%					10%				
Non-Residential Trips	0	0	0	0	0	0	0	93	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	101	0	0	0	0	315	23	0	0	0
<b>2031 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,715</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>

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# INTERSECTION VOLUME DEVELOPMENT

## FUTURE - Intersection 20 Cliff Valley Way @ Driveway 10 AM PEAK HOUR

Description	Cliff Valley Way Northbound			Cliff Valley Way Southbound			Driveway 10 Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	335	0	0	275	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	335	0	0	275	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
2031 Background Traffic	0	359	0	0	295	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	0%											
Trip Distribution OUT				0%					0%			
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	2%					2%						
Trip Distribution OUT				2%					2%			
Office Trips	23	0	0	0	6	23	0	0	6	0	0	0
Trip Distribution IN	0%											
Trip Distribution OUT				0%					0%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%											
Trip Distribution OUT				0%					0%			
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	23	0	0	0	6	23	0	0	6	0	0	0
<b>2031 Buildout Total</b>	<b>23</b>	<b>359</b>	<b>0</b>	<b>0</b>	<b>301</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>

## PM PEAK HOUR

Description	Cliff Valley Way Northbound			Cliff Valley Way Southbound			Driveway 10 Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2018 Developed Traffic Volumes	0	112	0	0	591	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2017 Volumes	0	112	0	0	591	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
The Park Druid Hills	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2031 Background Traffic	0	120	0	0	634	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	0%											
Trip Distribution OUT				0%					0%			
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	2%					2%						
Trip Distribution OUT				2%					2%			
Office Trips	15	0	0	0	41	15	0	0	41	0	0	0
Trip Distribution IN	0%											
Trip Distribution OUT				0%					0%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%											
Trip Distribution OUT				0%					0%			
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	15	0	0	0	41	15	0	0	41	0	0	0
<b>2031 Buildout Total</b>	<b>15</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>675</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>

# **Appendix E**

## **Programmed Project Fact Sheets**

<b>Short Title</b>	SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS AT SR 42 (BRIARCLIFF ROAD)
<b>GDOT Project No.</b>	0013971
<b>Federal ID No.</b>	
<b>Status</b>	Programmed
<b>Service Type</b>	Roadway / Operations & Safety
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	DeKalb County
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



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<b>Existing Thru Lane</b>	5	<b>LCI</b>	<input type="checkbox"/>
<b>Planned Thru Lane</b>	5	<b>Flex</b>	<input type="checkbox"/>

<b>Network Year</b>	TBD
<b>Corridor Length</b>	0.4 miles

#### Detailed Description and Justification

The purpose of this project is to improve traffic operations at the intersection of SR 236 (LaVista Road) and SR 42 (Briarcliff Road). The project is approximately 2,100 feet along Briarcliff Road and approximately 1,500 feet along LaVista Road. The proposed improvements to the intersection are as follows: SR 236 (LaVista Road) Eastbound Approach: Currently, the approach consists of a designated left-turn lane and a combined through/right-turn lane. The proposed project would retain a left turn lane and provide two through lanes with one serving as a combined through/right-turn lane. SR 236 (LaVista Road) Westbound Approach: Currently, the approach consists of a designated left-turn lane, a through/right turn lane. The proposed project would retain a left-turn lane and provide two through lanes with one serving as a combined through/right-turn lane. SR 42 (Briarcliff Road) Northbound Approach: Currently, the approach consists of a designated left-turn lane, a through lane and a designated right-turn lane. The proposed project would provide two designated left-turn lanes, two through lanes and one designated right-turn lane. SR 42 (Briarcliff Road) Southbound Approach: Currently, the approach consists of a designated left-turn lane, a through lane and a designated right-turn lane. The proposed project would provide two designated left-turn lanes, two through lanes and one designated right-turn lane.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2016	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
ROW	Transportation Funding Act (HB 170)		2019	\$2,300,000	\$0,000	\$2,300,000	\$0,000	\$0,000
UTL	Transportation Funding Act (HB 170)		2021	\$2,000	\$0,000	\$2,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		2021	\$3,300,000	\$0,000	\$3,300,000	\$0,000	\$0,000
				<b>\$6,602,000</b>	<b>\$800,000</b>	<b>\$5,802,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).





## Short Title

UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY

## GDOT Project No.

0006999

## Federal ID No.

## Status

Programmed

## Service Type

Roadway / Operations &amp; Safety

## Sponsor

GDOT

## Jurisdiction

DeKalb County

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

☐

## Network Year

TBD

## Corridor Length

N/A miles



## Detailed Description and Justification

This project upgrades (and in some cases replaces) signals along the following locations: Briarcliff Road at Johnson Road; Clifton Road; Briar Vista Terrace; Lavista Road; Sheridan Road; Clifton Road at North Decatur Road; Fishburn Drive; Emory University Hospital; Haygood Drive; Gatewood Road; Houston Mill Road; Emory Conference Center; Clifton Way; CDC Parkway; North Decatur Road at North Decatur Center Drive; Clairmont Road at North Decatur Road; Gables Apartment driveway; Williams Lane; Clairmont Lake; Southern Lane; Mason Mill Road; McConnell Drive; North Druid Hills Road; Lavista Road; North Decatur Road at Webster Drive; Church Street at Clairmont Oaks Apartment driveway; Glenlake Park driveway; Forkner Drive; Christian Towers Apartment; North Decatur Road

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2014	\$353,862	\$353,862	\$0,000	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2019	\$3,592,930	\$3,592,930	\$0,000	\$0,000	\$0,000
				\$3,946,792	\$3,946,792	\$0,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



## Short Title

SR 155 (CLAIRMONT ROAD) SIGNAL UPGRADES AT 4 LOCATIONS

## GDOT Project No.

0012826

## Federal ID No.

## Status

Programmed

## Service Type

Roadway / Operations &amp; Safety

## Sponsor

GDOT

## Jurisdiction

DeKalb County

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

## LCI

☐

## Planned Thru Lane

N/A

## Flex

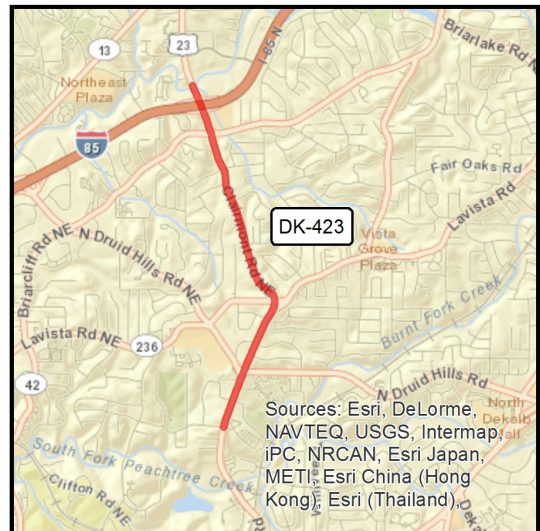
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## Network Year

TBD

## Corridor Length

1.6 miles



## Detailed Description and Justification

Signal upgrades on SR 155 (Clairmont Road) at four locations: Briarcliff Road, I-85 northbound ramps, I-85 southbound ramps, and Sams Club entrance drive.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2015	\$200,000	\$200,000	\$0,000	\$0,000	\$0,000
ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)	AUTH	2017	\$110,000	\$00,000	\$22,000	\$0,000	\$0,000
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2018	\$32,000	\$25,600	\$6,400	\$0,000	\$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2018	\$579,235	\$463,388	\$115,847	\$0,000	\$0,000
				\$921,235	\$776,988	\$144,247	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).

