



Transportation Analysis

Emory at Executive Park DRI #2962

City of Brookhaven, Georgia

Report Prepared:

May 2019

Prepared for:

Emory University

Prepared by:

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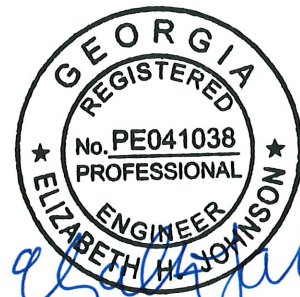
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5-7-19

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Emory at Executive Park* development located in the City of Brookhaven, Georgia. The approximate 60-acre site is located northwest of Briarcliff Road, southeast of Interstate 85, southwest of North Druid Hills Road (SR 42), and north of Sheridan Road. The proposed master plan development will include residential, 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 Rezoning 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 May 6, 2019 by the City of Brookhaven. The present zoning classification of the project site is Office-Commercial-Residential (OCR) under the City of Brookhaven zoning code.

The proposed project is expected to be completed in two phases. Phase 1 is expected to be built by 2029 and Phase 2 of the total redevelopment is anticipated to be built by 2034. As currently planned, the site will consist of the following land uses and densities shown below.

Proposed Land Uses and Densities			
Land Use	Phase 1	Phase 2	Total Build
Residential	370 dwelling units	N/A	370 dwelling units
Hotel	200 rooms	N/A	200 rooms
Hospital	140 beds	N/A	140 beds
General Office	414,000 SF	770,800 SF	1,184,800 SF
Medical Office	166,000 SF	276,000 SF	436,000 SF
Retail	N/A	20,000 SF	20,000 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, alternative transportation mode reductions, and pass-by trip 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 *Emory at Executive Park* development.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). The site is served by MARTA Bus Route 8 and MARTA Bus Route 30. In addition to MARTA service, Emory plans to continue and enhance the existing shuttle service that travels to/from the Emory University Campus for both staff and patrons. It is anticipated that employees may also choose to walk or bike to work given the current and planned development around the site and connections to the larger pedestrian/bicycle network. Due to the nature of the existing transit service and the development, an alternative mode reduction of 10% is proposed for all land uses, excluding hospital (per GRTA's Letter of Understanding).

Pass-by reductions are taken for a site when traffic normally traveling 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 2019 conditions, the Projected 2029 No-Build conditions, Projected 2029 Build conditions, Projected 2034 No-Build conditions, the Projected 2034 Build conditions, and the Projected 2034 Build Alternative conditions.

- Existing 2019 conditions represent traffic volumes at fourteen (14) existing intersections that were collected in November 2018 and March 2019 by performing AM and PM peak hour turning movement counts. The counts collected in November 2018 were grown at 0.5% for one (1) year to account for background traffic growth to year 2019.
- Projected 2029 No-Build conditions represent the Existing 2019 traffic volumes grown for ten (10) years at 0.5 percent per year throughout the study network, plus the addition of project trips anticipated to be generated by the Toll Brothers Residential development and Phase 1 of *Children's Healthcare of Atlanta Master Plan DRI #2789*.
- Projected 2029 Build conditions represent the Projected 2029 No-Build conditions, plus the addition of the Phase 1 project trips that are anticipated to be generated by the *Emory at Executive Park* development.
- Projected 2034 No-Build conditions represent the Existing 2019 traffic volumes grown for an fifteen (15) years at 0.5 percent per year throughout the study network, plus the addition of Phase 1 *Emory at Executive Park* development, and Phase 2 of *Children's Healthcare of Atlanta Master Plan DRI #2789* (full build-out).
- Projected 2034 Build conditions represent the Projected 2034 No-Build traffic volumes, plus the addition of the Phase 2 project trips that are anticipated to be generated by the *Emory at Executive Park* development (full build-out).

- Projected 2034 Build Alternative conditions represent the Projected 2034 Build conditions, plus the construction of a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42) at I-85.

Based on the **Existing 2019** conditions (*present conditions; i.e. excludes both the background traffic growth, the trips associated with the Children's Healthcare of Atlanta Master Plan DRI #2789, and the trips associated with the Emory at Executive Park DRI*), four (4) out of fourteen (14) existing signalized study intersections currently operate below the acceptable overall 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.

Note: All projected scenarios assume the proposed relocation of Tullie Road / Executive Park Drive, consistent with the previously approved DRI #2789 (Children's Healthcare of Atlanta Master Plan). By relocating the North Druid Hills Road (SR 42) at relocated Tullie Road / Executive Park Drive 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.

Based on the **Projected 2029 No-Build** conditions (*includes background traffic growth and the trips associated with Phase 1 of the Children's Healthcare of Atlanta Master Plan DRI #2789 and the anticipated trips associated with the Toll Brothers Residential development, but excludes the estimated project trips from the Emory at Executive Park DRI*), seven (7) signalized study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2029 No-Build conditions.

Under the Projected 2029 No-Build conditions, the signalized intersection of North Druid Hills Road (SR 42) at Buford Highway (SR 13) (Intersection 1) and at Lavista Road (SR 236) (Intersection 14) 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 Ramps (Intersection 3 & Intersection 4) and the signalized intersection of Clairmont Road (SR 155) at Briarcliff Road (Intersection 13) are projected to operate at LOS F during both the AM and PM peak hours. The signalized intersection of North Druid Hills Road (SR 42) at relocated Tullie Road / Executive Park Drive is projected to operate at LOS E and LOS F during the AM and PM peak hours, respectively. The signalized intersection of North Druid Hills Road (SR 42) at Briarcliff Road (SR 42) is projected to operate at LOS F and LOS E during the AM and PM peak hours, respectively.

Based on the Projected 2029 No-Build conditions, the following improvements are recommended:

- Intersection #1: North Druid Hills Road (SR 42) @ Buford Highway (SR 13)
 - Construct one (1) eastbound right-turn lane along Buford Highway (SR 13).
 - Construct one (1) additional eastbound left-turn lane along Buford Highway (SR 13) (creating two (2) eastbound left-turn lanes).
 - Construct one (1) northbound channelized right-turn lane along North Druid Hills Road.
 - Construct one (1) additional westbound left-turn lane along Buford Highway (SR 13) (Creating two (2) westbound left-turn lanes).
- Intersection #3: North Druid Hills Road (SR 42) @ I-85 SB Ramp
 - Construct one (1) additional westbound left-turn lane along the I-85 southbound off-ramp (creating two (2) westbound left-turn lanes).
 - Restripe the westbound approach to include two (2) westbound left-turn lanes, one (1) westbound thru lane, one (1) westbound shared thru/right-turn lane, and one (1) right-turn lane.
- Intersection #4: North Druid Hills Road (SR 42) @ I-85 NB Ramp
 - Construct one (1) additional eastbound right-turn lane along the I-85 northbound off-ramp (creating three (3) eastbound right-turn lanes).
 - Construct one (1) additional northbound right-turn lane along North Druid Hills Road (creating two (2) northbound right-turn lanes).
- Intersection #5: North Druid Hills Road (SR 42) @ Relocated Tullie Road / Executive Park Drive
 - Construct one (1) northbound left-turn lane, and one (1) northbound right-turn lane along North Druid Hills Road.
 - Construct two (2) southbound left-turn lanes, and one (1) channelized southbound right-turn lane along North Druid Hills Road.
 - Construct two (2) eastbound left-turn lanes, one (1) eastbound thru lane, and one (1) channelized eastbound right-turn lane along relocated Executive Park Drive.
 - Provide two (2) westbound left-turn lanes, one (1) westbound thru lane, and one (1) free-flow westbound right turn lane along relocated Tullie Road.
- Intersection #6: North Druid Hills Road (SR 42) @ Briarcliff Road
 - Construct one (1) additional northbound thru lane along North Druid Hills Road (creating three (3) northbound thru lanes).
 - Construct one (1) additional southbound thru lane along North Druid Hills Road (creating three (3) southbound thru lanes).
- Intersection #13: Clairmont Road @ Briarcliff Road
 - Construct one (1) additional northbound thru lane along Clairmont Road (creating three (3) northbound thru lanes).
 - Construct one (1) additional southbound thru lane along Clairmont Road (creating three (3) southbound thru lanes).

- Intersection #14: North Druid Hills Road (SR 42) @ Lavista Road
 - Construct one (1) additional northbound left-turn lane along North Druid Hills Road (creating two (2) northbound left-turn lanes).

Based on the **Projected 2029 Build** conditions (*includes background traffic growth, the trips associated with Phase 1 of the Children's Healthcare of Atlanta Master Plan DRI #2789, the trips associated with the Toll Brothers Residential development and the estimated project trips from the Emory at Executive Park DRI (Phase 1 only)*), seven (7) signalized study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2029 Build conditions.

Under the Projected 2029 Build conditions, the signalized intersection of North Druid Hills Road (SR 42) at Buford Highway (SR 13) (Intersection 1) and at Lavista Road (SR 236) (Intersection 14) 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 Ramps (Intersection 3 & Intersection 4) and the signalized intersection of Clairmont Road (SR 155) at Briarcliff Road (Intersection 13) are projected to operate at LOS F during both the AM and PM peak hours. The signalized intersection of North Druid Hills Road (SR 42) at relocated Tullie Road / Executive Park Drive (Intersection 5) is projected to operate at LOS E and LOS F during the AM and PM peak hours, respectively. The signalized intersection of North Druid Hills Road (SR 42) at Briarcliff Road (SR 42) is projected to operate at LOS F and LOS E during the AM and PM peak hours, respectively.

In addition to the system improvements under the Projected 2029 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):

- Intersection #5: North Druid Hills Road (SR 42) @ Relocated Tullie Road / Executive Park Drive
 - Construct one (1) additional northbound left-turn lane along North Druid Hills Road (creating two (2) northbound left-turn lanes).
- Intersection #8: Executive Park Drive @ Sheridan Road
 - Realign Executive Park Drive with Sheridan Road and install a traffic signal if warranted.
 - Provide one (1) northbound left-turn lane and one (1) northbound thru lane.
 - Provide one (1) southbound thru lane and one (1) southbound channelized right-turn lane.
 - Provide one (1) eastbound left-turn lane and one (1) eastbound right turn lane.
- Intersection #9: Executive Park Drive @ Executive Park South
 - Install a traffic signal if warranted.
 - Construct one (1) eastbound right-turn lane along Executive Park South (creating one (1) eastbound right-turn lane and one (1) eastbound left-turn lane).

Note: The master plan is currently under development. Specific phasing of building construction is subject to change. Refer to Projected 2034 Build conditions for Phase 1 and Phase 2 proposed driveway laneage.

Based on the **Projected 2034 No-Build** conditions (*includes background traffic growth, the trips associated with the Children's Healthcare of Atlanta Master Plan DRI #2789 upon full build-out, the trips associated with the Toll Brothers Residential development, and the estimated project trips from the Emory at Executive Park DRI (Phase 1 only)*), seven (7) signalized study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2034 No-Build conditions.

Under the Projected 2034 No-Build conditions, the signalized intersection of North Druid Hills Road (SR 42) at Buford Highway (SR 13) (Intersection 1) is projected to operate at LOS E and LOS F during the AM and PM peak hours, respectively. The signalized intersection of North Druid Hills Road (SR 42) at I-85 Ramps (Intersection 3 & Intersection 4), the signalized intersection of North Druid Hills Road (SR 42) at Tullie Road / Executive Park Drive (relocated) (Intersection 5), and the signalized intersection of Clairmont Road (SR 155) at Briarcliff Road (Intersection 13) are projected to operate at LOS F during both the AM and PM peak hours. The signalized intersection of North Druid Hills Road (SR 42) at Briarcliff Road (SR 42) (Intersection 6) is projected to operate at LOS F and LOS E during the AM and PM peak hours, respectively. The signalized intersection of North Druid Hills Road at Lavista Road (SR 236) is projected to operate at LOS E during both the AM and PM peak hours.

In addition to the system improvements under the Projected 2029 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):

- Intersection #3: North Druid Hills Road (SR 42) @ I-85 SB Ramp
 - Construct one (1) additional northbound left-turn lane along North Druid Hills Road (creating three (3) left-turn lanes to turn onto the I-85 southbound on-ramp).
 - Ensure the I-85 southbound on-ramp is wide enough to receive three (3) lanes.

Based on the **Projected 2034 Build** conditions (*includes background traffic growth, the trips associated with the Children's Healthcare of Atlanta Master Plan DRI #2789 upon full build-out and the estimated project trips from the Emory at Executive Park DRI upon full build-out*), seven (7) signalized study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2034 Build conditions.

Under the Projected 2034 Build conditions, the signalized intersection of North Druid Hills Road (SR 42) at Buford Highway (SR 13) (Intersection 1) is projected to operate at LOS E and LOS F during the AM and PM peak hours, respectively. The signalized intersection of North Druid Hills Road (SR 42) at I-85 Ramps (Intersection 3 & Intersection 4), the signalized intersection of North Druid Hills Road (SR 42) at Tullie Road / Executive Park Drive (relocated) (Intersection 5), and the signalized intersection of Clairmont Road (SR 155) at Briarcliff Road (Intersection 13) are projected to operate at LOS F during both the AM and PM peak hours. The signalized intersection of North Druid Hills Road (SR 42) at Briarcliff Road (SR 42) (Intersection 6) is projected to operate at LOS F and LOS E during the AM and PM peak hours, respectively. The signalized intersection of North Druid Hills Road at Lavista Road (SR 236) is projected to operate at LOS E during both the AM and PM peak hours.

In addition to the system improvements under the Projected 2034 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):

- Intersection #4: North Druid Hills Road (SR 42) @ I-85 NB Ramp
 - Construct one (1) additional eastbound thru lane along the I-85 northbound off-ramp (creating two (2) thru lanes).
- Intersection #5: North Druid Hills Road @ Relocated Tullie Road / Executive Park Drive
 - Construct one (1) additional eastbound left-turn lane along relocated Executive Park Drive (creating three (3) eastbound left-turn lanes).
 - Convert the eastbound channelized right-turn lane to Free-Flow conditions.
- Intersection #13: Clairmont Road @ Briarcliff Road
 - Construct one (1) additional eastbound left-turn lane along Briarcliff Road (creating two (2) eastbound left-turn lanes).

Based on the **Projected 2034 Build Alternative** conditions (*includes the background traffic growth, estimated project trips from the Emory at Executive Park DRI (Full Build-out), the trips associated with the Children's Healthcare of Atlanta Master Plan DRI #2789, 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 #3) is projected to operate at LOS D and LOS B during the AM and PM peak hours, respectively. The I-85 NB Ramp (Intersection #4) is projected to operate at LOS C and D during the AM and PM peak hours, respectively.

It should be noted that the Projected 2034 Build Alternative conditions incorporate the improvements under the Projected 2034 Build Improved conditions outside of the I-85 interchange along North Druid Hills Road (SR 42).

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.

In addition to the recommended improvements previously discussed, the following site-access improvements are recommended to serve the traffic associated with both Phase 1 and Phase 2 of the *Emory at Executive Park* development:

- Intersection #2: Relocated Executive Park Drive @ Modified Executive Park Drive
 - In conjunction with the realignment of Executive Park Drive, install a single lane roundabout with supplemental lanes along the specified sections.
- Intersection #15: Relocated Executive Park Drive @ Driveway 1 / Driveway 2
 - On site, construct one (1) northbound shared left-turn/thru/right-turn egress lane and one (1) ingress lane.
 - On site, construct one (1) southbound shared left-turn/thru/right-turn egress lane and one (1) ingress lane.
- Intersection #16: Relocated Executive Park Drive @ Driveway 3
 - In conjunction with the realignment of Executive Park Drive, install a single lane roundabout with supplemental lanes along the specified sections.
- Intersection 17: Relocated Executive Park Drive @ Driveway 4 / Driveway 5
 - On site, construct one (1) eastbound shared left-turn/thru/right-turn egress lane and one (1) ingress lane.
 - On site, construct one (1) westbound shared left-turn/thru/right-turn egress lane and one (1) ingress lane.
- Intersection 18: Executive Park Drive @ Driveway 7
 - On site, construct one (1) southbound shared left-/right-turn egress lane and one (1) ingress lane.
- Intersection 19: Executive Park Drive @ Driveway 8
 - On site, construct one (1) northbound shared left-/right-turn egress lane and one (1) ingress lane.
- Intersection 20: Executive Park Drive @ Driveway 9
 - On site, construct one (1) northbound shared left-turn/thru/right-turn egress lane and one (1) ingress lane.
- Intersection 21: Executive Park Drive @ Driveway 10
 - On site, construct one (1) eastbound shared left-/right-turn egress lane and one (1) ingress lane.
- Intersection 22: Executive Park Drive @ Driveway 11
 - On site, construct one (1) westbound shared left-/right-turn egress lane and one (1) ingress lane.

- Intersection 23: Executive Park Drive @ Driveway 12
 - On site, construct one (1) westbound shared left-/right-turn egress lane and one (1) ingress lane.
- Intersection 24: Executive Park Drive @ Driveway 13
 - On site, construct one (1) northbound shared left-/right-turn egress lane and one (1) ingress lane.
- Intersection 25: Executive Park Drive @ Driveway 14
 - On site, construct one (1) southbound shared left-/right-turn egress lane and one (1) ingress lane.
- Intersection 26: Executive Park Drive @ Driveway 15 / Driveway 16
 - On site, construct one (1) northbound shared left-turn/thru/right-turn egress lane and one (1) ingress lane.
 - On site, construct one (1) southbound shared left-turn/thru/right-turn egress lane and one (1) ingress lane.
- Intersection 27: Executive Park Drive @ Driveway 17
 - On site, construct one (1) northbound shared left-turn/thru/right-turn egress lane and one (1) ingress lane.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Emory at Executive Park* development located in the City of Brookhaven, Georgia. The approximate 60-acre site is located northwest of Briarcliff Road, southeast of Interstate 85, southwest of North Druid Hills Road (SR 42), and north of Sheridan Road. The proposed master plan development will include residential, 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 *Emory at Executive Park* development. **Figure 2** provides 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 in two phases. Phase 1 is expected to be built by 2029 and Phase 2 of the total redevelopment is anticipated to be built by 2034. As currently planned, the site will consist of the following land uses and densities shown below in **Table 1**.

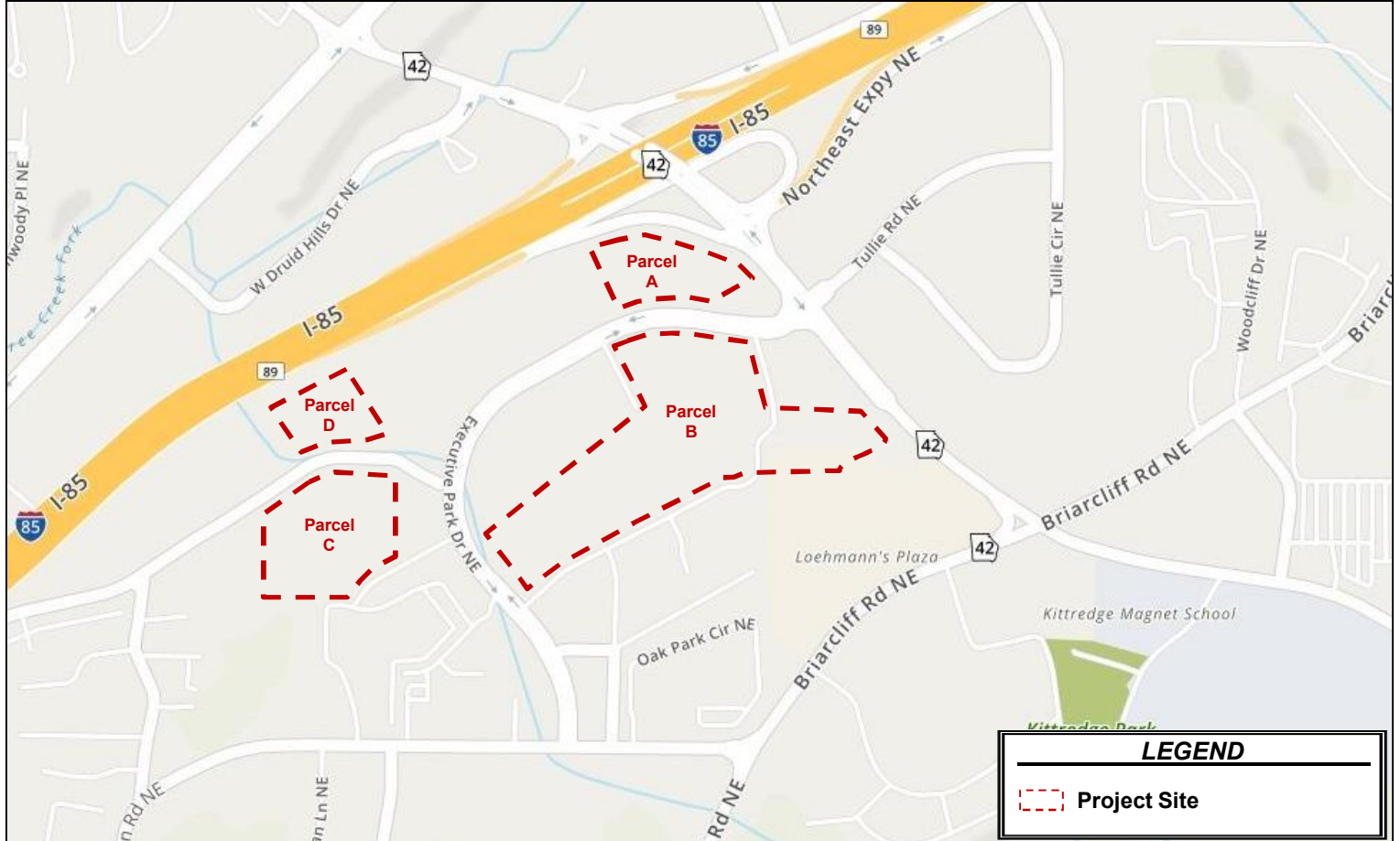
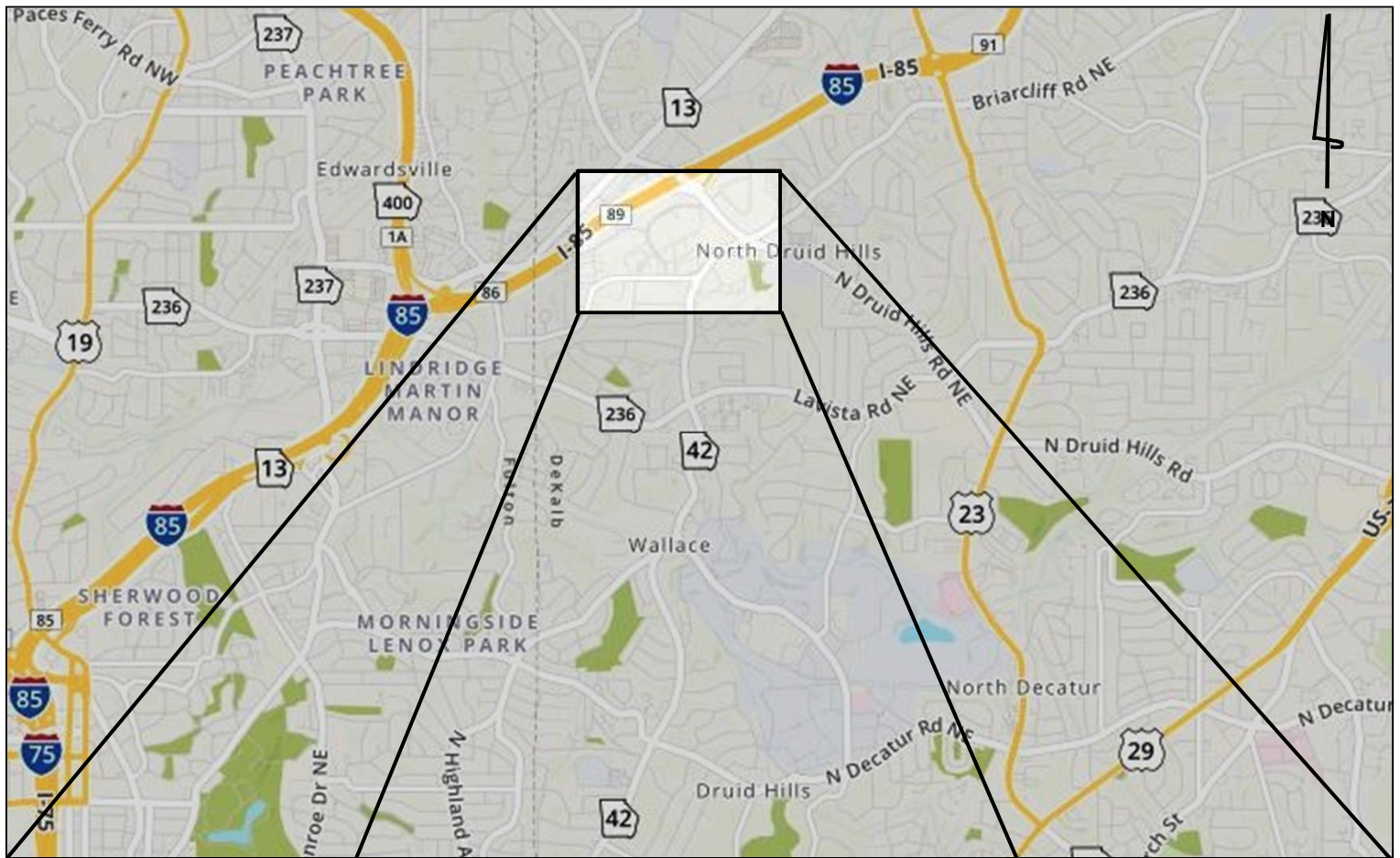
Table 1: Proposed Land Uses and Densities			
Land Use	Phase 1	Phase 2	Total Build
Residential	370 dwelling units	N/A	370 dwelling units
Hotel	200 rooms	N/A	200 rooms
Hospital	140 beds	N/A	140 beds
General Office	414,000 SF	770,800 SF	1,184,800 SF
Medical Office	166,000 SF	276,000 SF	436,000 SF
Retail	N/A	20,000 SF	20,000 SF

1.2 Site Plan Review

The proposed development is located on an approximately 60-acre site in the City of Brookhaven, GA. The project site is located northwest of Briarcliff Road, southeast of Interstate 85, southwest of North Druid Hills Road (SR 42), and north of Sheridan Road.

The current zoning for the project site is Office-Commercial-Residential (OCR) 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.





LEGEND

 Project Site

1.3 Site Access

As currently envisioned, the proposed development will be served by seventeen (17) driveways:

1. Five (5) proposed driveways along the relocated Executive Park Drive
2. Seven (7) proposed driveways along the modified Executive Park Drive
3. Five (5) proposed driveways along Executive Park South

The proposed site access points and internal private roadways provide access to all building and parking facilities throughout the project site. See referenced site plan in **Appendix B** for a visual representation of vehicular access and circulation throughout the proposed development. The number of on-site parking will be provided based on the following required parking by code:

Minimum Parking Required:	7,076 parking spaces (full build-out)
---------------------------	---------------------------------------

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.

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 such as the North Fork Peachtree Creek Greenway project, which is currently underway and plans to provide a trailhead access point near the Salvation Army. Emory also plans to provide pedestrian and bicycle facilities (multi-use paths) throughout the proposed development.

1.5 Transit Facilities

The site is served by MARTA Bus Route 8 and MARTA Bus Route 30. In addition to MARTA service, Emory plans to continue and enhance the existing shuttle service that travels to/from the Emory University Campus for both staff and patrons.

Due to the nature of the existing transit service and the development, an alternative mode reduction of 10% is proposed for all land uses, excluding hospital.

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.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected in November 2018 and March 2019 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	Intersection Control Type
November 2018			
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	7:45 AM - 8:45 AM	4:30 PM - 5:30 PM	Signal
2. Executive Park East @ Executive Park Drive	8:00 AM - 9:00 AM	3:45 PM - 4:45 PM	Side-Street Stop-Control
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	7:30 AM - 8:30 AM	4:15 PM - 5:15 PM	Signal
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	7:30 AM - 8:30 AM	4:15 PM - 5:15 PM	Signal
5. North Druid Hills Road (SR 42) @ Tullie Road/Executive Park Drive	7:30 AM - 8:30 AM	3:45 PM - 4:45 PM	Signal
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	7:30 AM - 8:30 AM	4:30 PM - 5:30 PM	Signal
7. Briarcliff Road (SR 42) @ Sheridan Road	7:30 AM - 8:30 AM	4:45 PM - 5:45 PM	Signal
8. Executive Park Drive @ Sheridan Road	8:00 AM - 9:00 AM	4:30 PM - 5:30 PM	Side-Street Stop-Control
9. Executive Park Drive @ Executive Park South	8:00 AM - 9:00 AM	4:45 PM - 5:45 PM	Side-Street Stop-Control
10. Cheshire Bridge Road @ Chantilly Drive	7:30 AM - 8:30 AM	3:30 PM - 4:30 PM	Side-Street Stop-Control
March 2019			
11. Executive Park South @ Chantilly Drive	8:00 AM - 9:00 AM	5:00 PM - 6:00 PM	Side-Street Stop-Control
12. Chantilly Drive @ Sheridan Drive	8:00 AM - 9:00 AM	5:00 PM - 6:00 PM	All-Way Stop-Control
13. Clairmont Road (SR 23) @ Briarcliff Road	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM	Signal
14. North Druid Hills Road @ Lavista Road (SR 236)	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM	Signal

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

The vehicular volumes collected in November 2018 were grown at 0.5% for one year to account for the background traffic growth to year 2019.

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.

LOS analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0* for standard signalized and unsignalized intersections, and *SIDRA INTERSECTION 8.0* for roundabouts.

LOS for signalized intersections and all-way stop controlled 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.

LOS 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.

LOS and volume-to-capacity (v/c) ratios for roundabouts 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. V/c ratios less than 1.0 are generally considered as acceptable service. Any v/c ratio above 1.0 is considered to be failing. *SIDRA INTERSECTION* uses the gap acceptance methodology for the roundabout capacity model.

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, 10th Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation								
Land Use (Intensity)	ITE Code	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	Total	Enter	Exit	Total	Enter	Exit
Phase 1								
Multifamily Housing (Mid-Rise) (370 occ. d.u.)	221	2,014	123	32	91	156	95	61
Hotel (200 rooms)	310	1,832	95	56	39	124	63	61
Hospital (140 beds)	610	3,124	284	204	80	187	52	135
General Office Building (414,000 SF)	710	4,210	416	358	58	439	70	369
Medical-Dental Office Building (166,000 SF)	720	6,290	351	274	77	565	158	407
Existing to be Demolished in Phase 1								
General Office Building (51,734 SF)	710	-560	-75	-65	-10	-61	-10	-51
Medical-Dental Office Building (151,066 SF)	720	-5,716	-322	-251	-71	-514	-144	-370
Total Phase 1 Trips		11,194	872	608	264	896	284	612
Full Build-out (Phase 1 and Phase 2)								
Multifamily Housing (Mid-Rise) (370 occ. d.u.)	221	2,014	123	32	91	156	95	61
Hotel (200 rooms)	310	1,832	95	56	39	124	63	61
Hospital (140 beds)	610	3,124	284	204	80	187	52	135
General Office Building (1,184,800 SF)	710	11,672	1,140	980	160	1,192	191	1,001
Medical-Dental Office Building (436,000 SF)	720	16,664	828	646	182	1,480	414	1,066
Shopping Center (20,000 SF)	820	756	19	12	7	76	36	40
Existing to be Demolished in Phase 1								
General Office Building (51,734 SF)	710	-560	-75	-65	-10	-61	-10	-51
Medical-Dental Office Building (151,066 SF)	720	-5,716	-322	-251	-71	-514	-144	-370
Total Full Build-out Trips		29,786	2,092	1,614	478	2,640	697	1,943

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), the City of Brookhaven staff, and DeKalb County 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, the City of Brookhaven staff, and DeKalb County staff, and includes the fourteen (14) existing intersections previously described in **Table 2**. The study network under build-out conditions also includes all the proposed site driveways. The study intersections are also shown in **Figure 3**.

Each of the study intersections listed was analyzed for the Existing 2019 conditions, the Projected 2029 No-Build conditions, Projected 2029 Build conditions, Projected 2034 No-Build conditions, and the Projected 2034 Build conditions.

The Projected 2029 No-Build conditions represent the Existing 2019 traffic volumes grown for ten (10) years at 0.5 percent per year throughout the study network, plus the addition of project trips anticipated to be generated by the Toll Brothers Residential development and Phase 1 of DRI #2789.

Projected 2029 Build conditions represent the Projected 2029 No-Build conditions, plus the addition of the Phase 1 project trips that are anticipated to be generated by the *Emory at Executive Park* development.

Projected 2034 No-Build conditions represent the Projected 2029 Build traffic volumes grown for five (5) years at 0.5 percent per year throughout the study network, plus the addition of the Phase 1 project trips that are anticipated to be generated by the *Emory at Executive Park* development, and the addition of the Phase 2 project trips that are anticipated to be generated by DRI #2789 (full build-out).

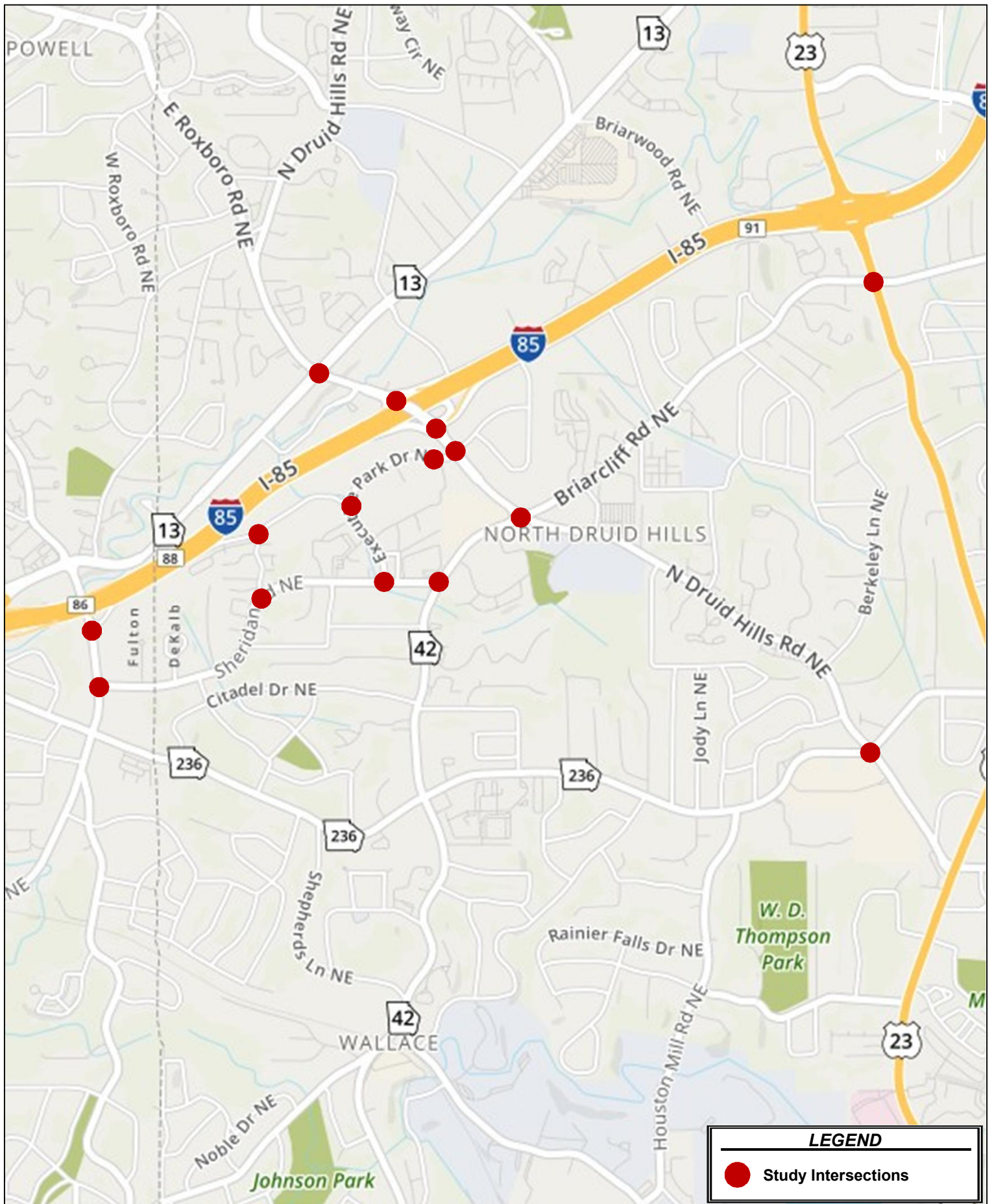
Projected 2034 Build conditions represent the Projected 2034 No-Build traffic volumes, plus the addition of the Phase 2 project trips that are anticipated to be generated by the *Emory at Executive Park* development (full build-out).

Projected 2034 Build Alternative conditions represent the Projected 2034 Build conditions, plus the construction of a Diverging Diamond Interchange (DDI) along North Druid Hills Road (SR 42) at I-85.

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

Table 4: Roadway Classifications				
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Average Daily Traffic (ADT)	Functional Classification
North Druid Hills Road (SR 42)	6	35	53,000	Principal Arterial
Briarcliff Road	2	35	23,000	Minor Arterial
Executive Park Drive	4	25	8,150	Local
Sheridan Road	2	25	9,800	Local
Executive Park South / Chantilly Road	2	25	3,000	Local
Cheshire Bridge Road	4	35	36,000	Minor Arterial
Buford Highway (SR 13)	6	45	26,000	Principal Arterial
Clairmont Road (SR 155)	5	40	50,000	Principal Arterial
Lavista Road	2	35	21,000	Minor Arterial
I-85	12	55	246,000	Interstate



LEGEND

Study Intersections

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, 10th Edition, 2017*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Multifamily Housing (Mid-Rise) (ITE 221), 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 5**.

Table 5: Net New Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
Phase 1							
Gross Project Trips	11,194	5,597	5,597	608	264	284	612
<i>Reduction from existing land uses to be demolished/converted</i>	-6,276	-3,138	-3,138	-316	-81	-154	-421
<i>Mixed-Use Reductions</i>	-84	-42	-42	-11	-11	-8	-8
<i>Alternative Mode Reduction</i>	-798	-399	-399	-40	-17	-22	-47
<i>Pass-by Reduction</i>	0	0	0	0	0	0	0
Total Trips	10,314	5,157	5,157	557	236	254	557
Full Build-Out (Phase 1 & Phase 2)							
Gross Project Trips	29,786	14,893	14,893	1,641	478	697	1,943
<i>Reduction from existing land uses to be demolished/converted</i>	-6,276	-3,138	-3,138	-316	-81	-154	-421
<i>Mixed-Use Reductions</i>	-320	-160	-160	-39	-39	-29	-29
<i>Alternative Mode Reduction</i>	-2,634	-1,317	-1,317	-138	-36	-62	-178
<i>Pass-by Reduction</i>	-200	-100	-100	0	0	-9	-9
Total Trips	26,632	13,316	13,316	1,437	403	597	1,727

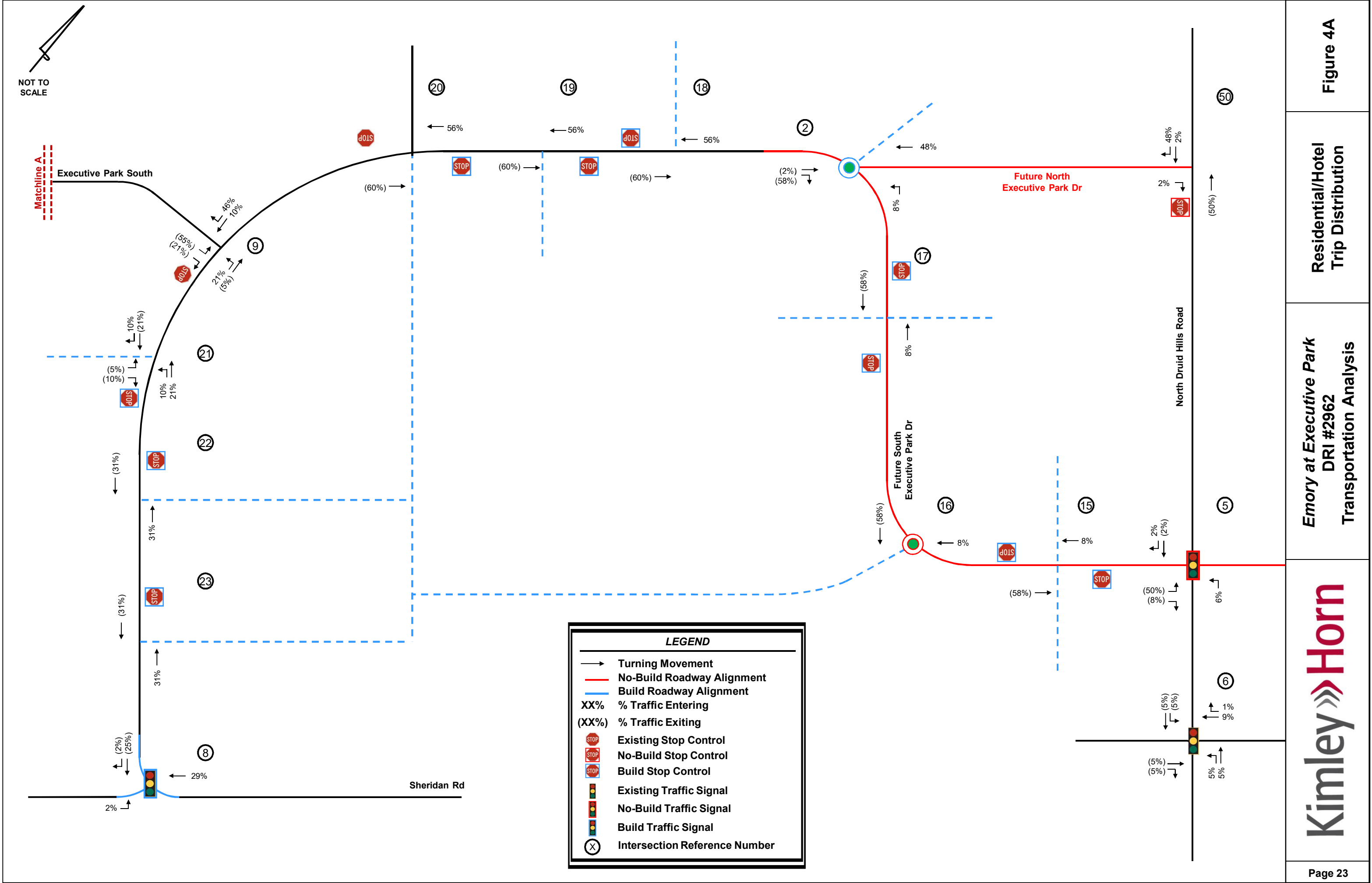
A more detailed trip generation analysis summary table is provided in **Appendix C**.

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, City of Brookhaven, and Dekalb County staff.

Figures 4 through 9 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 *Emory at Executive Park* development, are also shown on **Figures 4 through 9**.

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



NOT TO
SCALE

LEGEND

→ Turning Movement

— No-Build Roadway Alignment

— Build Roadway Alignment

XX% % Traffic Entering

(XX%) % Traffic Exiting

Existing Stop Control

No-Build Stop Control

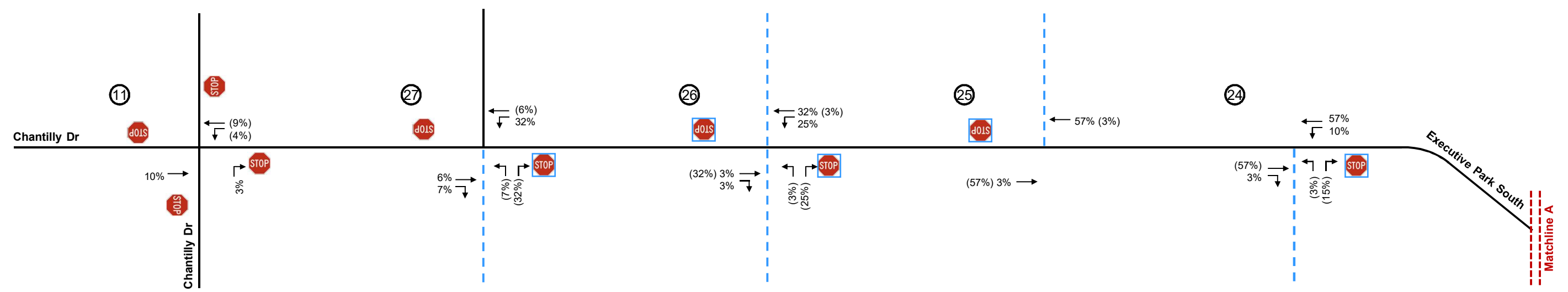
Build Stop Control

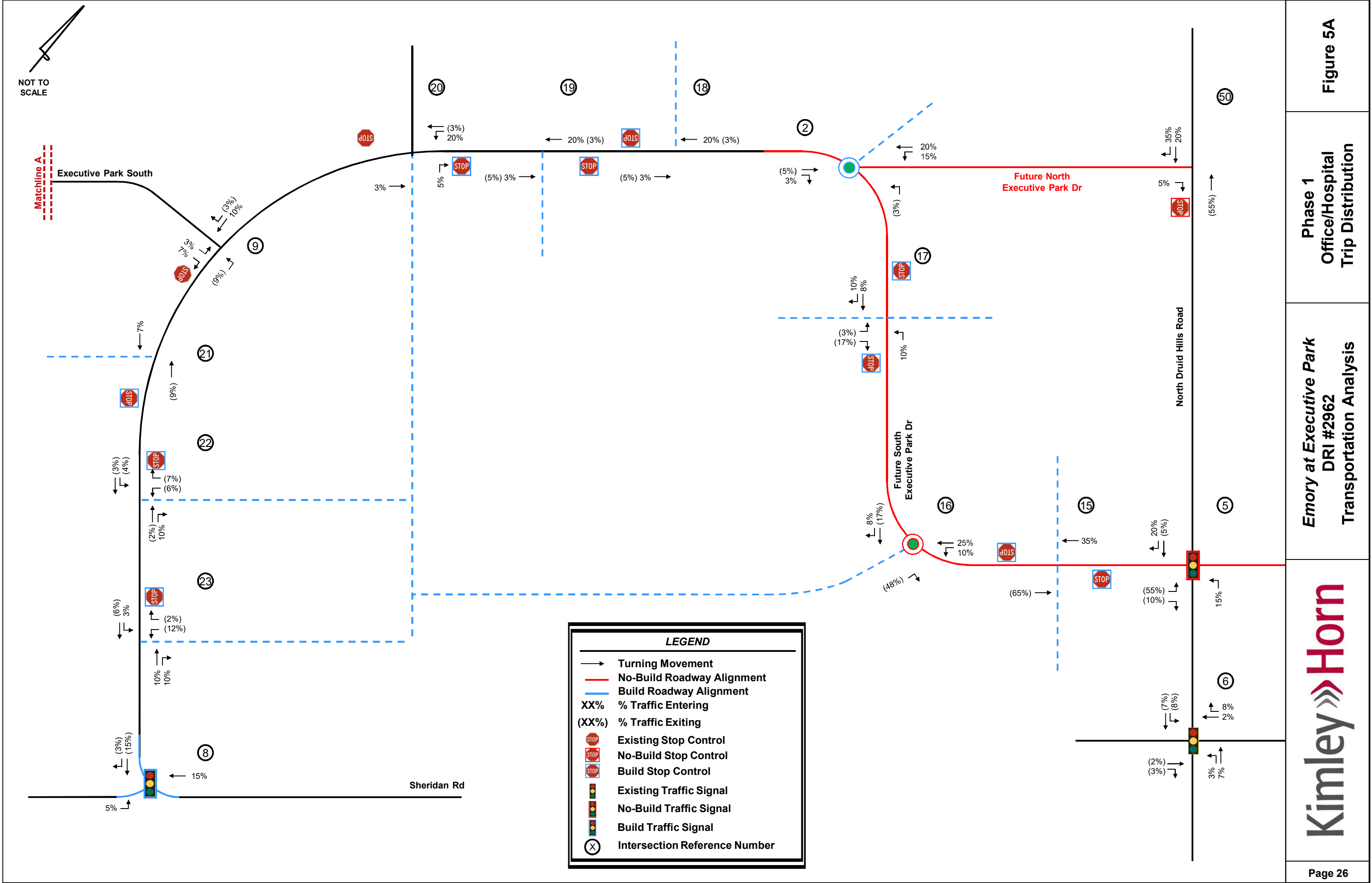
Existing Traffic Signal

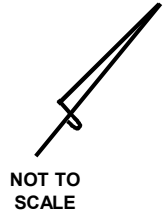
No-Build Traffic Signal

Build Traffic Signal

Intersection Reference Number







LEGEND

Turning Movement

No-Build Roadway Alignment

Build Roadway Alignment

% Traffic Entering

% Traffic Exiting

Existing Stop Control

No-Build Stop Control

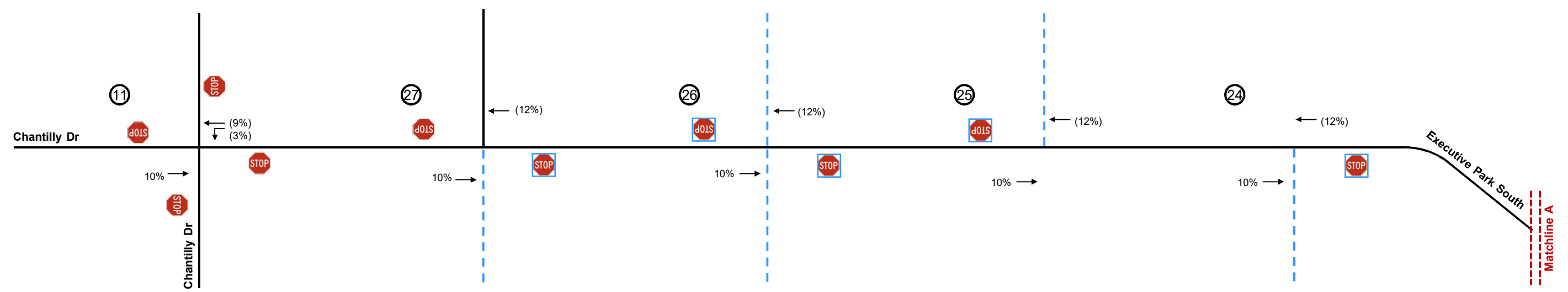
Build Stop Control

Existing Traffic Signal

No-Build Traffic Signal

Build Traffic Signal

Intersection Reference Number



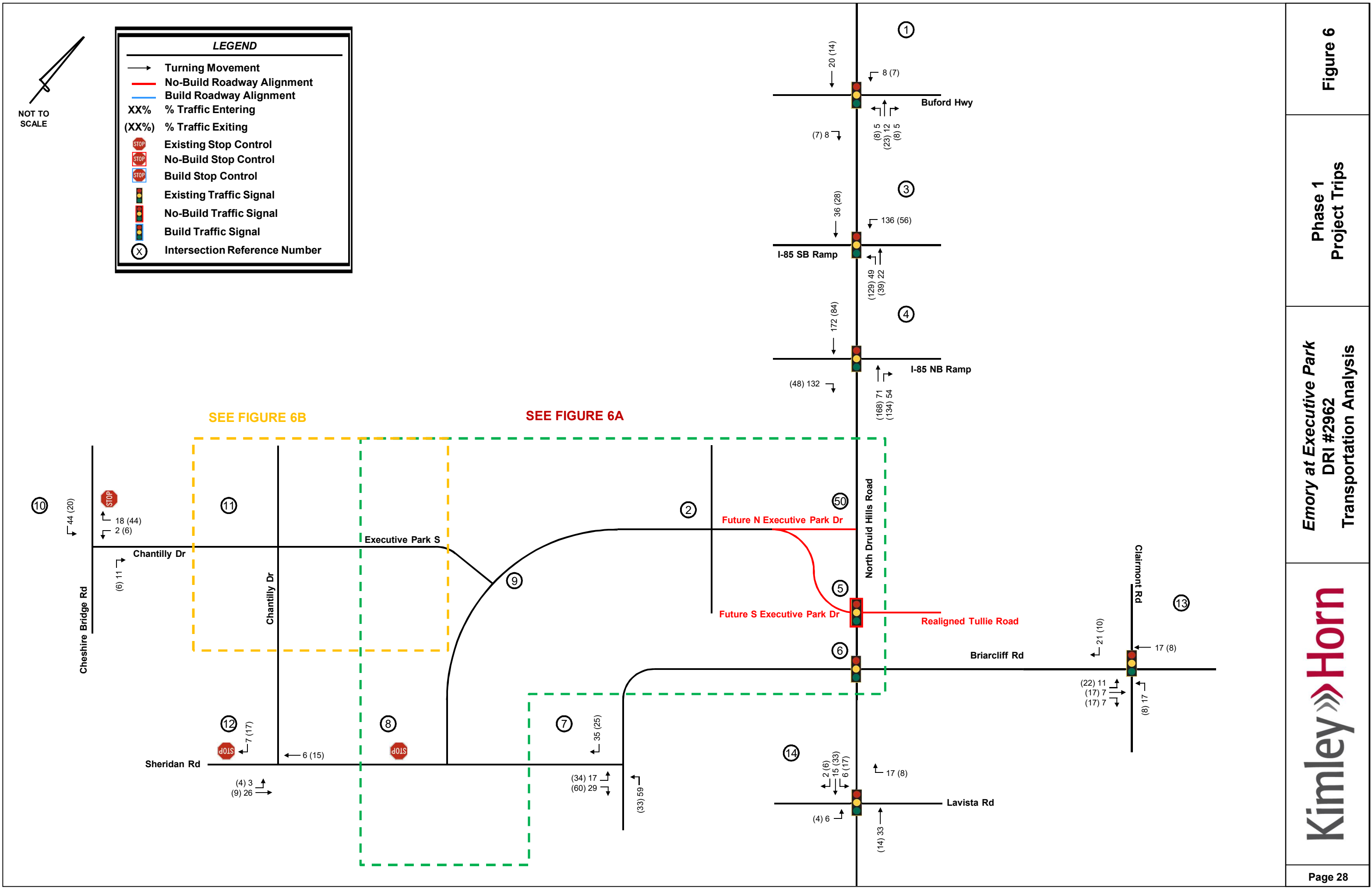
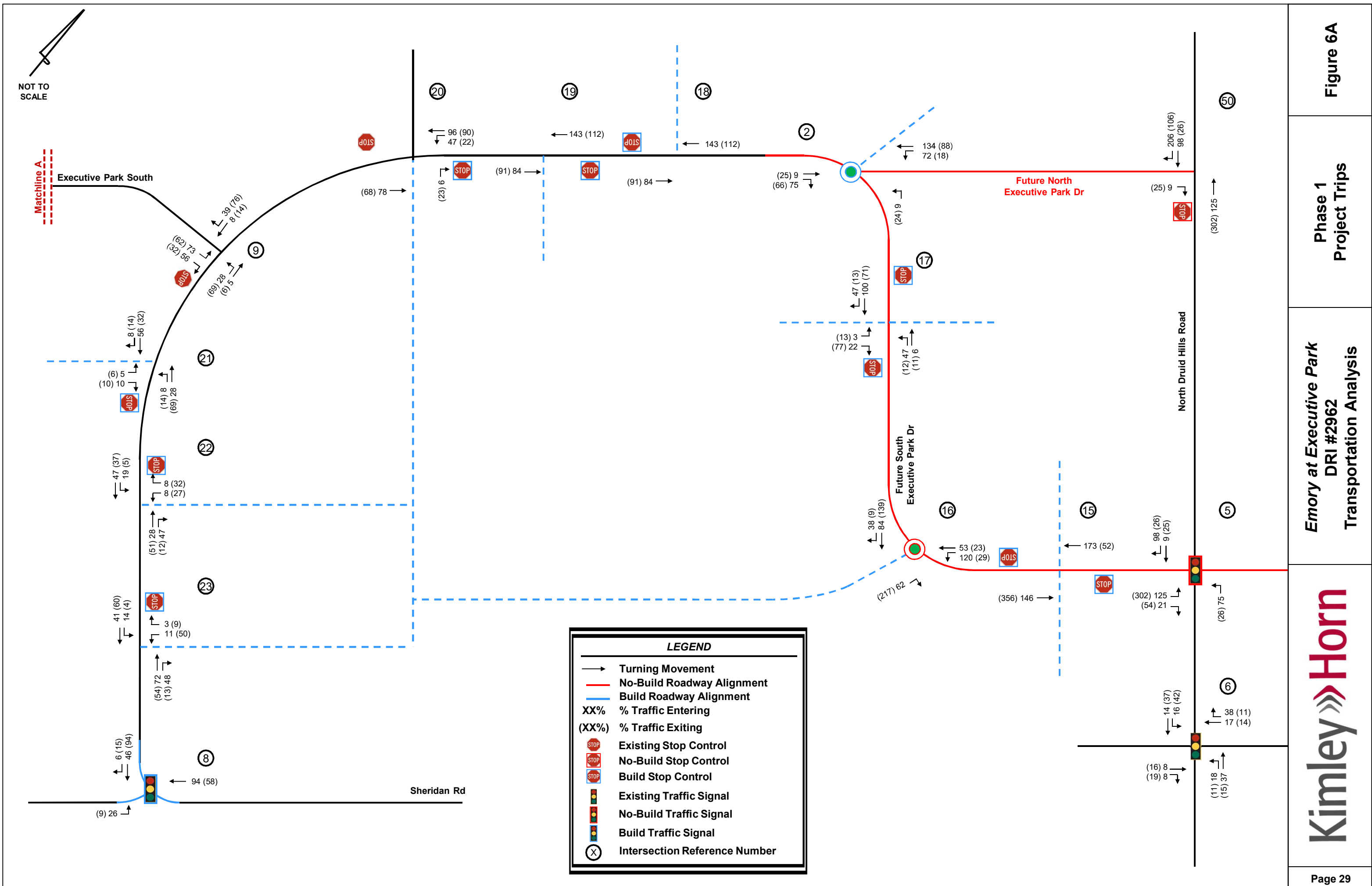


Figure 6

Phase 1
Project Trips

Emory at Executive Park
DRI #2962
Transportation Analysis



NOT TO
SCALE

LEGEND

→ Turning Movement

— No-Build Roadway Alignment

— Build Roadway Alignment

XX% % Traffic Entering

(XX%) % Traffic Exiting

Existing Stop Control

No-Build Stop Control

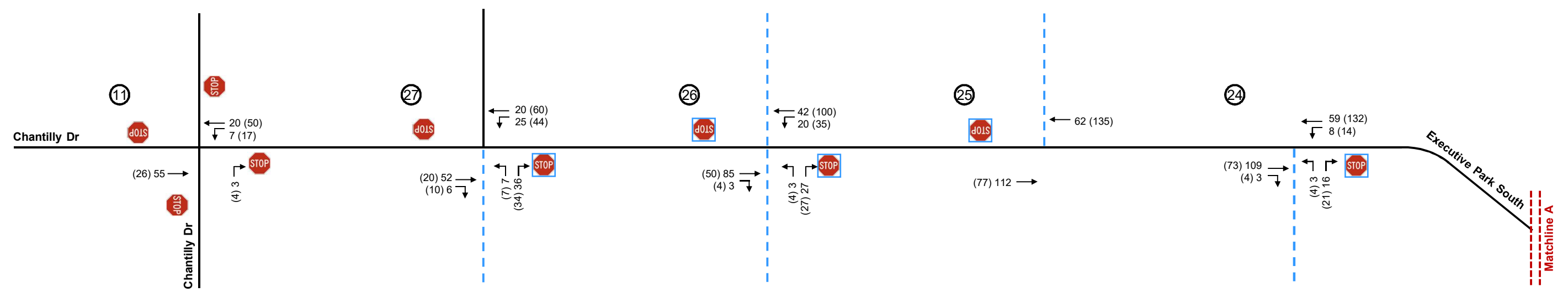
Build Stop Control

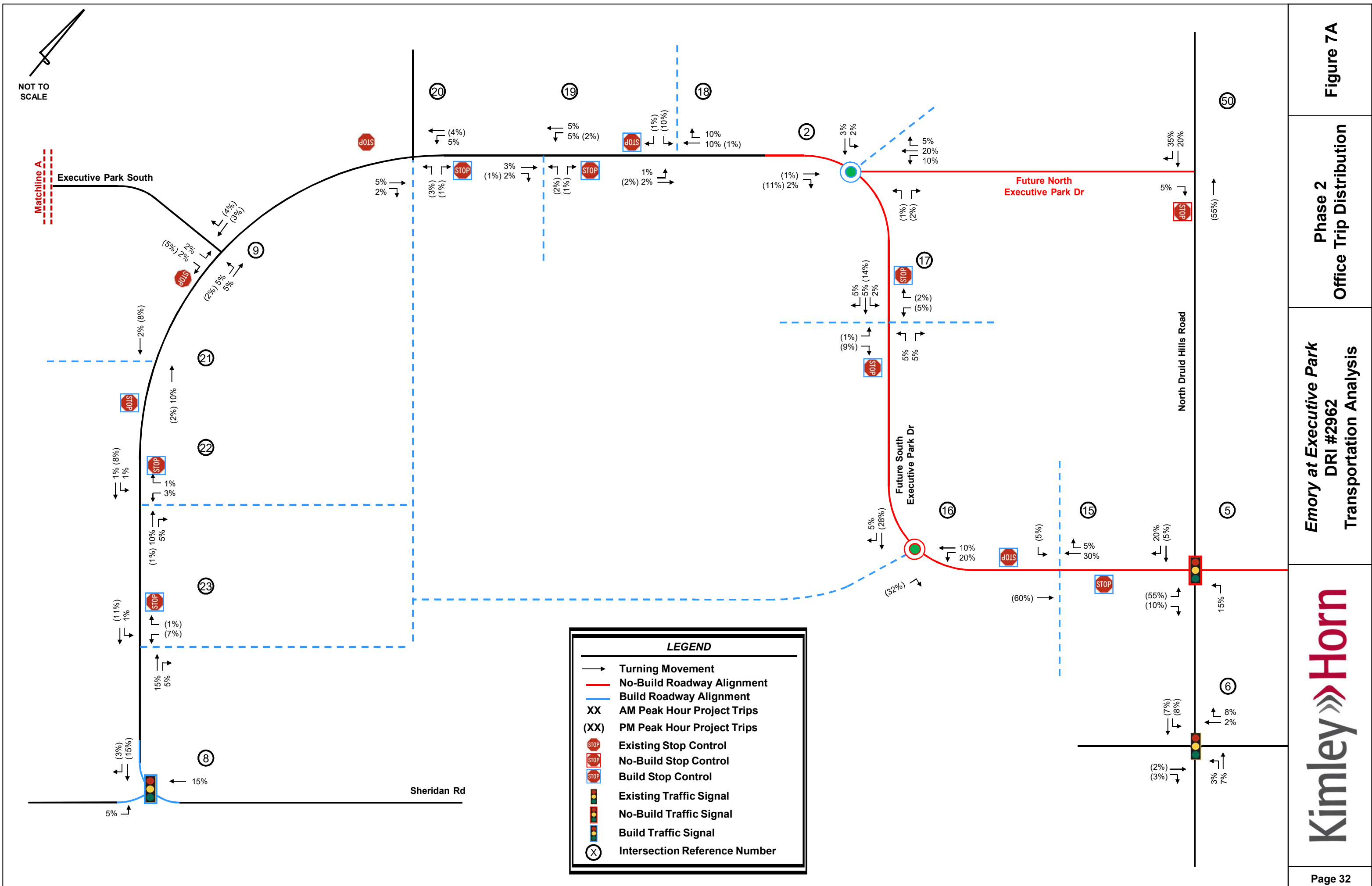
Existing Traffic Signal

No-Build Traffic Signal

Build Traffic Signal

Intersection Reference Number

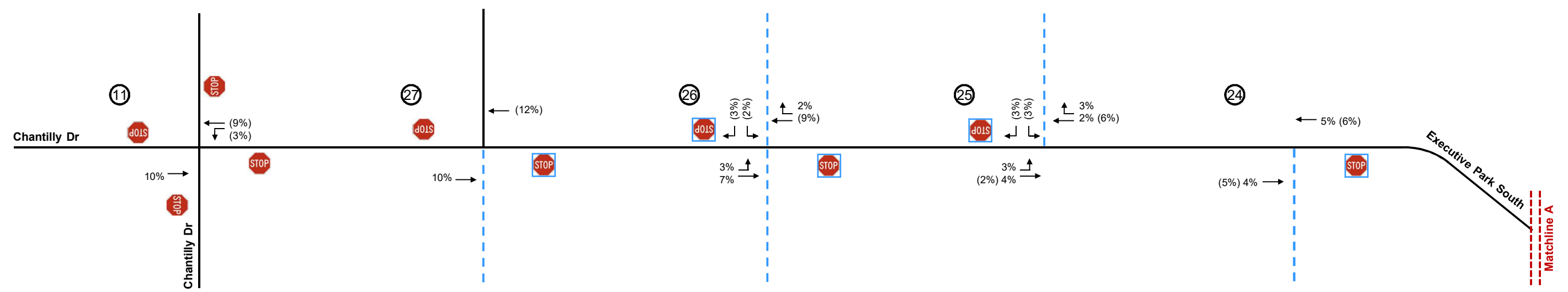


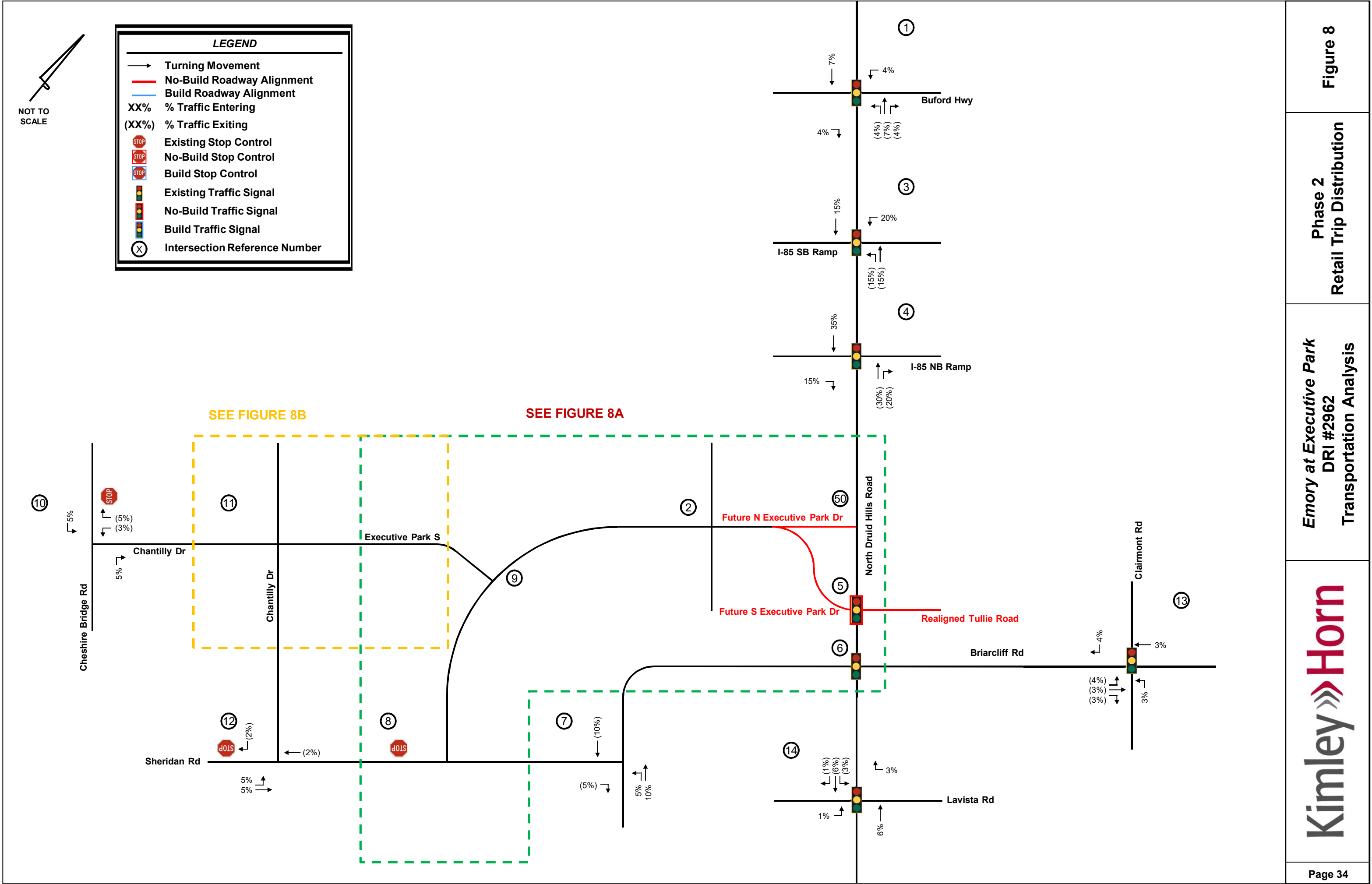


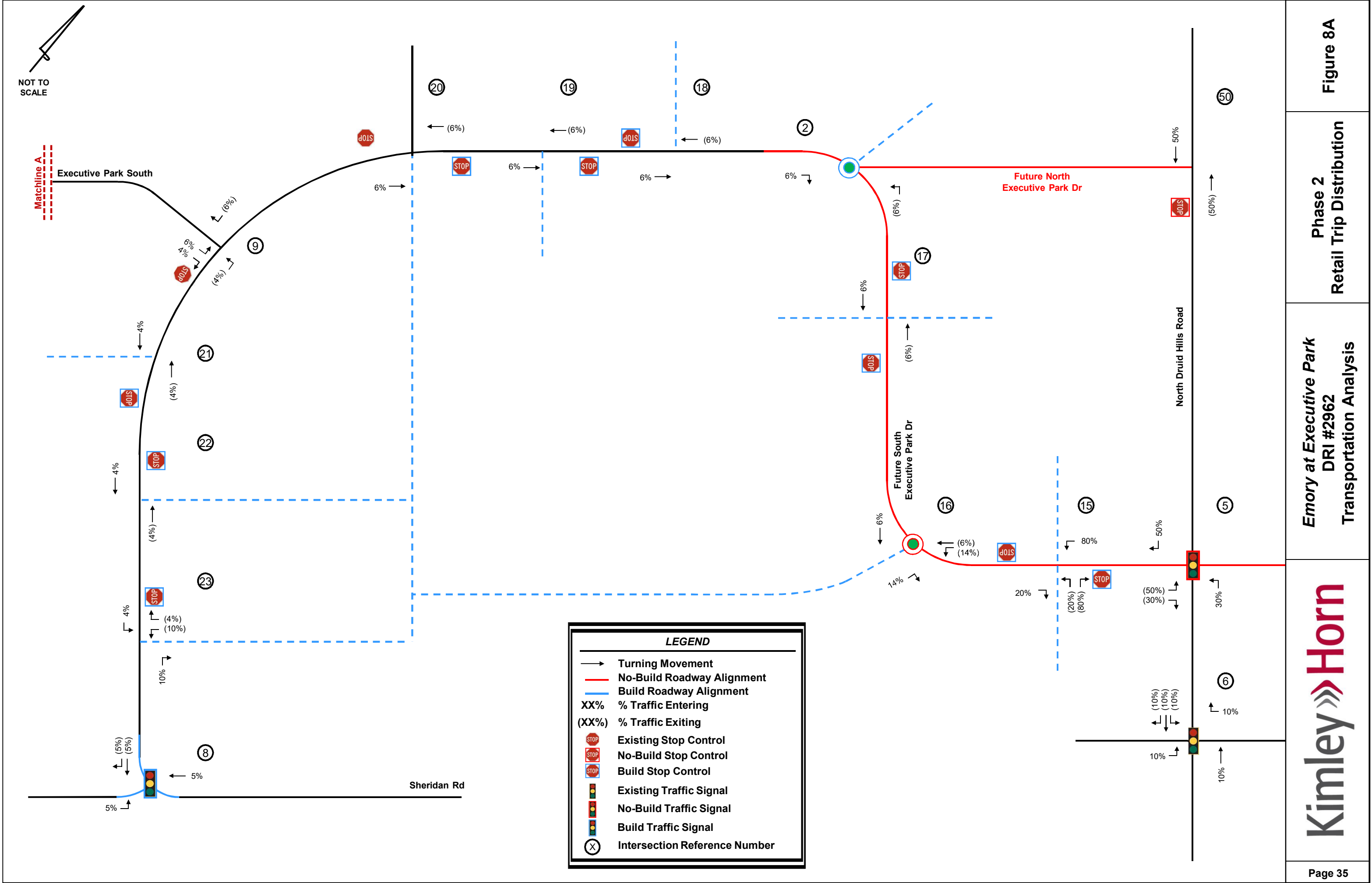
NOT TO
SCALE

LEGEND

- Turning Movement
- No-Build Roadway Alignment
- Build Roadway Alignment
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips
- Existing Stop Control
- No-Build Stop Control
- Build Stop Control
- Existing Traffic Signal
- No-Build Traffic Signal
- Build Traffic Signal
- Intersection Reference Number







NOT TO
SCALE

LEGEND

→ Turning Movement

— No-Build Roadway Alignment

— Build Roadway Alignment

XX% % Traffic Entering

(XX%) % Traffic Exiting

Existing Stop Control

No-Build Stop Control

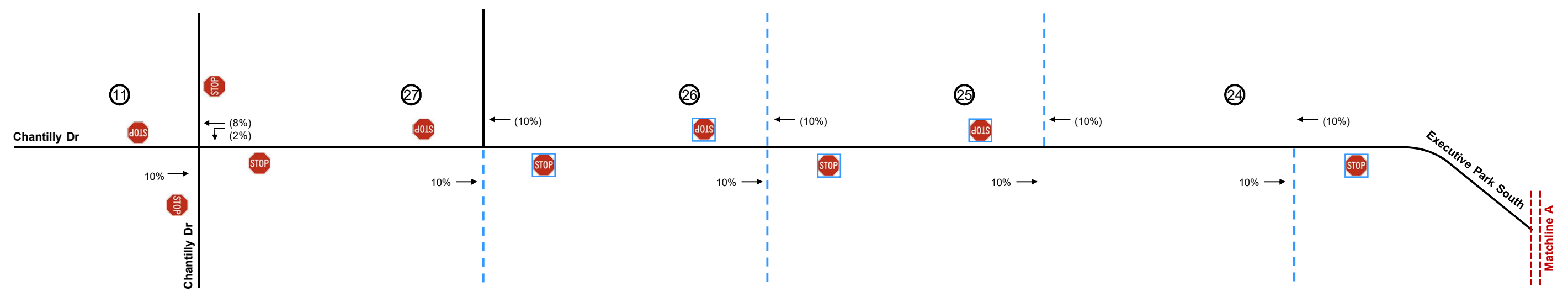
Build Stop Control

Existing Traffic Signal

No-Build Traffic Signal

Build Traffic Signal

Intersection Reference Number



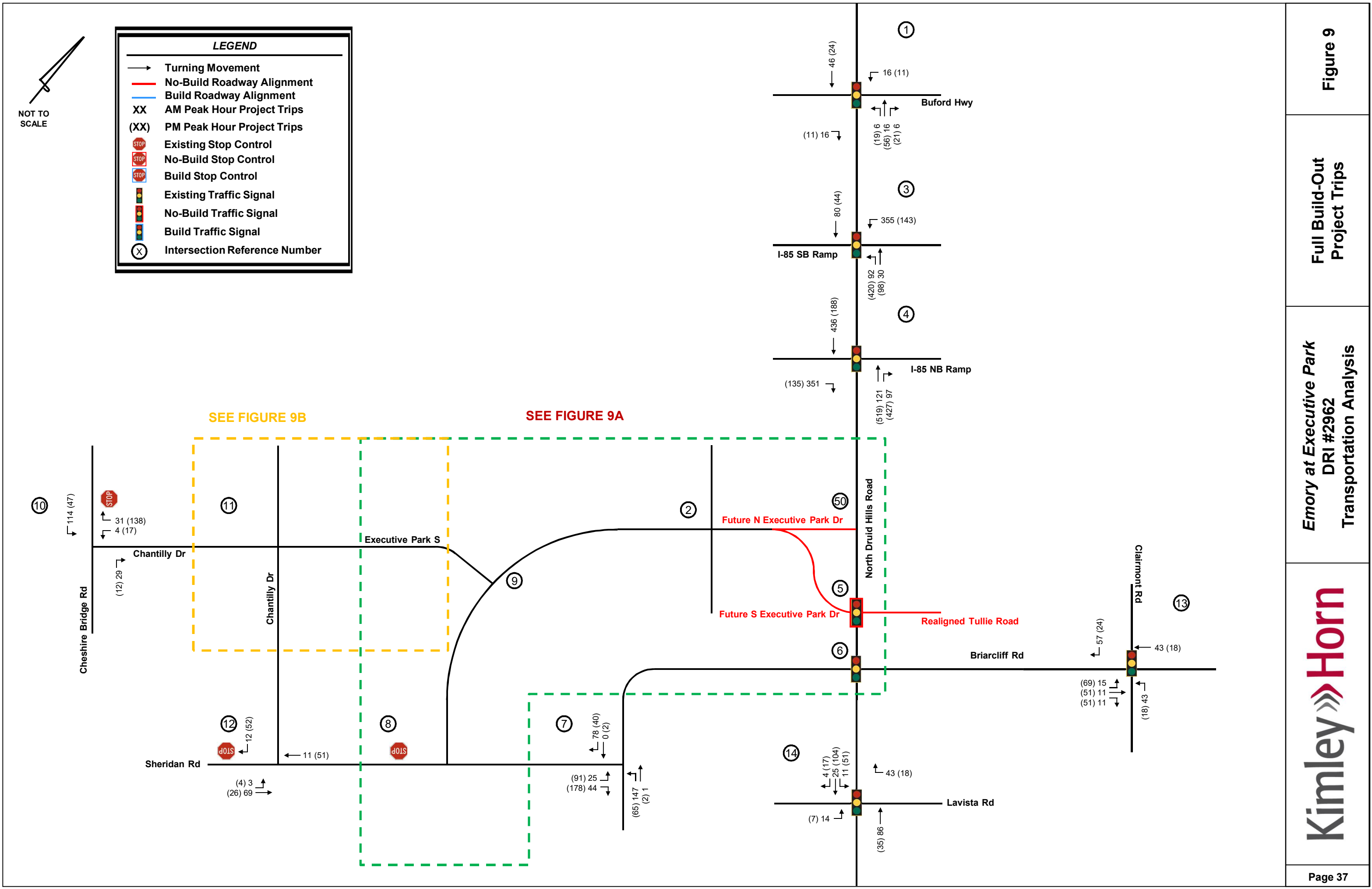
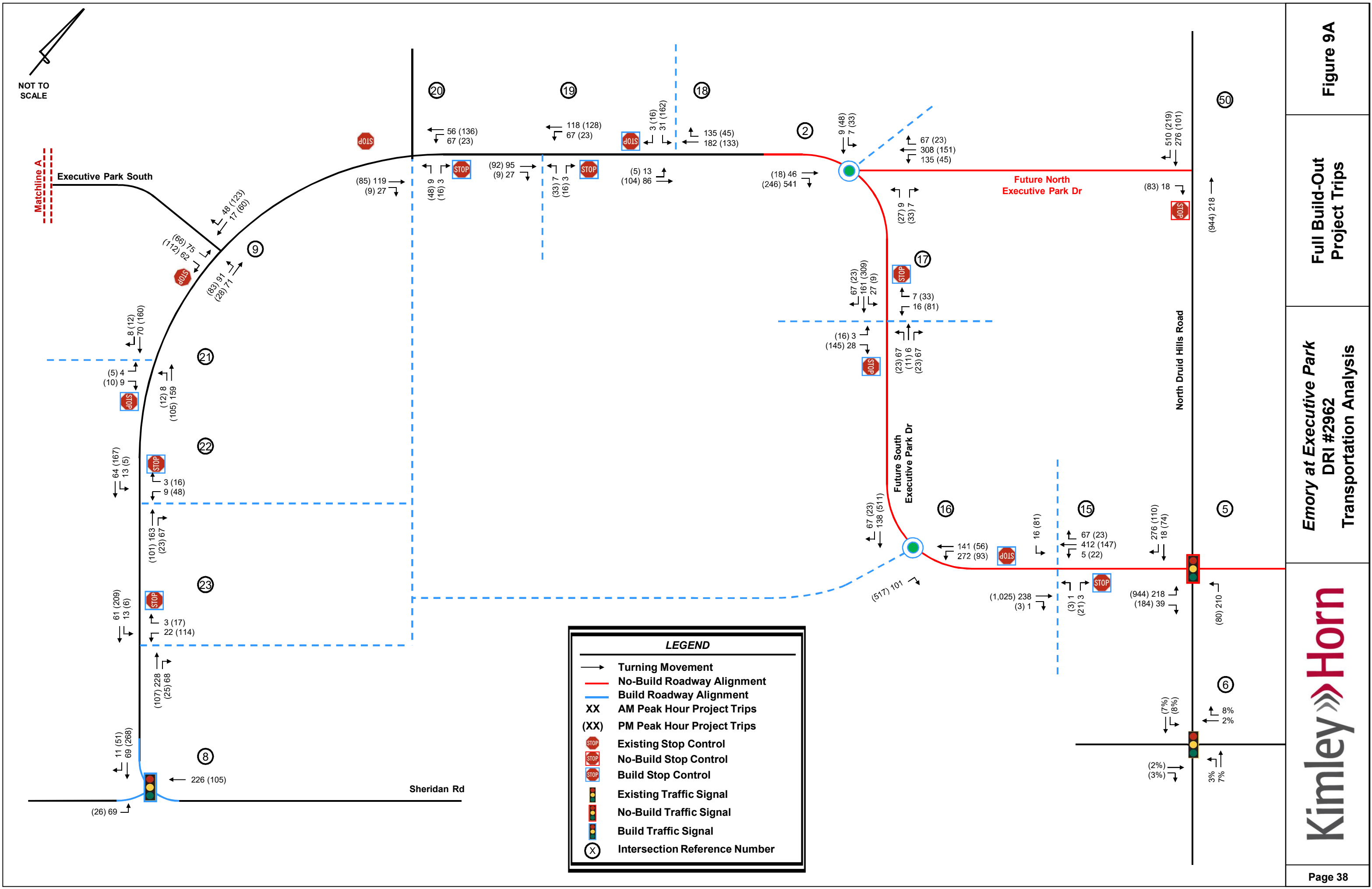


Figure 9

Full Build-Out
Project Trips

Emory at Executive Park
DRI #2962
Transportation Analysis



NOT TO
SCALE

LEGEND

→ Turning Movement

— No-Build Roadway Alignment

— Build Roadway Alignment

XX AM Peak Hour Project Trips

(XX) PM Peak Hour Project Trips

Existing Stop Control

No-Build Stop Control

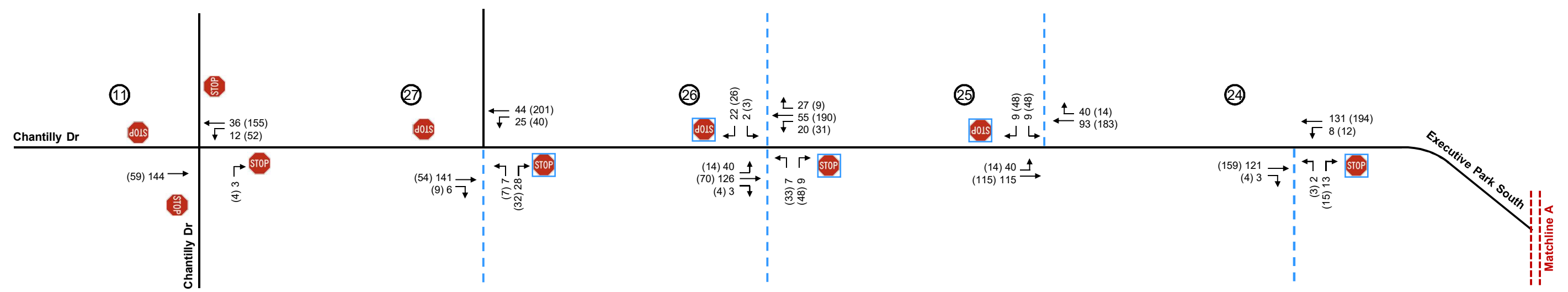
Build Stop Control

Existing Traffic Signal

No-Build Traffic Signal

Build Traffic Signal

Intersection Reference Number



6.0 TRAFFIC ANALYSIS

6.1 Existing 2019 Conditions

The vehicular volumes collected in November 2018 were grown at 0.5% for one year to account for the background traffic growth to year 2019. The 2019 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 10**, and the results of the capacity analyses for the Existing 2019 conditions are shown in **Table 6**. Detailed *Synchro* analysis reports are available upon request.

Table 6: Existing Year 2019 LOS Summary					
LOS (Delay in Seconds)					
Intersection	Control	Approach/ Control	LOS Std.	Existing 2019	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	E (55.3)	D (52.0)
2. Executive Park East @ Executive Park Drive	TWSC	NB	D	B (11.8)	B (11.6)
		WBL	D	A (8.5)	A (9.0)
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	E (68.4)	E (70.0)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	E (62.3)	D (51.2)
5. North Druid Hills Road (SR 42) @ Tullie Road/Executive Park Drive	Signal	Overall	D	D (47.2)	D (47.8)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	D (50.4)	D (36.8)
7. Briarcliff Road (SR 42) @ Sheridan Road	Signal	Overall	D	C (26.2)	B (13.2)
8. Executive Park Drive @ Sheridan Road	TWSC	SB	D	D (27.2)	D (34.5)
		EBL	D	B (10.3)	A (8.3)
9. Executive Park Drive @ Executive Park South	TWSC	EB	E	F (283.6)	E (36.7)
		NBL	D	B (11.1)	A (8.9)
10. Cheshire Bridge Road @ Chantilly Drive	TWSC	WB	E/D	F (71.5)	C (24.9)
		SBL	E/D	E (47.4)	C (19.5)
11. Executive Park South @ Chantilly Drive	AWSC	Overall	D	A (8.6)	A (8.2)
12. Chantilly Drive @ Sheridan Drive	TWSC	SB	D	B (11.7)	C (15.2)
		EBL	D	A (8.2)	A (8.1)
13. Clairmont Road (SR 155) @ Briarcliff Road	Signal	Overall	E	F (93.9)	E (57.1)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	D (48.6)	D (46.9)

As shown in **Table 6**, four (4) existing signalized 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.

NOT TO SCALE

LEGEND

→

Existing Roadway Laneage

XXAM Peak Hour Traffic Volume

(XX)PM Peak Hour Traffic Volume

STOP

Existing Stop Control

Existing Traffic Signal

X

Intersection Reference Number

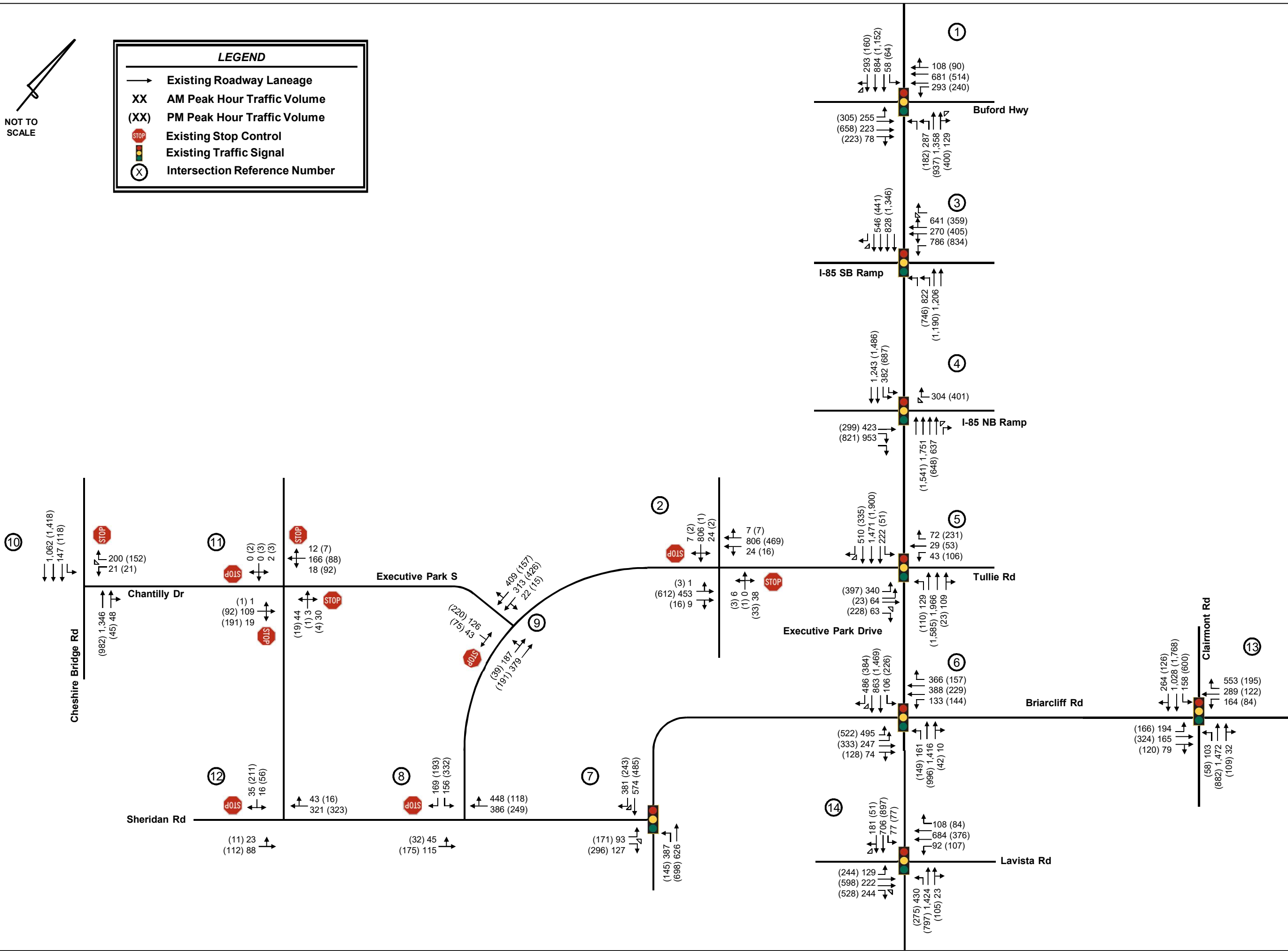


Figure 10

Existing 2019
Conditions

Emory at Executive Park
DRI #2962
Transportation Analysis

6.2 Projected 2029 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for ten (10) years at 0.5 percent per year throughout the study network. Additionally, the project trips anticipated to be generated by the Toll Brothers Residential development and Phase 1 of DRI #2789 were included. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed.

The Projected 2029 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2029 No-Build conditions are shown in **Figure 11**. The results of the capacity analyses for the Projected 2029 No-Build are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Projected 2029 No-Build LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Approach/ Control	LOS Std.	2029	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	E (64.0)	E (71.9)
2. Executive Park East @ Executive Park Drive	TWSC	NB	D	B (12.4)	B (12.0)
		WBL	D	A (8.7)	A (9.2)
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	F (107.3)	F (130.4)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	F (164.5)	F (127.5)
5. North Druid Hills Road (SR 42) @ Tullie Road/Executive Park Drive	Signal	Overall	D	E (71.0)	F (168.1)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	F (94.4)	E (62.6)
7. Briarcliff Road (SR 42) @ Sheridan Road	Signal	Overall	D	D (37.0)	C (20.1)
8. Executive Park Drive @ Sheridan Road	TWSC	SB	D	E (49.6)	F (72.5)
		EBL	D	B (10.6)	A (8.5)
9. Executive Park Drive @ Executive Park South	TWSC	EB	E	F (*)	F (96.9)
		NBL	D	B (11.8)	A (9.3)
10. Cheshire Bridge Road @ Chantilly Drive	TWSC	WB	E/D	F (*)	E (35.1)
		SBL	E/D	F (88.5)	C (23.1)
11. Executive Park South @ Chantilly Drive	AWSC	Overall	D	A (9.0)	A (8.7)
12. Chantilly Drive @ Sheridan Drive	TWSC	SB	D	B (12.0)	C (16.3)
		EBL	D	A (8.3)	A (8.1)
13. Clairmont Road (SR 155) @ Briarcliff Road	Signal	Overall	E	F (97.5)	F (165.8)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	E (57.8)	E (55.9)

As shown in **Table 7**, seven (7) signalized study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2029 No-Build conditions.

Based on the Projected 2029 No-Build conditions, the following improvements are recommended:

- Intersection #1: North Druid Hills Road (SR 42) @ Buford Highway (SR 13)
 - Construct one (1) eastbound right-turn lane along Buford Highway (SR 13).
 - Construct one (1) additional eastbound left-turn lane along Buford Highway (SR 13) (creating two (2) eastbound left-turn lanes).
 - Construct one (1) northbound channelized right-turn lane along North Druid Hills Road.
 - Construct one (1) additional westbound left-turn lane along Buford Highway (SR 13) (Creating two (2) westbound left-turn lanes).
- Intersection #3: North Druid Hills Road (SR 42) @ I-85 SB Ramp
 - Construct one (1) additional westbound left-turn lane along the I-85 southbound off-ramp (creating two (2) westbound left-turn lanes).
 - Restripe the westbound approach to include two (2) westbound left-turn lanes, one (1) westbound thru lane, one (1) westbound shared thru/right-turn lane, and one (1) right-turn lane.
- Intersection #4: North Druid Hills Road (SR 42) @ I-85 NB Ramp
 - Construct one (1) additional eastbound right-turn lane along the I-85 northbound off-ramp (creating three (3) eastbound right-turn lanes).
 - Construct one (1) additional northbound right-turn lane along North Druid Hills Road (creating two (2) northbound right-turn lanes).
- Intersection #5: North Druid Hills Road (SR 42) @ Relocated Tullie Road / Executive Park Drive
 - Construct one (1) northbound left-turn lane, and one (1) northbound right-turn lane along North Druid Hills Road.
 - Construct two (2) southbound left-turn lanes, and one (1) channelized southbound right-turn lane along North Druid Hills Road.
 - Construct two (2) eastbound left-turn lanes, one (1) eastbound thru lane, and one (1) channelized eastbound right-turn lane along relocated Executive Park Drive.
 - Provide two (2) westbound left-turn lanes, one (1) westbound thru lane, and one (1) free-flow westbound right turn lane along relocated Tullie Road.
- Intersection #6: North Druid Hills Road (SR 42) @ Briarcliff Road
 - Construct one (1) additional northbound thru lane along North Druid Hills Road (creating three (3) northbound thru lanes).
 - Construct one (1) additional southbound thru lane along North Druid Hills Road (creating three (3) southbound thru lanes).
- Intersection #13: Clairmont Road @ Briarcliff Road
 - Construct one (1) additional northbound thru lane along Clairmont Road (creating three (3) northbound thru lanes).
 - Construct one (1) additional southbound thru lane along Clairmont Road (creating three (3) southbound thru lanes).

- Intersection #14: North Druid Hills Road (SR 42) @ Lavista Road
 - Construct one (1) additional northbound left-turn lane along North Druid Hills Road (creating two (2) northbound left-turn lanes).

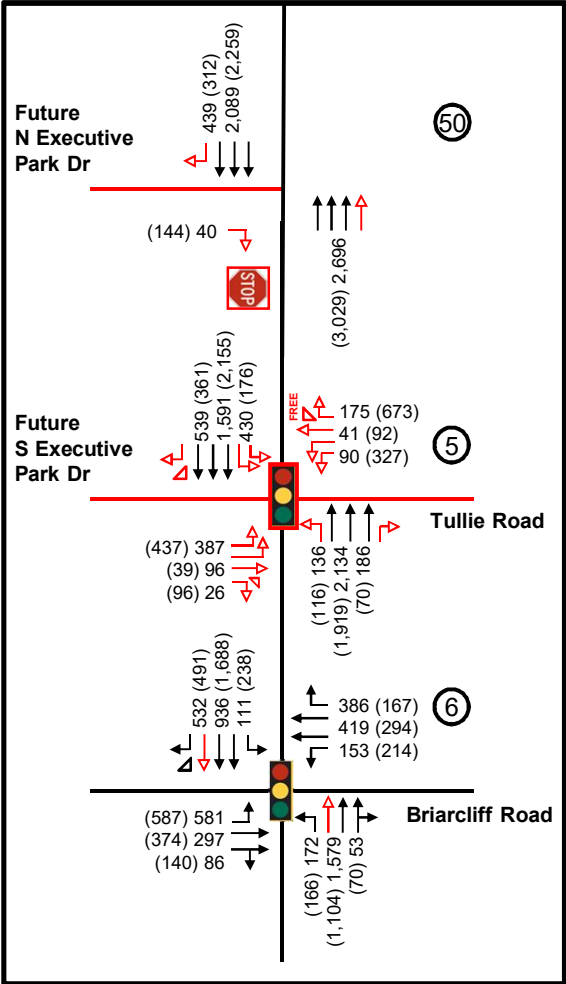
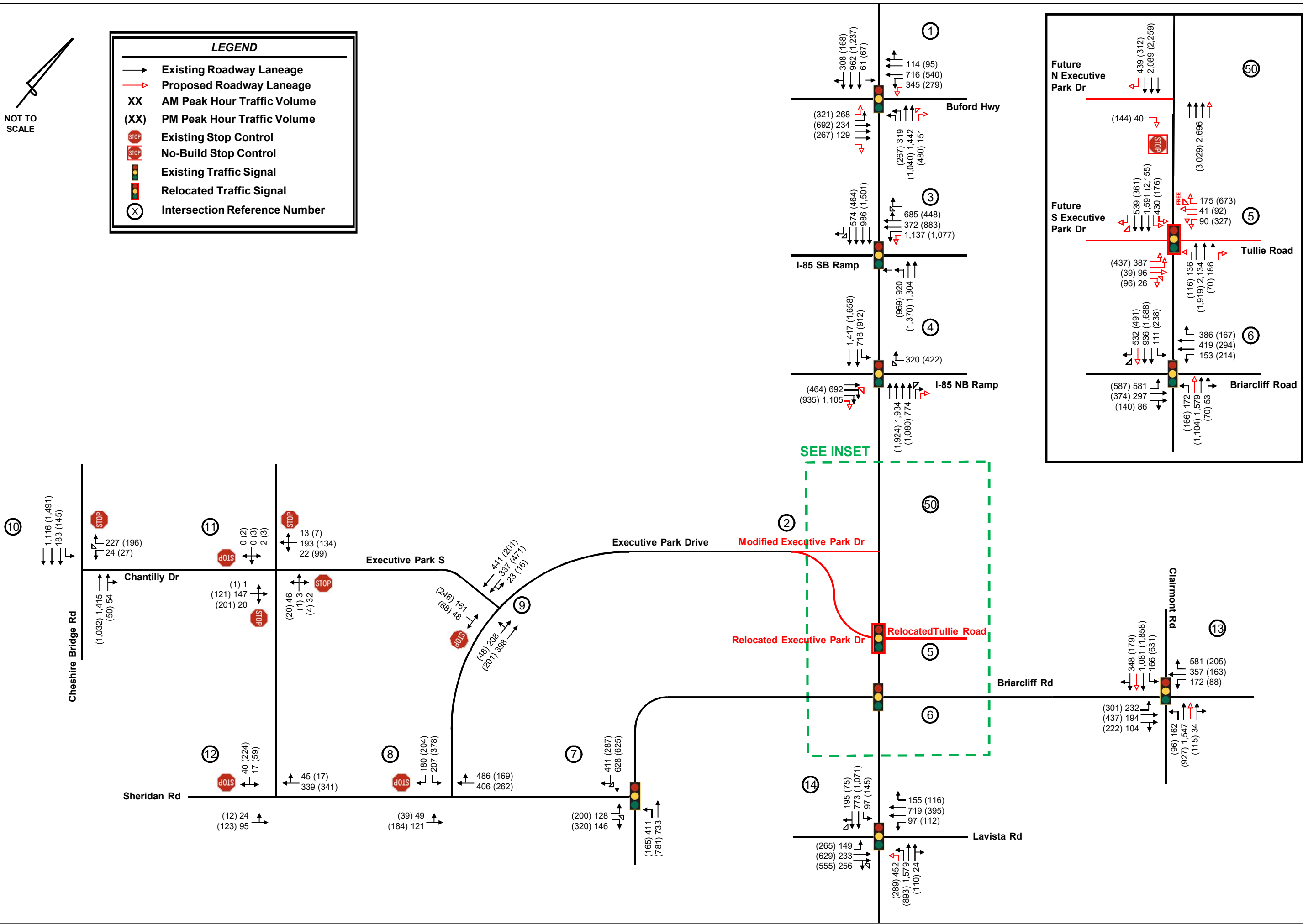
Table 8: Projected 2029 No-Build Improved LOS Summary*LOS (Delay in Seconds)*

Intersection	Control	Approach/ Control	LOS Std.	2029	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	D (53.5)	D (54.4)
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	D (53.8)	D (49.7)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	E (63.5)	D (42.9)
5. North Druid Hills Road (SR 42) @ Relocated Tullie Road/Executive Park Drive	Signal	Overall	D	D (37.4)	D (30.4)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	D (52.4)	D (53.2)
13. Clairmont Road (SR 155) @ Briarcliff Road	Signal	Overall	E	E (55.1)	D (52.8)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	D (53.9)	D (53.4)

NOT TO
SCALE

LEGEND

- Existing Roadway Laneage
- Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Stop Control
- No-Build Stop Control
- Existing Traffic Signal
- Relocated Traffic Signal
- Intersection Reference Number



6.3 Projected 2029 Build Conditions

The traffic associated with Phase 1 of the proposed *Emory at Executive Park* development was added to the Projected 2029 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed.

The intersection laneage and traffic volumes used for the Projected 2029 Build conditions are shown in **Figures 12, 12A, and 12B**. The results of the capacity analyses for the Projected 2029 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2029 Build LOS Summary

LOS (Delay in Seconds)

Intersection	Control	Approach/ Control	LOS Std.	2029 Build	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	E (65.2)	E (75.4)
2. Relocated Executive Park Drive @ Modified Executive Park Drive / Driveway 6	Roundabout	Delay	D	A (5.2)	A (4.9)
		V/C Ratio		0.31	0.29
		WB Queue		37'	25'
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	F (121.0)	F (137.0)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	F (177.4)	F (158.8)
5. North Druid Hills Road (SR 42) @ Relocated Tullie Road/Executive Park Drive	Signal	Overall	D	E (78.8)	F (201.8)
50. North Druid Hills Road (SR 42) @ Future North Executive Park Drive	TWSC	EB	D	E (39.9)	F (230.8)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	F (100.0)	E (64.3)
7. Briarcliff Road (SR 42) @ Sheridan Road	Signal	Overall	D	D (46.3)	C (26.0)
8. Executive Park Drive @ Sheridan Road	TWSC	SB	D	F (142.9)	F (181.5)
		EBL	D	B (11.5)	A (8.8)
9. Executive Park Drive @ Executive Park South	TWSC	EB	E	F (*)	F (*)
		NBL	D	B (12.8)	B (10.1)
10. Cheshire Bridge Road @ Chantilly Drive	TWSC	WB	E/D	F (68.0)	E (48.2)
		SBL	E/D	F (156.1)	D (25.3)
11. Executive Park South @ Chantilly Drive	AWSC	Overall	D	A (9.6)	A (9.4)
12. Chantilly Drive @ Sheridan Drive	TWSC	SB	D	B (12.2)	C (17.6)
		EBL	D	A (8.3)	A (8.2)
13. Clairmont Road (SR 23) @ Briarcliff Road	Signal	Overall	E	F (104.9)	F (179.0)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	E (59.9)	E (57.4)
16. Relocated Executive Park Drive @ Proposed Dwy 3	Roundabout	Delay	D	A (3.8)	A (4.0)
		V/C Ratio		0.40	0.45
		SB Queue		66'	80'

Table 9 Continued: Projected 2029 Build LOS Summary LOS (Delay in Seconds)					
17. Future South Executive Park Drive @ Proposed Dwy 4 / Proposed Dwy 5	TWSC	NBL	D	A (8.9)	A (8.7)
		SBL	D	A (0.0)	A (0.0)
		EB	D	B (11.4)	B (12.3)
		WB	D	A (0.0)	A (0.0)
21. Executive Park Drive @ Proposed Dwy 10	TWSC	NBL	D	A (8.3)	A (9.1)
		EB	D	B (11.9)	B (13.3)
22. Executive Park Drive @ Proposed Dwy 11	TWSC	SBL	D	A (9.0)	A (7.7)
		WB	D	B (14.7)	B (11.6)
23. Executive Park Drive @ Executive Park West / Proposed Dwy 12	TWSC	SBL	D	A (9.2)	A (7.9)
		WB	D	C (21.0)	C (16.1)
24. Executive Park South @ Proposed Dwy 13	TWSC	NB	D	B (12.3)	B (12.1)
		WBL	D	A (8.0)	A (8.3)
26. Executive Park South @ Proposed Dwy 15 / Proposed Dwy 16	TWSC	NB	D	B (12.0)	B (12.2)
		SB	D	A (0.0)	A (0.0)
		EBL	D	A (0.0)	A (0.0)
		WBL	D	A (8.0)	A (8.3)
27. Executive Park South @ Emory University Dwy / Proposed Dwy 17	TWSC	NB	D	B (13.3)	B (12.2)
		SB	D	D (25.5)	C (17.8)
		EBL	D	A (9.1)	A (0.0)
		WBL	D	A (7.9)	A (8.1)

As shown in **Table 9**, seven (7) out of fourteen (14) signalized 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.

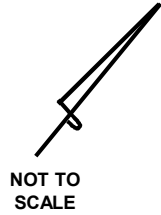
In addition to the system improvements under the Projected 2029 No-Build conditions to serve the background road network traffic, the following system improvements would be required to maintain the desired level of service (alternative improvements are recommended in a later section):

- Intersection #5: North Druid Hills Road (SR 42) @ Relocated Tullie Road / Executive Park Drive
 - Construct one (1) additional northbound left-turn lane along North Druid Hills Road (creating two (2) northbound left-turn lanes).
- Intersection #8: Executive Park Drive @ Sheridan Road
 - Realign Executive Park Drive with Sheridan Road and install a traffic signal if warranted.
 - Provide one (1) northbound left-turn lane and one (1) northbound thru lane.
 - Provide one (1) southbound thru lane and one (1) southbound channelized right-turn lane.
 - Provide one (1) eastbound left-turn lane and one (1) eastbound right turn lane.

- Intersection #9: Executive Park Drive @ Executive Park South
 - Install a traffic signal if warranted.
 - Construct one (1) eastbound right-turn lane along Executive Park South (creating one (1) eastbound right-turn lane and one (1) eastbound left-turn lane).

Table 10: Projected 2029 Build Improved LOS Summary*LOS (Delay in Seconds)*

Intersection	Control	Approach/ Control	LOS Std.	2029 Build	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	D (54.6)	D (54.4)
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	E (63.8)	E (60.2)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	E (64.0)	D (45.4)
5. North Druid Hills Road (SR 42) @ Relocated Tullie Road/Executive Park Drive	Signal	Overall	D	D (40.6)	D (41.9)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	D (53.3)	D (53.8)
8. Executive Park Drive @ Sheridan Road	Signal	Overall	D	B (17.9)	B (15.4)
9. Executive Park Drive @ Executive Park South	Signal	Overall	D	B (12.6)	B (13.8)
13. Clairmont Road (SR 23) @ Briarcliff Road	Signal	Overall	E	E (55.8)	E (56.7)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	D (54.4)	D (53.6)



LEGEND

Existing Roadway Laneage

No-Build Roadway Laneage

Build Roadway Laneage

XX

AM Peak Hour Traffic Volume

(XX)

PM Peak Hour Traffic Volume

STOP

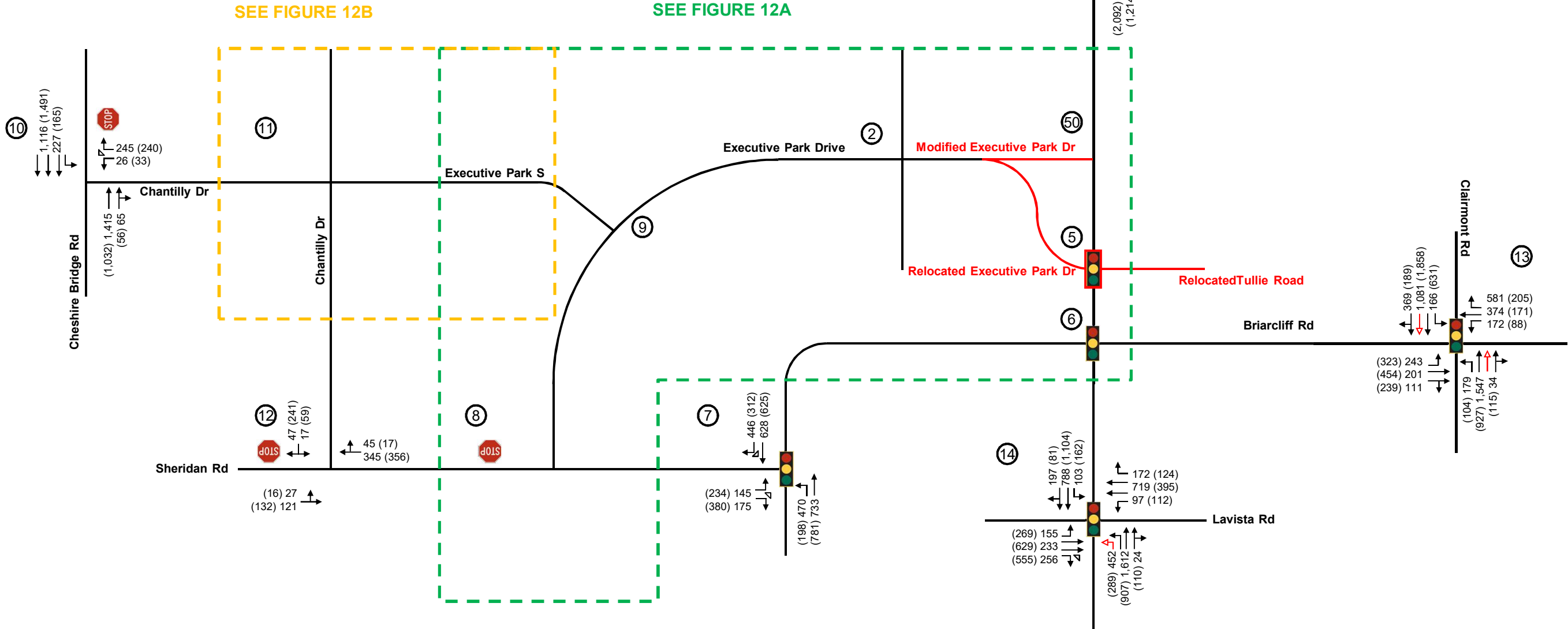
Existing Stop Control

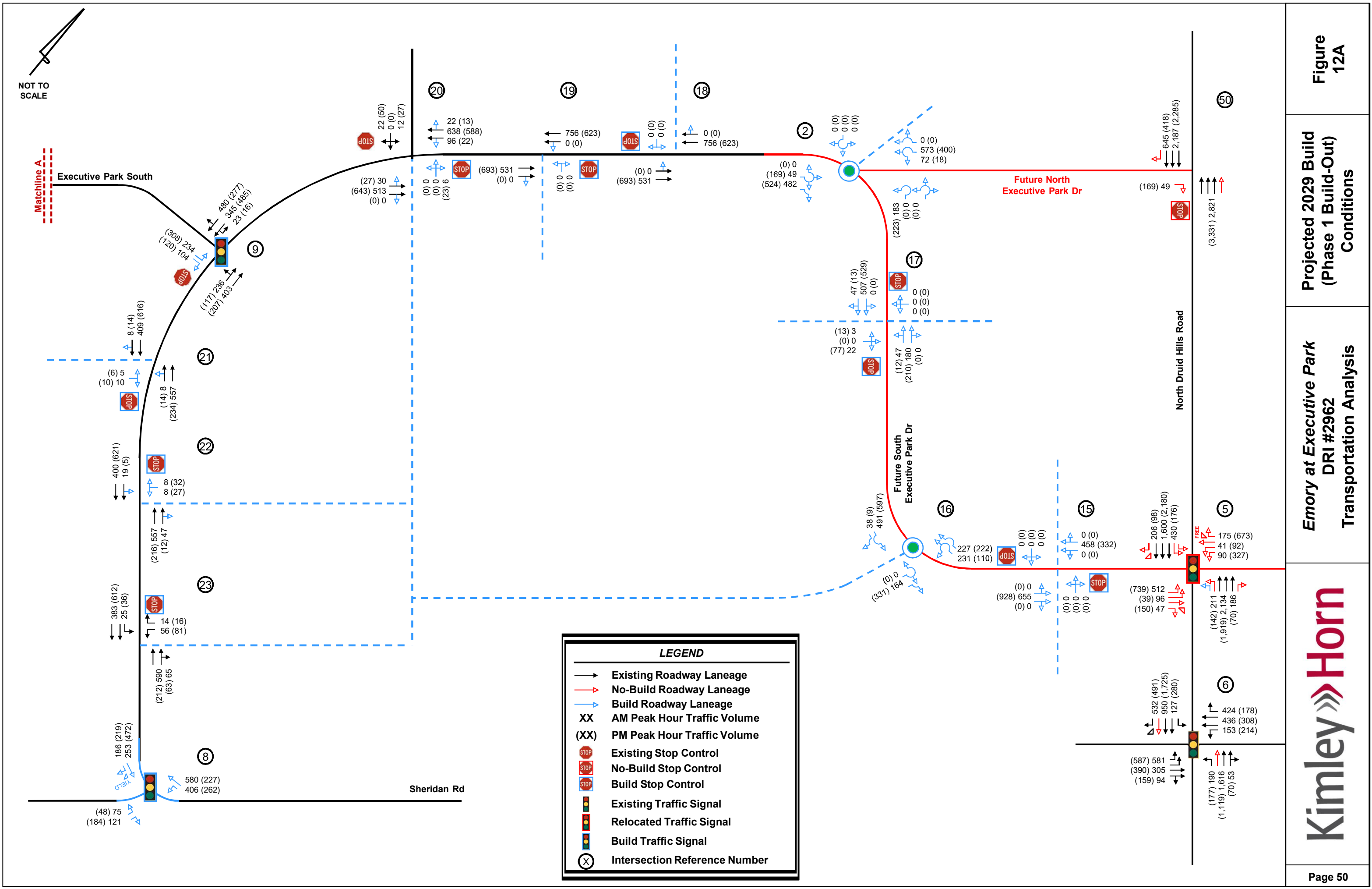
Existing Traffic Signal

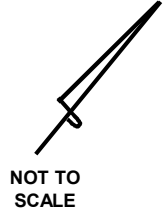
No-Build Traffic Signal

(X)

Intersection Reference Number







LEGEND

- Existing Roadway Laneage
- Build Roadway Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Stop Control
- Build Stop Control
- Intersection Reference Number

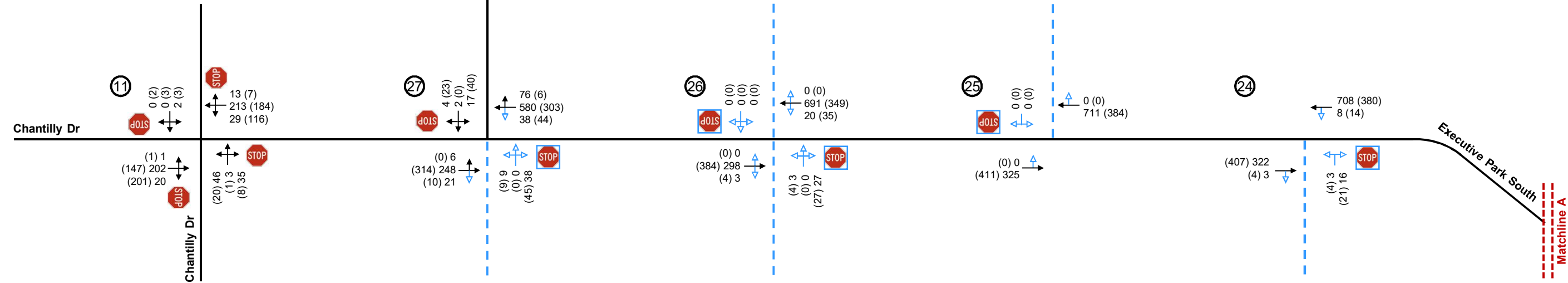


Figure 12B

Projected 2029 Build (Phase 1 Build-Out) Conditions

Emory at Executive Park DRI #2962 Transportation Analysis

6.4 Projected 2034 No-Build Conditions

The Projected 2029 Build traffic volumes were grown for five (5) years at 0.5 percent per year throughout the study network, plus the addition of the Phase 1 projects trips that are anticipated to be generated by the Emory at Executive Park development, and the addition of the Phase 2 project trips that are anticipated to be generated by DRI #2789 (full build-out). These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed.

The intersection laneage and traffic volumes used for the Projected 2029 Build conditions are shown in **Figures 13, 13A, and 13B**. The results of the capacity analyses for the Projected 2029 Build conditions are shown in **Table 11**. Detailed *Synchro* analysis reports are available upon request.

Table 11: Projected 2034 No-Build LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Approach	LOS Std.	2034 No-Build	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	E (70.7)	F (84.4)
2. Relocated Executive Park Drive @ Modified Executive Park Drive / Driveway 6	Roundabout	Delay	D	A (5.3)	A (5.0)
		V/C Ratio		0.32	0.29
		WB Queue		38'	25'
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	F (145.9)	F (175.1)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	F (233.8)	F (209.9)
5. North Druid Hills Road (SR 42) @ Relocated Tullie Road/Executive Park Drive	Signal	Overall	D	F (100.9)	F (*)
50. North Druid Hills Road (SR 42) @ Future North Executive Park Drive	Signal	EB	D	E (47.1)	F (*)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	F (113.8)	E (71.9)
7. Briarcliff Road (SR 42) @ Sheridan Road	Signal	Overall	D	D (51.1)	C (28.5)
8. Executive Park Drive @ Sheridan Road	TWSC	SB	D	F (165.2)	F (202.6)
		EBL	D	B (11.7)	A (8.8)
9. Executive Park Drive @ Executive Park South	TWSC	EB	E	F (*)	F (*)
		NBL	D	B (13.2)	B (10.3)
10. Cheshire Bridge Road @ Chantilly Drive	TWSC	WB	E/D	F (82.7)	F (61.5)
		SBL	E/D	F (206.1)	D (27.8)
11. Executive Park South @ Chantilly Drive	AWSC	Overall	D	A (9.8)	A (9.6)
12. Chantilly Drive @ Sheridan Drive	TWSC	SB	D	B (12.4)	C (18.3)
		EBL	D	A (8.3)	A (8.2)
13. Clairmont Road (SR 23) @ Briarcliff Road	Signal	Overall	E	F (128.4)	F (228.1)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	E (67.7)	E (62.2)
16. Relocated Executive Park Drive @ Proposed Dwy 3	Roundabout	Delay	D	A (3.9)	A (4.1)
		V/C Ratio		0.42	0.46
		SB Queue		71'	85'

*Delay exceeds 300 sec

Table 11 Continued: Projected 2034 No-Build LOS Summary
LOS (Delay in Seconds)

17. Future South Executive Park Drive @ Proposed Dwy 4 / Proposed Dwy 5	TWSC	NBL	D	A (9.0)	A (8.8)
		SBL	D	A (0.0)	A (0.0)
		EB	D	B (11.6)	B (12.5)
		WB	D	A (0.0)	A (0.0)
21. Executive Park Drive @ Proposed Dwy 10	TWSC	NBL	D	A (8.3)	A (9.1)
		EB	D	B (12.0)	B (13.4)
22. Executive Park Drive @ Proposed Dwy 11	TWSC	SBL	D	A (9.0)	A (7.8)
		WB	D	C (15.0)	B (11.7)
23. Executive Park Drive @ Executive Park West / Proposed Dwy 12	TWSC	SBL	D	A (9.3)	A (8.0)
		WB	D	C (21.7)	C (16.5)
24. Executive Park South @ Proposed Dwy 13	TWSC	NB	D	B (12.5)	B (12.4)
		WBL	D	A (8.1)	A (8.3)
26. Executive Park South @ Proposed Dwy 15 / Proposed Dwy 16	TWSC	NB	D	B (12.2)	B (12.4)
		SB	D	A (0.0)	A (0.0)
		EBL	D	A (0.0)	A (0.0)
		WBL	D	A (8.0)	A (8.3)
27. Executive Park South @ Emory University Dwy / Proposed Dwy 17	TWSC	NB	D	B (13.7)	B (12.4)
		SB	D	D (26.7)	C (18.8)
		EBL	D	A (9.2)	A (0.0)
		WBL	D	A (8.0)	A (8.1)

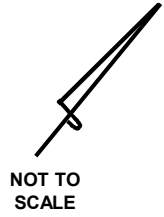
As shown in **Table 11**, seven (7) out of fourteen (14) signalized study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2034 No-Build conditions.

In addition to the system improvements under the Projected 2029 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):

- Intersection #3: North Druid Hills Road (SR 42) @ I-85 SB Ramp
 - Construct one (1) additional northbound left-turn lane along North Druid Hills Road (creating three (3) left-turn lanes to turn onto the I-85 southbound on-ramp).
 - Ensure the I-85 southbound on-ramp is wide enough to receive three (3) lanes.

Table 12: Projected 2034 No-Build Improved LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Approach/ Control	LOS Std.	2034 No-Build	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	E (66.6)	D (54.5)
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	D (53.4)	D (51.7)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	E (75.8)	D (48.3)
5. North Druid Hills Road (SR 42) @ Relocated Tullie Road/Executive Park Drive	Signal	Overall	D	D (42.8)	D (45.5)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	D (53.9)	E (54.1)
8. Executive Park Drive @ Sheridan Road	Signal	Overall	D	B (18.2)	B (15.6)
9. Executive Park Drive @ Executive Park South	Signal	Overall	D	B (14.8)	B (14.3)
13. Clairmont Road (SR 23) @ Briarcliff Road	Signal	Overall	E	E (66.5)	E (73.8)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	D (54.6)	D (54.1)



LEGEND

- Existing Roadway Laneage
- Projected 2029 No-Build Roadway Laneage
- Projected 2034 No-Build Roadway Laneage
- Projected 2029 Build Roadway Laneage
- Projected 2034 Build Roadway Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Stop Control
- Existing Traffic Signal
- Relocated Traffic Signal
- Intersection Reference Number

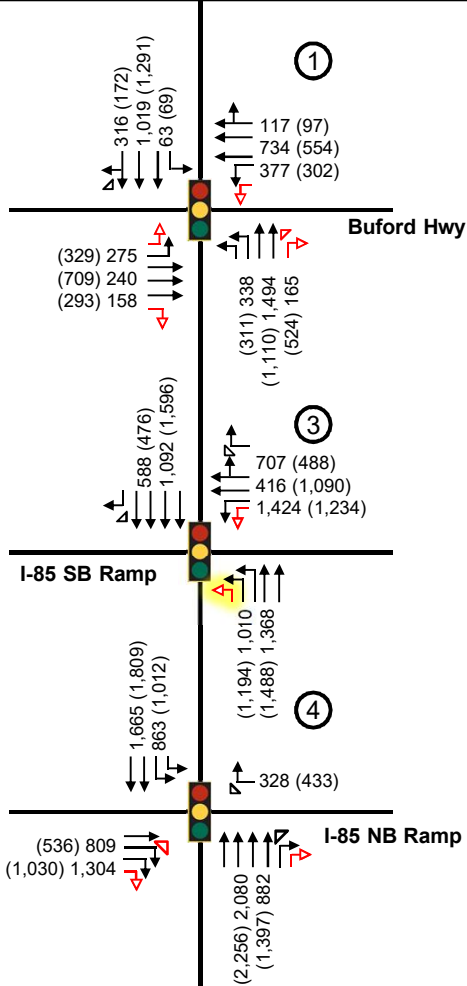
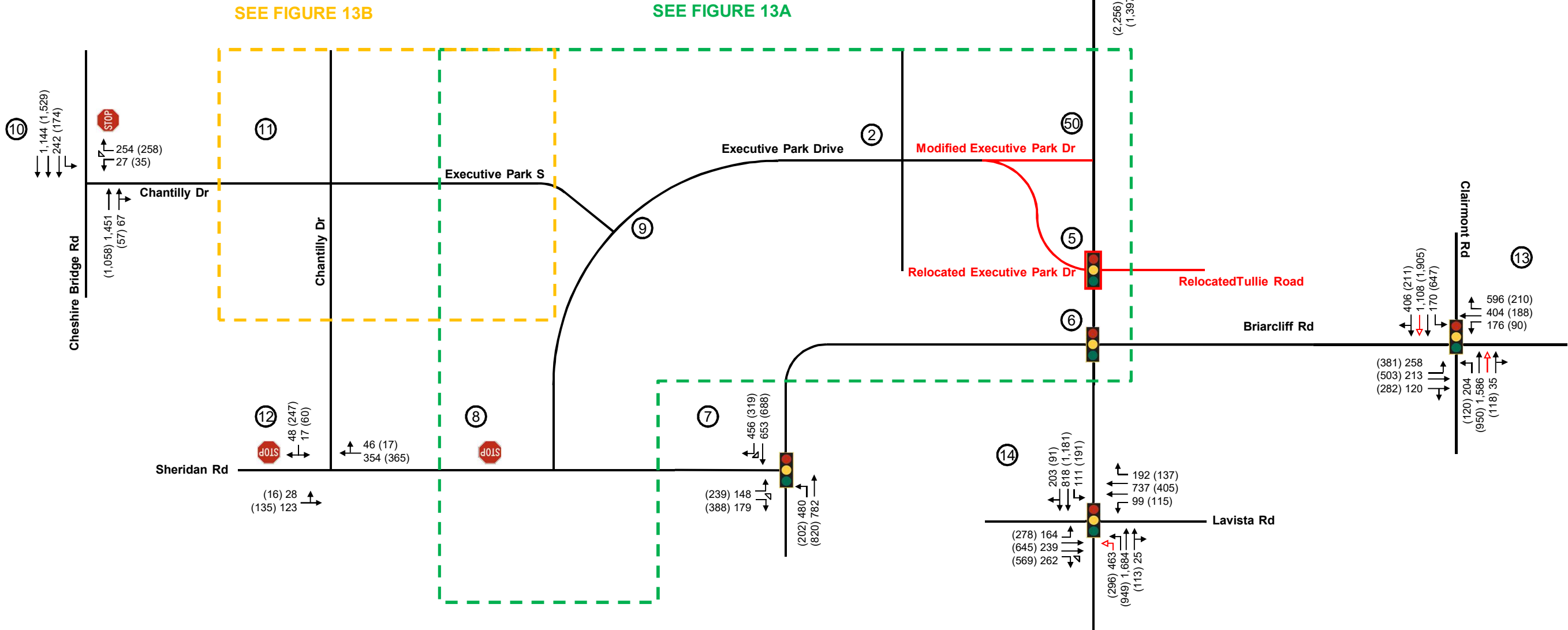
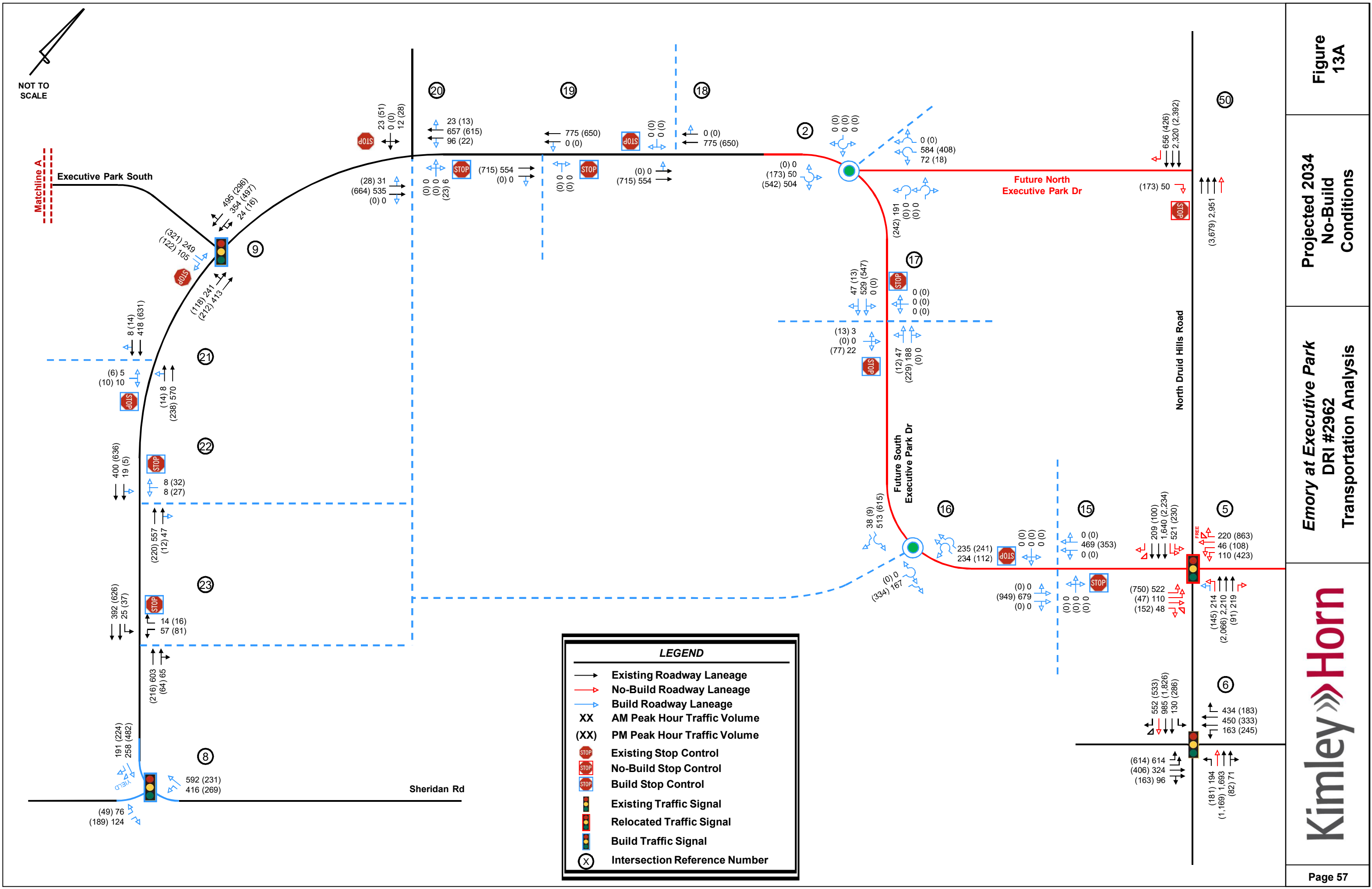
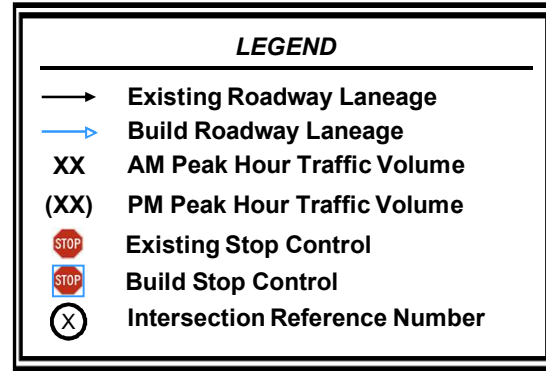


Figure 13

Projected 2034
No-Build
Conditions

Emory at Executive Park
DRI #2962
Transportation Analysis





Projected 2034 No-Build Conditions

Emory at Executive Park
DRI #2962
Transportation Analysis

6.5 Projected 2034 Build Conditions

The project trips that are anticipated to be generated by Phase 2 the Emory at Executive Park development (full build-out) were added to the Projected 2034 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed.

The intersection laneage and traffic volumes used for the Projected 2029 Build conditions are shown in **Figures 14, 14A, and 14B**. The results of the capacity analyses for the Projected 2029 Build conditions are shown in **Table 13**. Detailed *Synchro* analysis reports are available upon request.

Table 13: Projected 2034 Build LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Approach/ Control	LOS Std.	2034 Build	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	E (71.6)	F (88.7)
2. Relocated Executive Park Drive @ Modified Executive Park Drive / Driveway 6	Roundabout	Delay	D	A (6.8)	A (6.1)
		V/C Ratio		0.47	0.40
		WB Queue		67'	30'
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	F (172.9)	F (195.9)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	F (254.2)	F (292.6)
5. North Druid Hills Road (SR 42) @ Relocated Tullie Road/Executive Park Drive	Signal	Overall	D	F (149.1)	F (*)
50. North Druid Hills Road (SR 42) @ Future North Executive Park Drive	Signal	EB	D	F (66.0)	F (*)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	F (120.8)	F (94.4)
7. Briarcliff Road (SR 42) @ Sheridan Road	Signal	Overall	D	D (53.3)	D (39.8)
8. Executive Park Drive @ Sheridan Road	TWSC	SB	D	F (*)	F (*)
		EBL	D	B (13.6)	A (9.1)
9. Executive Park Drive @ Executive Park South	TWSC	EB	E	F (*)	F (*)
		NBL	D	C (15.2)	B (11.0)
10. Cheshire Bridge Road @ Chantilly Drive	TWSC	WB	E/D	F (99.6)	F (122.6)
		SBL	E/D	F (371.6)	D (32.4)
11. Executive Park South @ Chantilly Drive	AWSC	Overall	D	B (11.0)	B (11.9)
12. Chantilly Drive @ Sheridan Drive	TWSC	SB	D	B (12.6)	C (22.2)
		EBL	D	A (8.3)	A (8.3)
13. Clairmont Road (SR 23) @ Briarcliff Road	Signal	Overall	E	F (166.7)	F (231.9)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	E (70.4)	E (69.7)
16. Relocated Executive Park Drive @ Proposed Dwy 3	Roundabout	Delay	D	A (4.8)	A (8.2)
		V/C Ratio		0.52	0.78
		SB Queue		102'	347'

*Delay exceeds 300s

Table 13 Continued: Projected 2034 Build LOS Summary
LOS (Delay in Seconds)

15. Future South Executive Park Drive @ Proposed Dwy 1 / Proposed Dwy 2	TWSC	NB	D	C (16.5)	E (35.9)
		SB	D	E (36.1)	F (201.3)
		WBL	D	A (9.6)	C (16.1)
17. Future South Executive Park Drive @ Proposed Dwy 4 / Proposed Dwy 5	TWSC	NBL	D	A (9.5)	A (9.9)
		SBL	D	A (7.9)	A (7.8)
		EB	D	B (12.6)	C (17.9)
		WB	D	C (17.2)	D (30.5)
18. Executive Park Drive @ Proposed Dwy 7	TWSC	SB	D	D (34.4)	F (107.6)
		EBL	D	B (10.5)	A (9.3)
19. Executive Park Drive @ Proposed Dwy 8	TWSC	NB	D	C (24.0)	D (26.4)
		WBL	D	A (9.2)	A (9.5)
20. Executive Park Drive @ Proposed Dwy 9	TWSC	NB	D	D (33.3)	F (51.4)
		SB	D	C (23.4)	D (25.8)
		EBL	D	A (9.4)	A (9.3)
		WBL	D	A (9.2)	A (9.3)
21. Executive Park Drive @ Proposed Dwy 10	TWSC	NBL	D	A (8.4)	A (9.6)
		EB	D	B (12.4)	B (14.7)
22. Executive Park Drive @ Proposed Dwy 11	TWSC	SBL	D	A (9.6)	A (7.9)
		WB	D	C (20.0)	C (15.4)
23. Executive Park Drive @ Executive Park West / Proposed Dwy 12	TWSC	SBL	D	B (10.0)	A (8.2)
		WB	D	D (32.5)	D (27.7)
24. Executive Park South @ Proposed Dwy 13	TWSC	NB	D	B (12.6)	B (13.5)
		WBL	D	A (8.1)	A (8.6)
25. Executive Park South @ Proposed Dwy 14	TWSC	SB	D	C (22.6)	C (19.5)
		EBL	D	A (9.9)	A (8.4)
26. Executive Park South @ Proposed Dwy 15 / Proposed Dwy 16	TWSC	NB	D	B (12.9)	B (13.1)
		SB	D	D (25.7)	C (21.8)
		EBL	D	A (9.7)	A (8.5)
		WBL	D	A (8.1)	A (8.4)
27. Executive Park South @ Emory University Dwy / Proposed Dwy 17	TWSC	NB	D	C (16.2)	B (13.6)
		SB	D	D (31.6)	C (24.2)
		EBL	D	A (9.3)	A (0.0)
		WBL	D	A (8.2)	A (8.2)

As shown in **Table 13**, seven (7) out of fourteen (14) signalized study intersections are projected to operate below their acceptable overall level-of-service standard during at least one peak hour for the Projected 2034 Build conditions.

In addition to the system improvements under the Projected 2034 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):

- Intersection #4: North Druid Hills Road (SR 42) @ I-85 NB Ramp
 - Construct one (1) additional eastbound thru lane along the I-85 northbound off-ramp (creating two (2) thru lanes).
- Intersection #5: North Druid Hills Road @ Relocated Tullie Road / Executive Park Drive
 - Construct one (1) additional eastbound left-turn lane along relocated Executive Park Drive (creating three (3) eastbound left-turn lanes).
 - Convert the eastbound channelized right-turn lane to Free-Flow conditions.
- Intersection #13: Clairmont Road @ Briarcliff Road
 - Construct one (1) additional eastbound left-turn lane along Briarcliff Road (creating two (2) eastbound left-turn lanes).

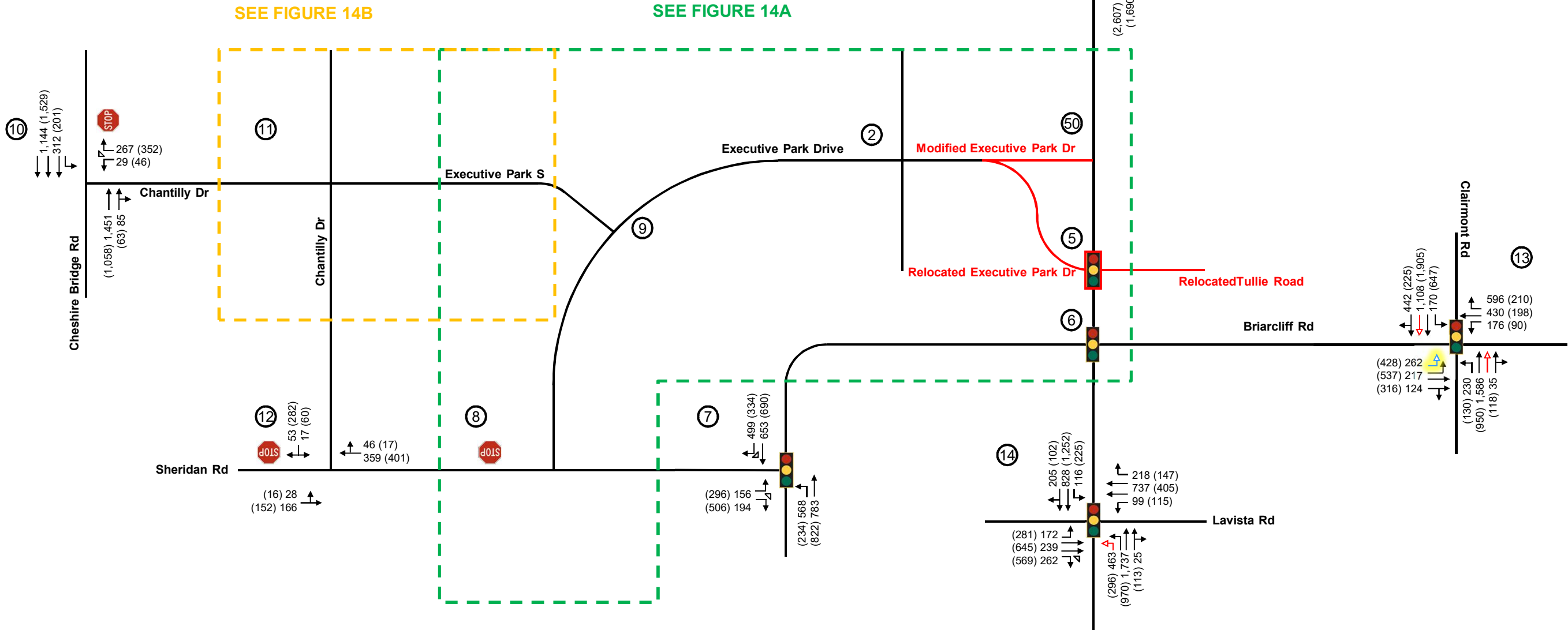
Table 14: Projected 2034 Build Improved LOS Summary
LOS (Delay in Seconds)

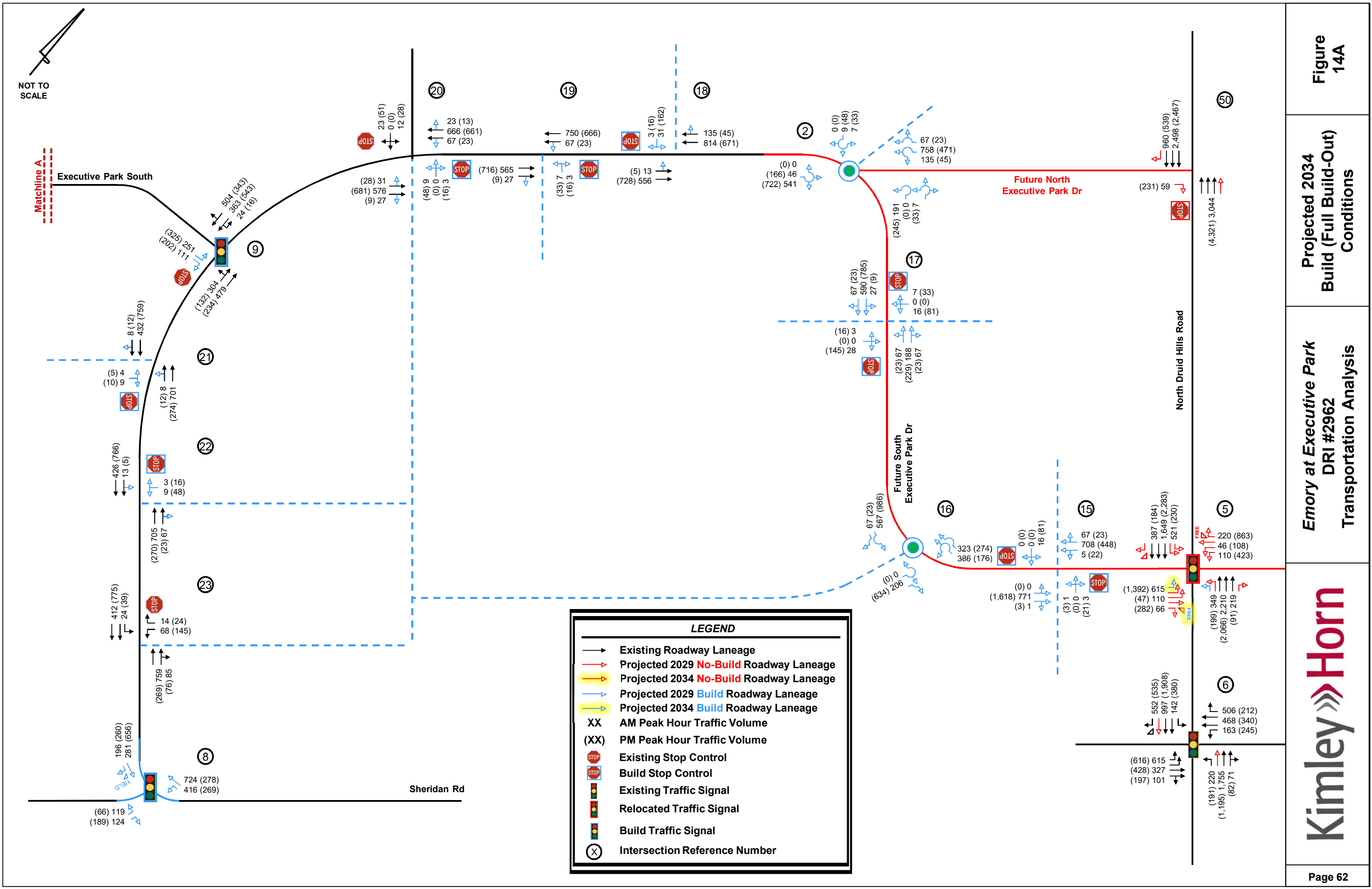
Intersection	Control	Approach/ Control	LOS Std.	2034 Build	
				AM Peak	PM Peak
1. North Druid Hills Road (SR 42) @ Buford Highway (SR 13)	Signal	Overall	E/D	E (68.0)	D (54.7)
3. North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	E (74.4)	E (68.5)
4. North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	D (53.5)	D (52.3)
5. North Druid Hills Road (SR 42) @ Relocated Tullie Road/Executive Park Drive	Signal	Overall	D	D (42.9)	D (53.5)
6. North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Signal	Overall	D	D (54.6)	D (54.3)
8. Executive Park Drive @ Sheridan Road	Signal	Overall	D	B (14.1)	B (12.2)
9. Executive Park Drive @ Executive Park South	Signal	Overall	D	C (31.2)	B (19.3)
13. Clairmont Road (SR 23) @ Briarcliff Road	Signal	Overall	E	E (73.2)	E (79.4)
14. North Druid Hills Road @ Lavista Road (SR 236)	Signal	Overall	D	D (54.7)	D (54.6)

NOT TO
SCALE

LEGEND

- Existing Roadway Laneage
- Projected 2029 No-Build Roadway Laneage
- Projected 2034 No-Build Roadway Laneage
- Projected 2029 Build Roadway Laneage
- Projected 2034 Build Roadway Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Stop Control
- Existing Traffic Signal
- Relocated Traffic Signal
- Intersection Reference Number

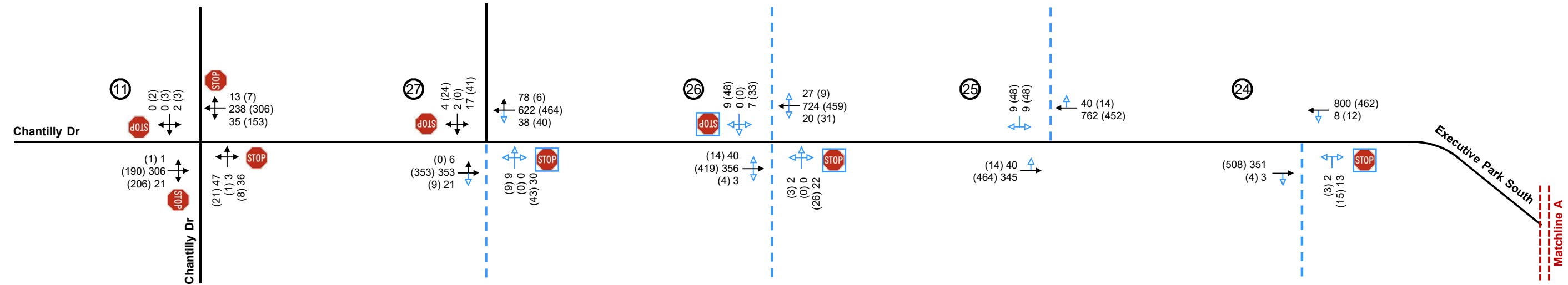




NOT TO
SCALE

LEGEND

- Existing Roadway Laneage
- Build Roadway Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Stop Control
- Build Stop Control
- Intersection Reference Number



6.6 Projected 2034 Build Alternative Conditions

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 2034 Build Alternative conditions are shown in **Figures 15**. The results of the capacity analyses for the Projected 2034 Build Alternative conditions for the signalized intersections along North Druid Hills Road (SR 42) are shown in **Table 15**. Detailed *Synchro* analysis reports are available upon request.

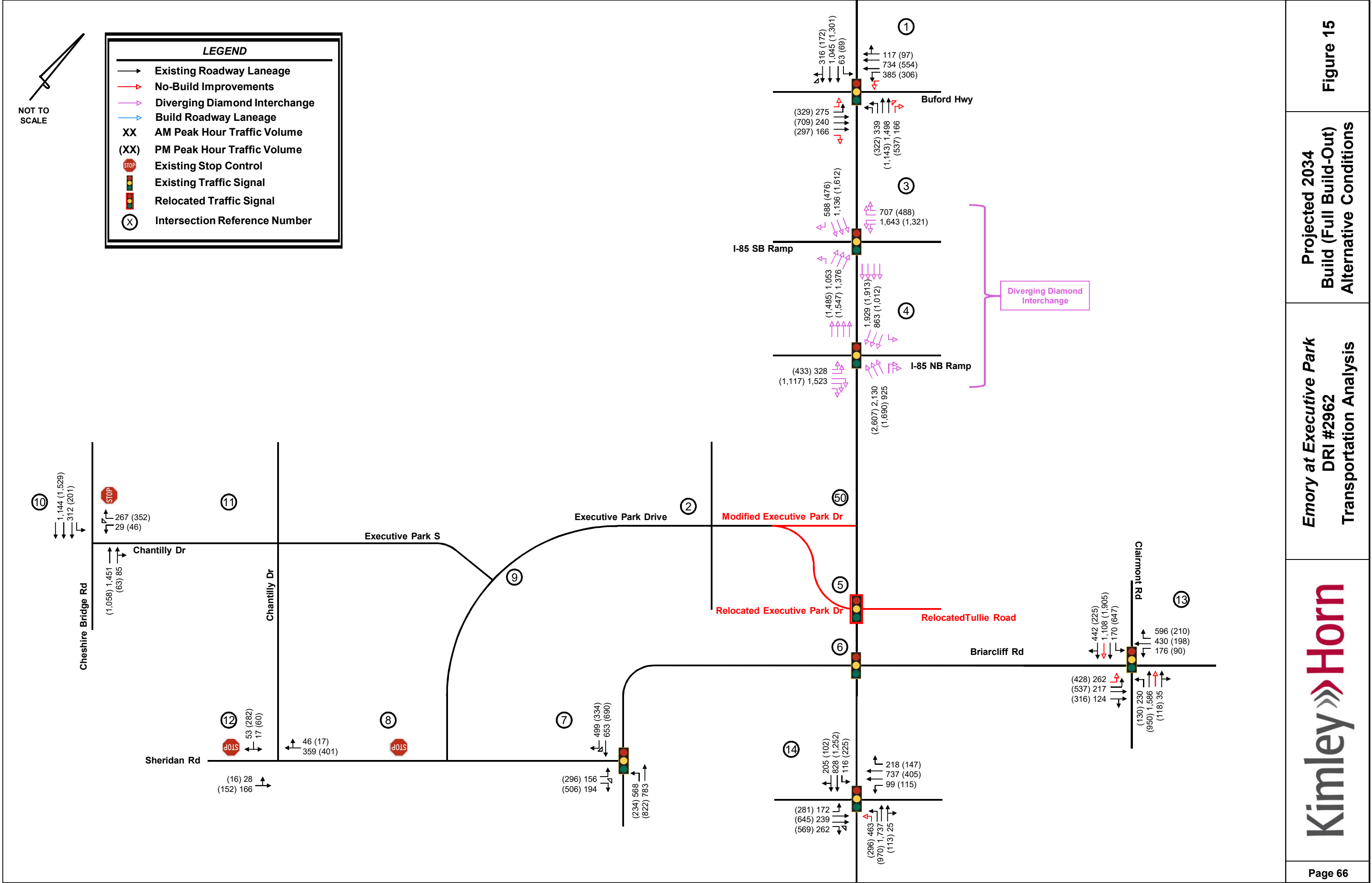
Table 15: Projected 2034 Build Alternative Level-of-Service Summary LOS (delay in seconds)						
#	Intersection	Control	Approach/ Movement	LOS Std.	Projected 2034 Build Alternative	
					AM Peak Hour	PM Peak Hour
3	North Druid Hills Road (SR 42) @ I-85 SB Ramps	Signal	Overall	E	D (38.3)	B (15.2)
4	North Druid Hills Road (SR 42) @ I-85 NB Ramps	Signal	Overall	E/D	C (24.4)	D (52.6)

As shown in **Table 15**, 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 D and B during the AM and PM peak hours, respectively. The I-85 NB Ramp (Intersection #3) is projected to operate at LOS C and D during the AM and PM peak hours, respectively.

It should be noted that the Projected 2034 Build Alternative conditions take into account the improvements under the Projected 2034 Build Improved conditions outside of the I-85 interchange along North Druid Hills Road (SR 42).

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 *Emory at Executive Park* development is proposed at seventeen (17) 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 10.0*. The results of the capacity analyses for these intersections (LOS, delay, and recommended laneage) are reported in *Section 6.3 – Section 6.5* of this report.

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 16** below.

Table 16: Programmed Improvements			
#	Year	Project ID	Project Description
1	2021	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-382	I-85 North interchange improvements at SR 42 / North Druid Hills Road

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

9.0 INTERNAL CIRCULATION ANALYSIS

Vehicular access to the *Emory at Executive Park* development is proposed to occur via five (5) proposed driveways along the future South Executive Park Drive, seven (7) proposed driveways along the modified North Executive Park Drive, and five (5) proposed driveway along Executive Park South.

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.

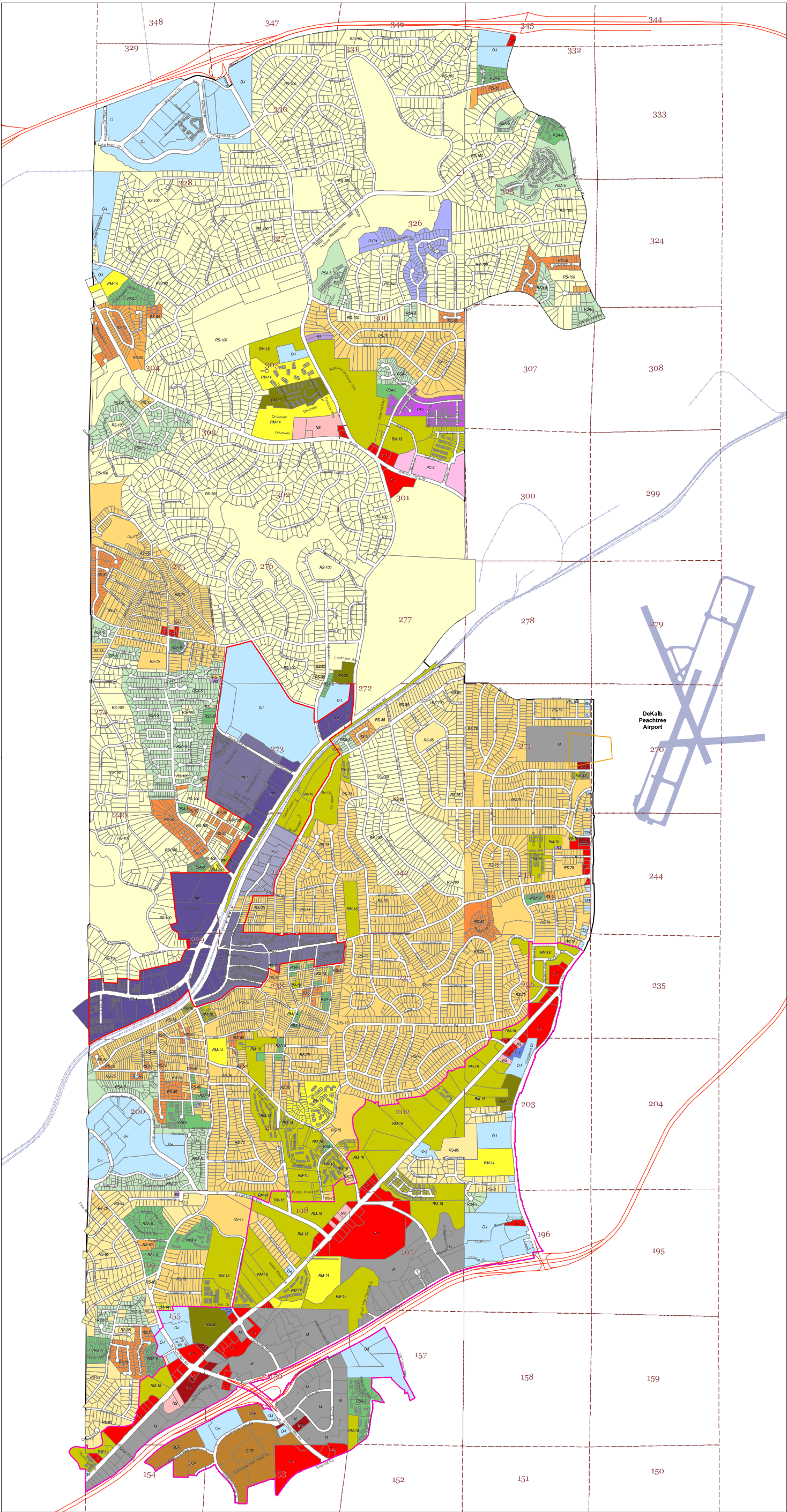
Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is conservatively estimated to be 1.2% daily, 4.3% for the AM peak hour, and 2.4% 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 *Emory at Executive Park* 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



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Incorporated 17 December 1912

Official Zoning Map

Adopted: January 10, 2013

Readopted: August 12, 2014

Readopted: January 12, 2016

Readopted: January 23, 2018

Readopted: November 27, 2018



Legend

- Expressway
- Railroads
- PDK Runway
- Land Lot
- *All Land Lots are located in District 18

Zoning Districts

- PR-1 (Peachtree Road-1)
- PR-2 (Peachtree Road-2)
- PR-3 (Peachtree Road-3)
- RS-100 (Single-Family Residential)
- RS-85 (Single-Family Residential)
- RS-75 (Single-Family Residential)
- RS-60 (Single-Family Residential)
- RS-50 (Single-Family Residential)
- RSA-5 (Single-Family Residential)
- RSA-8 (Single-Family Residential)
- R-CH (Single-Family Cluster Residential) Repealed (Legacy District)
- R3 (Two- and Three-Family Residential)
- PC-2 (Pedestrian Community)
- TND (Traditional Neighborhood Development) Repealed (Legacy District)
- RM-14 (Multifamily Residential)
- RM-18 (Multifamily Residential)
- RM-30 (Multifamily Residential)
- O-I (Office-Institution)
- O-D (Office-Distribution)
- OCR (Office-Commercial-Residential)
- NS (Neighborhood Shopping)
- C-1 (Local Commercial)
- C-2 (General Commercial)
- M (Industrial)

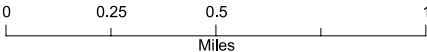
The following are Zoning Districts within the City of Brookhaven (Currently no properties contain these Zoning Districts:)

- NCD (Neighborhood Conservation)
- R-NCD (Neighborhood Conservation)
- O-I-T (Office-Institution-Transitional)
- M-2 (Industrial)
- PC-1 and PC-3 (Pedestrian Community)

Overlay Districts

- Peachtree Road Overlay District (PRO)
- Airport Compatible Use Overlay District
- Buford Highway Overlay District

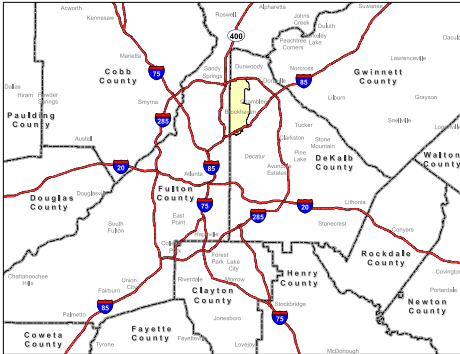
*Environmentally Sensitive Land Overlay (No overlay adopted as of 17 December 2012)



Revised November 27, 2018 to reflect the most recent zoning actions.

Updated by the City of Brookhaven IT/GIS Department December 3, 2018

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Appendix B

Proposed Site Plan

INTERSTATE HIGHWAY 85 LIMITED ACCESS
(VARIABLE WIDTH R/W)



SITE PLAN LEGEND:

- EXISTING PROPERTY LINE
- PARCEL BOUNDARY LIMITS (480 AC)
- PROPOSED BUILDING

SITE NOTES:

DRI #2962
480 AC AREA
CURRENT ZONING: OCR (OFFICE-COMMERCIAL-RESIDENTIAL)
OWNER: EMORY UNIVERSITY

PROGRAM:
TOTAL RESIDENTIAL UNITS PER ACRE PER CITY OF BROOKHAVEN CODE OF ORDINANCES: 30
PARCEL A: 0
PARCEL B: 0
PARCEL C: 37.3
PARCEL D: 6.18
TOTAL: 43.48

FLOOR AREA RATIO:

PER CITY OF BROOKHAVEN CODE OF ORDINANCES:
PARCEL A: 1.50
PARCEL B: 2.92
PARCEL C: 0.72
PARCEL D: 1.45
TOTAL: 6.59

CONTACTS:

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PHONE: (404) 727-8439

ATTORNEY:
MORRIS, MANNING & MARTIN, LLP
3343 PEACHTREE RD NE
ATLANTA, GA 30326
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PHONE: (404) 419-8700

CIVIL ENGINEER:
KIM ELY JARVIS AND ASSOCIATES
817 WEST PEACHTREE STREET, NW
ATLANTA, GA 30309
PHONE: (404) 419-8700

NOTE:
• PROPOSED USES AND SQUARE FOOTAGE MAY BE TOTAL GSF AND THE AGGREGATE GSF ALLOWED FOR EACH USE IS NOT EXCEED
• PROPOSED PRIVATE ROADS MAY CHANGE AND BUILDING PADS MAY CHANGE TO ACCOMMODATE THESE ROADS
• SIDEWALKS TO BE PROVIDED IN ACCORDANCE WITH CITY OF BROOKHAVEN STANDARDS
• BROOKHAVEN STANDARDS IN ACCORDANCE WITH CITY OF BROOKHAVEN CODE OF ORDINANCES

Site Data Table

Parcel A - 5.09 Acres (+/-)					Parcel B - 39.79 Acres (+/-)					Parcel C - 9.91 Acres (+/-)					Parcel D - 5.30 Acres (+/-)				
Use	Maximum Gross SF (GSF)	Beds/Units/Keys	Minimum Parking Spaces Required***	Parking Notes	Use	Maximum Gross SF (GSF)	Beds/Units/Keys	Minimum Parking Spaces Required***	Parking Notes	Use	Maximum Gross SF (GSF)	Beds/Units/Keys	Minimum Parking Spaces Required***	Parking Notes	Use	Maximum Gross SF (GSF)	Beds/Units/Keys	Minimum Parking Spaces Required***	Parking Notes
Office/Medical Service	450,000		1,800	1 space / 250 sf	Office/Medical Service	900,000		3,600	1 space / 250 sf	Four+ Household (Multifamily Residential)	425,000	370	212	1.75 spaces per unit	Office	270,800		1,084	1 space / 250 sf
					Hospital	200,000	140	140	1 space / bed	Hotel	200,000	200	160	1.25 spaces per room					
					Other nonresidential use**	20,000		80	4 spaces / 1000 sf										
Parcel A Subtotal*					Parcel B Subtotal*					Parcel C Subtotal*					Parcel D Subtotal*				
450,000					3,620					372					1,084				

Appendix C

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)									
Emory Executive Park DRI #TBD									
Brookhaven, GA									
Land Use		Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
Phase I (Year 2029)									
221	Multifamily Housing (Mid-Rise)	370 occ. d.u.	2,014	123	32	91	156	95	61
310	Hotel	200 rooms	1,832	95	56	39	124	63	61
610	Hospital	140 beds	3,124	284	204	80	187	52	135
710	General Office Building	414,000 s.f.	4,210	416	358	58	439	70	369
720	Medical-Dental Office Building	166,000 s.f.	6,290	351	274	77	565	158	407
Full Build-out* (Year 2034)									
221	Multifamily Housing (Mid-Rise)	370 occ. d.u.	2,014	123	32	91	156	95	61
310	Hotel	200 rooms	1,832	95	56	39	124	63	61
610	Hospital	140 beds	3,124	284	204	80	187	52	135
710	General Office Building	1,184,800 s.f.	11,672	1,140	980	160	1,192	191	1,001
720	Medical-Dental Office Building	436,000 s.f.	16,664	828	646	182	1,480	414	1,066
820	Shopping Center	20,000 s.f. gross leasable area	756	19	12	7	76	36	40
*Full Build-out includes Phase I									
Existing to be Demolished in Phase I (Year 2029)									
710	General Office Buildings (Existing to be Demolished)	51,734 s.f.	560	75	65	10	61	10	51
720	Medical Office Buildings (Existing to be Demolished)	151,066 s.f.	5,716	322	251	71	514	144	370
Phase I (Year 2029) Gross Trips			11,194	872	608	264	896	284	612
Full Build-out (Year 2034) Gross Trips			29,786	2,092	1,614	478	2,640	697	1,943
Residential Trips (Full Build-out)			2,014	123	32	91	156	95	61
Mixed-Use Reductions			-70	-4	-1	-3	-22	-14	-8
Alternative Mode Reductions			-194	-12	-3	-9	-13	-8	-5
Adjusted Residential Trips			1,750	107	28	79	121	73	48
Hotel Trips (Full Build-out)			1,832	95	56	39	124	63	61
Mixed-Use Reductions			-64	-29	0	-29	-5	-4	-1
Alternative Mode Reductions			-176	-7	-6	-1	-12	-6	-6
Adjusted Hotel Trips			1,592	59	50	9	107	53	54
Office Trips (Full Build-out)			22,060	1,571	1,310	261	2,097	451	1,646
Mixed-Use Reductions			-84	-37	-33	-4	-10	-3	-7
Alternative Mode Reductions			-2,198	-153	-128	-26	-209	-45	-164
Adjusted Office Trips			19,778	1,381	1,149	231	1,878	403	1,475
Retail Trips (Full Build-out)			756	19	12	7	76	36	40
Mixed-Use Reductions			-102	-8	-5	-3	-21	-8	-13
Alternative Mode Reductions			-66	-1	-1	0	-6	-3	-3
Pass By Reductions (Based on ITE Rates)			-200	0	0	0	-17	-9	-9
Adjusted Retail Trips			388	10	6	4	32	16	15
Other Non-Residential Trips (Full Build-out)			3,124	284	204	80	187	52	135
Mixed-Use Reductions									
Alternative Mode Reductions			0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips			3,124	284	204	80	187	52	135
Mixed-Use Reductions - TOTAL			-320	-78	-39	-39	-58	-29	-29
Alternative Mode Reductions - TOTAL			-2,634	-173	-138	-36	-240	-62	-178
Pass-By Reductions - TOTAL			-200	0	0	0	-18	-9	-9
New Trips (Full Build-out)			26,632	1,841	1,437	403	2,325	597	1,727
Driveway Volumes (Full Build-out)			26,832	1,841	1,437	403	2,342	606	1,736

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Appendix D

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection 1 N Druid Hills Rd NE & Buford Hwy NE PM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Buford Hwy NE			Buford Hwy NE		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	181	932	398	64	1,146	159	303	655	222	239	511	90
Existing 2019 Traffic Volumes	182	937	400	64	1,152	160	305	658	223	240	514	90
Pedestrians		6			10			3			8	
Conflicting Pedestrians	3		8	8		3	10		6	6		10
Heavy Vehicles	1	11	5	0	19	2	0	20	3	3	13	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	3%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	182	937	400	64	1152	160	305	658	223	240	514	90
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	2	5	2	0	6	0	0	0	4	4	0	0
2029 Background Traffic (Build Geometry)	267	1,040	480	67	1,237	168	321	692	267	279	540	95
Toll Brothers Development (No-Build Geometry)	2	5	2	0	6	0	0	0	4	4	0	0
2029 Background Traffic (No-Build Geometry)	193	990	422	67	1,217	168	321	692	238	256	540	95
Phase I (Year 2029) Project Trips												
Trip Distribution IN					7%				4%	4%		
Trip Distribution OUT	4%	7%	4%									
Residential Trips	2	4	2	0	6	0	0	0	3	3	0	0
Trip Distribution IN	0%	0%	0%	0%	7%	0%	0%	0%	4%	4%	0%	0%
Trip Distribution OUT	4%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	2	4	2	0	4	0	0	0	2	2	0	0
Trip Distribution IN					3%				1%	1%		
Trip Distribution OUT	1%	3%	1%									
Office Trips	3	11	3	0	2	0	0	0	1	1	0	0
Trip Distribution IN	0%	0%	0%	0%	3%	0%	0%	0%	1%	1%	0%	0%
Trip Distribution OUT	1%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	1	4	1	0	2	0	0	0	1	1	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	23	8	0	14	0	0	0	7	7	0	0
Phase I (Year 2029) Build-out Total	275	1063	488	67	1251	168	321	692	274	286	540	95
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	74	50	58	0	20	0	0	0	29	23	0	0
DRI #2789 Total Project Trips	105	72	83	0	29	0	0	0	42	33	0	0
2034 Background Traffic (with Phase I Trips)	311	1110	524	69	1291	172	329	709	293	302	554	97
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	7%	0%	0%	0%	4%	4%	0%	0%
Trip Distribution OUT	4%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	2	3	2	0	5	0	0	0	3	3	0	0
Trip Distribution IN	0%	0%	0%	0%	7%	0%	0%	0%	4%	4%	0%	0%
Trip Distribution OUT		7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	4	2	0	4	0	0	0	2	2	0	0
Trip Distribution IN	0%	0%	0%	0%	3%	0%	0%	0%	1%	1%	0%	0%
Trip Distribution OUT	1%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Office Trips	15	44	15	0	12	0	0	0	4	4	0	0
Trip Distribution IN					7%				4%	4%		
Trip Distribution OUT	4%	7%	4%									
Retail Trips	1	1	1	0	1	0	0	0	1	1	0	0
Trip Distribution IN	0%	0%	0%	0%	3%	0%	0%	0%	1%	1%	0%	0%
Trip Distribution OUT	1%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	1	4	1	0	2	0	0	0	1	1	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	19	56	21	0	24	0	0	0	11	11	0	0
2034 Buildout Total	322	1,143	537	69	1,301	172	329	709	297	306	554	97

INTERSECTION VOLUME DEVELOPMENT

Intersection 2

Executive Park East NE & Executive Park Dr NE PM PEAK HOUR

Description	Executive Park East NE			Executive Park East NE			Executive Park Dr NE			Executive Park Dr NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	3	1	33	2	1	2	3	609	16	16	467	7
Existing 2019 Traffic Volumes	3	1	33	2	1	2	3	612	16	16	469	7
Pedestrians		0			2			0			0	
Conflicting Pedestrians	0		0	0		0	2		0	0		2
Heavy Vehicles	0	0	0	0	0	0	0	5	2	0	9	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	13%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	3	1	33	2	1	2	3	612	16	16	469	7
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	23	0
2029 Background Traffic (Build Geometry)	199							144	458		312	
Toll Brothers Development (No-Build Geometry)	0	0	0	0	0	0	0	20	0	0	32	0
2029 Background Traffic (No-Build Geometry)	3	1	35	2	1	2	3	663	17	17	525	7
Phase I (Year 2029) Project Trips												
Trip Distribution IN	8%										48%	
Trip Distribution OUT								2%	58%			
Residential Trips	7	0	0	0	0	0	0	1	30	0	39	0
Trip Distribution IN	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	2%	58%	0%	0%	0%
Hotel Trips	4	0	0	0	0	0	0	1	32	0	26	0
Trip Distribution IN									3%	15%	20%	
Trip Distribution OUT	3%							5%				
Office Trips	9	0	0	0	0	0	0	16	2	10	13	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	3%	15%	20%	0%
Trip Distribution OUT	3%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Other Non-Residential Trips	4	0	0	0	0	0	0	7	2	8	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	0	0	0	0	0	0	25	66	18	88	0
Phase I (Year 2029) Build-out Total	223	0	0	0	0	0	0	169	524	18	400	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	36	0	0	0	0	0	0	0	15	0	0	0
DRI #2789 Total Project Trips	51								22			
2034 Background Traffic (with Phase I Trips)	242	0	0	0	0	0	0	173	542	18	408	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	2%	58%	0%	0%	0%
Residential Trips	6	0	0	0	0	0	0	1	28	0	35	0
Trip Distribution IN	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	2%	58%	0%	0%	0%
Hotel Trips	4	0	0	0	0	0	0	1	31	0	25	0
Trip Distribution IN									2%	10%	20%	5%
Trip Distribution OUT	1%		2%	2%	3%			1%	11%			
Office Trips	15	0	30	30	44	0	0	15	170	40	81	20
Trip Distribution IN									6%			
Trip Distribution OUT	6%											
Retail Trips	1	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	2%	10%	20%	5%
Trip Distribution OUT	1%	0%	2%	2%	3%	0%	0%	1%	11%	0%	0%	0%
Non-Residential Trips	1	0	3	3	4	0	0	1	16	5	10	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	27	0	33	33	48	0	0	18	246	45	151	23
2034 Buildout Total	245	0	33	33	48	0	0	166	722	45	471	23

INTERSECTION VOLUME DEVELOPMENT
Intersection 3
N Druid Hills Rd NE & I-85 SB Ramps/Interstate 85 Frontage Rd
PM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			SB Ramps/Interstate 85 Frontage Rd			SB Ramps/Interstate 85 Frontage Rd		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	742	1,184	0	0	1,339	439	0	0	0	830	403	357
Existing 2019 Traffic Volumes	746	1,190	0	0	1,346	441	0	0	0	834	405	359
Pedestrians		0			0			7			8	
Conflicting Pedestrians	7		8	8		7	0		0	0		0
Heavy Vehicles	8	15	0	0	13	10	0	0	0	8	2	4
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2019 Volumes	746	1190	0	0	1346	441	0	0	0	834	405	359
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	8	9	0	0	14	0	0	0	0	18	0	0
2029 Background Traffic (Build Geometry)	969	1,370	0	0	1,501	464	0	0	0	1,077	883	448
Toll Brothers Development (No-Build Geometry)	8	9	0	0	14	0	0	0	0	18	0	0
2029 Background Traffic (No-Build Geometry)	792	1,260	0	0	1,429	464	0	0	0	895	426	377
Phase I (Year 2029) Project Trips												
Trip Distribution IN					15%						20%	
Trip Distribution OUT	15%	15%										
Residential Trips	8	8	0	0	14	0	0	0	0	16	0	0
Trip Distribution IN	0%	0%	0%	0%	15%	0%	0%	0%	0%	20%	0%	0%
Trip Distribution OUT	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	8	8	0	0	8	0	0	0	0	11	0	0
Trip Distribution IN					5%						25%	
Trip Distribution OUT	25%	5%										
Office Trips	79	16	0	0	3	0	0	0	0	16	0	0
Trip Distribution IN	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%	0%
Trip Distribution OUT	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	34	7	0	0	3	0	0	0	0	13	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	129	39	0	0	28	0	0	0	0	56	0	0
Phase I (Year 2029) Build-out Total	1098	1409	0	0	1529	464	0	0	0	1133	883	448
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	177	110	0	0	72	0	0	0	0	182	457	71
DRI #2789 Total Project Trips	253	157	0	0	103	0	0	0	0	260	653	101
2034 Background Traffic (with Phase I Trips)	1194	1488	0	0	1596	476	0	0	0	1234	1090	488
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	15%	0%	0%	0%	0%	20%	0%	0%
Trip Distribution OUT	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	7	7	0	0	11	0	0	0	0	15	0	0
Trip Distribution IN	0%	0%	0%	0%	15%	0%	0%	0%	0%	20%	0%	0%
Trip Distribution OUT	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	8	8	0	0	8	0	0	0	0	11	0	0
Trip Distribution IN	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%	0%
Trip Distribution OUT	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Office Trips	369	74	0	0	20	0	0	0	0	101	0	0
Trip Distribution IN					15%						20%	
Trip Distribution OUT	15%	15%										
Retail Trips	2	2	0	0	2	0	0	0	0	3	0	0
Trip Distribution IN	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%	0%
Trip Distribution OUT	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	34	7	0	0	3	0	0	0	0	13	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	420	98	0	0	44	0	0	0	0	143	0	0
2034 Buildout Total	1,485	1,547	0	0	1,612	476	0	0	0	1,321	1,090	488

INTERSECTION VOLUME DEVELOPMENT
Intersection 4
N Druid Hills Rd NE & I-85 NB Ramps/Interstate 85 Frontage Rd
PM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			B Ramps/Interstate 85 Frontage Rd			B Ramps/Interstate 85 Frontage Rd		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	1,533	645	684	1,479	0	6	298	817	0	0	399
Existing 2019 Traffic Volumes	0	1,541	648	687	1,486	0	6	299	821	0	0	401
Pedestrians		0			0			5			7	
Conflicting Pedestrians	5		7	7		5	0		0	0		0
Heavy Vehicles	0	18	14	6	14	0	1	3	2	0	0	5
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	17%	2%	2%	0%	0%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	0	1541	648	687	1486	0	6	299	821	0	0	401
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	17	12	0	32	0	0	0	14	0	0	0
2029 Background Traffic (Build Geometry)	0	1,924	1,080	912	1,658	0	6	464	935	0	0	422
Toll Brothers Development (No-Build Geometry)	0	17	12	0	32	0	0	0	14	0	0	0
2029 Background Traffic (No-Build Geometry)	0	1,637	693	722	1,594	0	6	314	877	0	0	422
Phase I (Year 2029) Project Trips												
Trip Distribution IN					35%				15%			
Trip Distribution OUT		30%	20%									
Residential Trips	0	15	10	0	29	0	0	0	12	0	0	0
Trip Distribution IN	0%	0%	0%	0%	35%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	0%	30%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	17	11	0	19	0	0	0	8	0	0	0
Trip Distribution IN					30%				25%			
Trip Distribution OUT		30%	25%									
Office Trips	0	95	79	0	20	0	0	0	16	0	0	0
Trip Distribution IN	0%	0%	0%	0%	30%	0%	0%	0%	25%	0%	0%	0%
Trip Distribution OUT	0%	30%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	41	34	0	16	0	0	0	12	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	168	134	0	84	0	0	0	48	0	0	0
Phase I (Year 2029) Build-out Total	0	2092	1214	912	1742	0	6	464	983	0	0	422
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	287	387	190	64	0	0	150	58	0	0	0
DRI #2789 Total Project Trips	0	410	553	272	91	0	0	214	83	0	0	0
2034 Background Traffic (with Phase I Trips)	0	2256	1397	1012	1809	0	6	536	1030	0	0	433
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	35%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	0%	30%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	14	10	0	26	0	0	0	11	0	0	0
Trip Distribution IN	0%	0%	0%	0%	35%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	0%	30%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	16	11	0	19	0	0	0	8	0	0	0
Trip Distribution IN	0%	0%	0%	0%	30%	0%	0%	0%	25%	0%	0%	0%
Trip Distribution OUT	0%	30%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Office Trips	0	443	369	0	121	0	0	0	101	0	0	0
Trip Distribution IN					35%				15%			
Trip Distribution OUT		30%	20%									
Retail Trips	0	5	3	0	6	0	0	0	2	0	0	0
Trip Distribution IN	0%	0%	0%	0%	30%	0%	0%	0%	25%	0%	0%	0%
Trip Distribution OUT	0%	30%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	0	41	34	0	16	0	0	0	13	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	519	427	0	188	0	0	0	135	0	0	0
2034 Buildout Total	0	2,607	1,690	1,012	1,913	0	6	536	1,117	0	0	433

INTERSECTION VOLUME DEVELOPMENT
Intersection 5
N Druid Hills Rd NE & Executive Park Dr NE/Tullie Rd NE
PM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Executive Park Dr NE/Tullie Rd NE			Executive Park Dr NE/Tullie Rd NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	109	1,577	23	51	1,891	333	395	23	227	105	53	230
Existing 2019 Traffic Volumes	110	1,585	23	51	1,900	335	397	23	228	106	53	231
Pedestrians		4			0			8			5	
Conflicting Pedestrians	8		5	5		8	0		4	4		0
Heavy Vehicles	5	33	1	0	21	3	2	1	2	2	2	4
Heavy Vehicle %	5%	2%	4%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2019 Volumes	110	1585	23	51	1900	335	397	23	228	106	53	231
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	9	0	0	14	9	20	0	0	0	0	0
2029 Background Traffic (Build Geometry)	116	1,919	70	176	2,155	361	437	39	96	327	92	673
Toll Brothers Development (No-Build Geometry)	0	9	0	0	14	32	20	0	0	0	0	0
2029 Background Traffic (No-Build Geometry)	116	1,675	24	54	2,011	384	437	24	240	111	56	243
Phase I (Year 2029) Project Trips												
Trip Distribution IN	6%					2%						
Trip Distribution OUT					2%		50%		8%			
Residential Trips	5	0	0	0	1	2	26	0	4	0	0	0
Trip Distribution IN	6%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	50%	0%	8%	0%	0%	0%
Hotel Trips	3	0	0	0	1	1	28	0	4	0	0	0
Trip Distribution IN	15%					20%						
Trip Distribution OUT					5%		55%		10%			
Office Trips	10	0	0	0	16	13	174	0	32	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	55%	0%	10%	0%	0%	0%
Other Non-Residential Trips	8	0	0	0	7	10	74	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	26	0	0	0	25	26	302	0	54	0	0	0
Phase I (Year 2029) Build-out Total	142	1919	70	176	2180	98	739	39	150	327	92	673
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	244	46	122	0	0	0	15	0	216	36	430
DRI #2789 Total Project Trips	0	349	66	175	0	0	0	22	0	309	51	614
2034 Background Traffic (with Phase I Trips)	145	2066	91	230	2234	100	750	47	152	423	108	863
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	6%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	50%	0%	8%	0%	0%	0%
Residential Trips	4	0	0	0	1	1	24	0	4	0	0	0
Trip Distribution IN	6%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	50%	0%	8%	0%	0%	0%
Hotel Trips	3	0	0	0	1	1	27	0	4	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	55%	0%	10%	0%	0%	0%
Office Trips	60	0	0	0	74	81	811	0	148	0	0	0
Trip Distribution IN	30%					50%						
Trip Distribution OUT							50%		30%			
Retail Trips	5	0	0	0	0	8	8	0	5	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	55%	0%	10%	0%	0%	0%
Non-Residential Trips	8	0	0	0	7	10	74	0	14	0	0	0
Pass-By Trips	0	0	0	0	-9	9	0	0	9	0	0	0
Total Project Trips	80	0	0	0	74	110	944	0	184	0	0	0
2034 Buildout Total	199	2,066	91	230	2,283	184	1,392	47	282	423	108	863

INTERSECTION VOLUME DEVELOPMENT
Intersection 50
N Druid Hills Rd NE & Future North Executive Park Drive
PM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Executive Park Dr NE/Tullie Rd			Executive Park Dr NE/Tullie Rd		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes												
Existing 2019 Traffic Volumes												
Pedestrians		4			0			8			5	
Conflicting Pedestrians	8		5	5		8	0		4	4		0
Heavy Vehicles	5	33	1	0	21	3		1	2	2	2	4
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Balancing	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	29	0	0	23	23	0	0	0	0	0	0
2029 Background Traffic (Build Geometry)	0	3,029	0	0	2,259	312	0	0	144	0	0	0
Toll Brothers Development (No-Build Geometry)	0	0	0	0	0	0	0	0	0	0	0	0
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN					2%	48%						
Trip Distribution OUT		50%						2%				
Residential Trips	0	26	0	0	2	39	0	0	1	0	0	0
Trip Distribution IN	0%	0%	0%	0%	2%	48%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	50%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Hotel Trips	0	28	0	0	1	26	0	0	1	0	0	0
Trip Distribution IN					20%	35%						
Trip Distribution OUT		55%						5%				
Office Trips	0	174	0	0	13	23	0	0	16	0	0	0
Trip Distribution IN	0%	0%	0%	0%	20%	35%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	55%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Other Non-Residential Trips	0	74	0	0	10	18	0	0	7	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	302	0	0	26	106	0	0	25	0	0	0
Phase I (Year 2029) Build-out Total	0	3331	0	0	2285	418	0	0	169	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	674	0	0	122	0	0	0	0	0	0	0
DRI #2789 Total Project Trips		963			175							
2034 Background Traffic (with Phase I Trips)	0	3679	0	0	2392	426	0	0	173	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	2%	48%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	50%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Residential Trips	0	24	0	0	1	35	0	0	1	0	0	0
Trip Distribution IN	0%	0%	0%	0%	2%	48%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	50%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Hotel Trips	0	27	0	0	1	25	0	0	1	0	0	0
Trip Distribution IN	0%	0%	0%	0%	20%	35%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	55%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Office Trips	0	811	0	0	81	141	0	0	74	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		50%										
Retail Trips	0	8	0	0	8	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	20%	35%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	55%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Non-Residential Trips	0	74	0	0	10	18	0	0	7	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	944	0	0	101	219	0	0	83	0	0	0
2034 Buildout Total	0	4,321	0	0	2,467	539	0	0	231	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 6 N Druid Hills Rd NE & Briarcliff Rd NE 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 2018 Traffic Volumes	148	991	42	225	1,462	382	519	331	127	143	228	156
Existing 2019 Traffic Volumes	149	996	42	226	1,469	384	522	333	128	144	229	157
Pedestrians		9			8			6			6	
Conflicting Pedestrians	6		6	6		6	8		9	9		8
Heavy Vehicles	0	15	0	2	7	6	12	1	1	0	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2019 Volumes	149	996	42	226	1469	384	522	333	128	144	229	157
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	9	0	0	0	0	14	9	6	5	0	9	0
2029 Background Traffic (Build Geometry)	166	1,104	70	238	1,688	491	587	374	140	214	294	167
Toll Brothers Development (No-Build Geometry)	9	0	0	0	0	14	9	6	5	0	9	0
2029 Background Traffic (No-Build Geometry)	166	1,047	44	238	1,544	418	558	356	140	151	250	165
Phase I (Year 2029) Project Trips												
Trip Distribution IN	5%	5%									9%	1%
Trip Distribution OUT				5%	5%			5%	5%			
Residential Trips	4	4	0	3	3	0	0	3	3	0	7	1
Trip Distribution IN	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	9%	1%
Trip Distribution OUT	0%	0%	0%	5%	5%	0%	0%	5%	5%	0%	0%	0%
Hotel Trips	3	3	0	3	3	0	0	3	3	0	5	1
Trip Distribution IN	3%	7%									2%	8%
Trip Distribution OUT				8%	7%			2%	3%			
Office Trips	2	5	0	25	22	0	0	7	9	0	1	5
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%
Trip Distribution OUT	0%	0%	0%	8%	7%	0%	0%	2%	3%	0%	0%	0%
Other Non-Residential Trips	2	3	0	11	9	0	0	3	4	0	1	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	15	0	42	37	0	0	16	19	0	14	11
Phase I (Year 2029) Build-out Total	177	1119	70	280	1725	491	587	390	159	214	308	178
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	57	26	0	144	73	29	18	0	63	44	2
DRI #2789 Total Project Trips	0	81	37	0	206	104	42	25	0	90	63	3
2034 Background Traffic (with Phase I Trips)	181	1169	82	286	1826	533	614	406	163	245	333	183
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	9%	1%
Trip Distribution OUT	0%	0%	0%	5%	5%	0%	0%	5%	5%	0%	0%	0%
Residential Trips	4	4	0	2	2	0	0	2	2	0	7	1
Trip Distribution IN	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	9%	1%
Trip Distribution OUT	0%	0%	0%	5%	5%	0%	0%	5%	5%	0%	0%	0%
Hotel Trips	3	3	0	3	3	0	0	3	3	0	5	1
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%
Trip Distribution OUT	0%	0%	0%	8%	7%	0%	0%	2%	3%	0%	0%	0%
Office Trips	12	28	0	118	103	0	0	30	44	0	8	32
Trip Distribution IN		10%					10%					10%
Trip Distribution OUT				10%	10%	10%						
Retail Trips	0	2	0	2	2	2	2	0	0	0	0	2
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%
Trip Distribution OUT	0%	0%	0%	8%	7%	0%	0%	2%	3%	0%	0%	0%
Non-Residential Trips	2	4	0	11	9	0	0	3	4	0	1	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	21	41	0	136	119	2	2	38	53	0	21	40
2034 Buildout Total	191	1,195	82	380	1,908	535	616	428	197	245	340	212

INTERSECTION VOLUME DEVELOPMENT

Intersection 7 Briarcliff Rd NE & Sheridan Rd NE PM PEAK HOUR

Description	Briarcliff Rd NE			Briarcliff Rd NE			Sheridan Rd NE			Sheridan Rd NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	144	695	0	0	483	242	170	0	295	0	0	0
Existing 2019 Traffic Volumes	145	698	0	0	485	243	171	0	296	0	0	0
Pedestrians		8			0			6			0	
Conflicting Pedestrians	6		0	0		6	0		8	8		0
Heavy Vehicles	2	14	0	0	7	2	0	0	5	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	145	698	0	0	485	243	171	0	296	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	13	0	0	0	0	32	20	0	9	0	0	0
2029 Background Traffic (Build Geometry)	165	781	0	0	625	287	200	0	320	0	0	0
Toll Brothers Development (No-Build Geometry)	13	0	0	0	0	32	20	0	9	0	0	0
2029 Background Traffic (No-Build Geometry)	165	734	0	0	510	287	200	0	320	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN	15%					14%						
Trip Distribution OUT							10%		15%			
Residential Trips	12	0	0	0	0	11	5	0	8	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	10%	0%	15%	0%	0%	0%
Hotel Trips	8	0	0	0	0	8	6	0	8	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Office Trips	8	0	0	0	0	3	16	0	30	0	0	0
Trip Distribution IN	10%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	0%	10%	0%	0%	0%
Other Non-Residential Trips	5	0	0	0	0	3	7	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	33	0	0	0	0	25	34	0	60	0	0	0
Phase I (Year 2029) Build-out Total	198	781	0	0	625	312	234	0	380	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	47	0	0	115	0	0	0	0	0	0	0
DRI #2789 Total Project Trips	0	67	0	0	165	0	0	0	0	0	0	0
2034 Background Traffic (with Phase I Trips)	202	820	0	0	688	319	239	0	388	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	15%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	10%	0%	15%	0%	0%	0%
Residential Trips	11	0	0	0	0	10	5	0	7	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	10%	0%	15%	0%	0%	0%
Hotel Trips	8	0	0	0	0	7	5	0	8	0	0	0
Trip Distribution IN	10%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	0%	10%	0%	0%	0%
Office Trips	40	0	0	0	0	20	74	0	148	0	0	0
Trip Distribution IN	5%	10%										
Trip Distribution OUT					10%				5%			
Retail Trips	1	2	0	0	2	0	0	0	1	0	0	0
Trip Distribution IN	10%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	0%	10%	0%	0%	0%
Non-Residential Trips	5	0	0	0	0	3	7	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	65	2	0	0	2	40	91	0	178	0	0	0
2034 Buildout Total	234	822	0	0	690	334	296	0	506	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 8 Executive Park Dr NE & Sheridan Rd NE PM PEAK HOUR

Description	Executive Park Dr NE			Executive Park Dr NE			Sheridan Rd NE			Sheridan Rd NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	330	0	192	32	174	0	0	248	117
Existing 2019 Traffic Volumes	0	0	0	332	0	193	32	175	0	0	249	118
Pedestrians		0			4			0			0	
Conflicting Pedestrians	0		0	0		0	4		0	0		4
Heavy Vehicles	0	0	0	6	0	2	0	1	0	0	4	5
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	4%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2019 Volumes	0	0	0	332	0	193	32	175	0	0	249	118
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	29	0	1	5	0	0	0	0	45
2029 Background Traffic (Build Geometry)	0	0	0	378	0	204	39	184	0	0	262	169
Toll Brothers Development (No-Build Geometry)	0	0	0	29	0	1	5	0	0	0	0	45
2029 Background Traffic (No-Build Geometry)	0	0	0	378	0	204	39	184	0	0	262	169
Phase I (Year 2029) Project Trips												
Trip Distribution IN							2%					29%
Trip Distribution OUT				25%		2%						
Residential Trips	0	0	0	13	0	1	2	0	0	0	0	24
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	29%
Trip Distribution OUT	0%	0%	0%	25%	0%	2%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	14	0	1	1	0	0	0	0	16
Trip Distribution IN							5%					15%
Trip Distribution OUT				15%		3%						
Office Trips	0	0	0	47	0	9	3	0	0	0	0	10
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	3%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	20	0	4	3	0	0	0	0	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	94	0	15	9	0	0	0	0	58
Phase I (Year 2029) Build-out Total	0	0	0	472	0	219	48	184	0	0	262	227
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	0	0	0	482	0	224	49	189	0	0	269	231
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	29%
Trip Distribution OUT	0%	0%	0%	25%	0%	2%	0%	0%	0%	0%	0%	0%
Residential Trips	0	0	0	12	0	1	1	0	0	0	0	21
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	29%
Trip Distribution OUT	0%	0%	0%	25%	0%	2%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	14	0	1	1	0	0	0	0	15
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	3%	0%	0%	0%	0%	0%	0%
Office Trips	0	0	0	221	0	44	20	0	0	0	0	60
Trip Distribution IN							5%					5%
Trip Distribution OUT				5%		5%						
Retail Trips	0	0	0	1	0	1	1	0	0	0	0	1
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	3%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	0	0	0	20	0	4	3	0	0	0	0	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	268	0	51	26	0	0	0	0	105
2034 Buildout Total	0	0	0	656	0	260	66	189	0	0	269	278

INTERSECTION VOLUME DEVELOPMENT

Intersection 9 Executive Park Dr NE & Executive Park S PM PEAK HOUR

Description	Executive Park Dr NE			Executive Park Dr NE			Executive Park S			Executive Park S		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	39	190	0	15	424	156	219	0	75	0	0	0
Existing 2019 Traffic Volumes	39	191	0	15	426	157	220	0	75	0	0	0
Pedestrians		1			5			1			0	
Conflicting Pedestrians	1		0	0		1	5		1	1		5
Heavy Vehicles	0	3	0	0	3	6	3	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	2%	2%	4%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	39	191	0	15	426	157	220	0	75	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	7	0	0	0	23	0	0	0	9	0	0	0
2029 Background Traffic (Build Geometry)	48	201	0	16	471	201	246	0	88	0	0	0
Toll Brothers Development (No-Build Geometry)	7	20	0	0	32	0	0	0	9	0	0	0
2029 Background Traffic (No-Build Geometry)	48	221	0	16	480	165	231	0	88	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN	21%				10%	46%						
Trip Distribution OUT		5%					55%		21%			
Residential Trips	17	3	0	0	8	38	28	0	11	0	0	0
Trip Distribution IN	21%	0%	0%	0%	10%	46%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	55%	0%	21%	0%	0%	0%
Hotel Trips	12	3	0	0	6	25	30	0	12	0	0	0
Trip Distribution IN							3%		7%			
Trip Distribution OUT	9%					3%						
Office Trips	28	0	0	0	0	9	2	0	5	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	0%	7%	0%	0%	0%
Trip Distribution OUT	9%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	12	0	0	0	0	4	2	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	69	6	0	0	14	76	62	0	32	0	0	0
Phase I (Year 2029) Build-out Total	117	207	0	16	485	277	308	0	120	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	36	15	0	0	0	0	0
DRI #2789 Total Project Trips						51	22					
2034 Background Traffic (with Phase I Trips)	118	212	0	16	497	296	321	0	122	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	21%	0%	0%	0%	10%	46%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	55%	0%	21%	0%	0%	0%
Residential Trips	15	2	0	0	7	34	26	0	10	0	0	0
Trip Distribution IN	21%	0%	0%	0%	10%	46%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	55%	0%	21%	0%	0%	0%
Hotel Trips	11	3	0	0	5	24	30	0	11	0	0	0
Trip Distribution IN	5%	5%					2%		2%			
Trip Distribution OUT	2%				3%	4%			5%			
Office Trips	50	20	0	0	44	59	8	0	82	0	0	0
Trip Distribution IN							6%		4%			
Trip Distribution OUT	4%					6%						
Retail Trips	1	0	0	0	0	1	1	0	1	0	0	0
Trip Distribution IN	5%	5%	0%	0%	0%	0%	2%	0%	2%	0%	0%	0%
Trip Distribution OUT	2%	0%	0%	0%	3%	4%	0%	0%	5%	0%	0%	0%
Non-Residential Trips	6	3	0	0	4	5	1	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	83	28	0	0	60	123	66	0	112	0	0	0
2034 Buildout Total	132	234	0	16	543	343	325	0	202	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 10 Cheshire Bridge Rd NE & Chantilly Dr NE PM PEAK HOUR

Description	Cheshire Bridge Rd NE			Cheshire Bridge Rd NE			Chantilly Dr NE			Chantilly Dr NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	1	977	45	117	1,411	0	0	0	0	21	0	151
Existing 2019 Traffic Volumes	1	982	45	118	1,418	0	0	0	0	21	0	152
Pedestrians		1			0			0			6	
Conflicting Pedestrians	0		6	6		0	0		1	1		0
Heavy Vehicles	0	22	2	0	16	0	0	0	0	0	0	2
Heavy Vehicle %	2%	2%	4%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	1	982	45	118	1418	0	0	0	0	21	0	152
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	2	7	0	0	0	0	0	1	0	4
2029 Background Traffic (Build Geometry)	1	1,032	50	145	1,491	0	0	0	0	27	0	196
Toll Brothers Development (No-Build Geometry)	0	0	2	7	0	0	0	0	0	1	0	4
2029 Background Traffic (No-Build Geometry)	1	1,032	49	131	1,491	0	0	0	0	23	0	164
Phase I (Year 2029) Project Trips												
Trip Distribution IN			2%	8%								
Trip Distribution OUT										1%		8%
Residential Trips	0	0	2	7	0	0	0	0	0	1	0	4
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Hotel Trips	0	0	2	4	0	0	0	0	0	1	0	4
Trip Distribution IN			2%	8%								
Trip Distribution OUT										1%		8%
Office Trips	0	0	1	5	0	0	0	0	0	3	0	25
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Other Non-Residential Trips	0	0	1	4	0	0	0	0	0	1	0	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	6	20	0	0	0	0	0	6	0	44
Phase I (Year 2029) Build-out Total	1	1032	56	165	1491	0	0	0	0	33	0	240
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	1	14	0	0	0	0	0	4	0	32
DRI #2789 Total Project Trips			1	20						5		46
2034 Background Traffic (with Phase I Trips)	1	1058	57	174	1529	0	0	0	0	35	0	258
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Residential Trips	0	0	1	6	0	0	0	0	0	0	0	4
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Hotel Trips	0	0	1	4	0	0	0	0	0	1	0	4
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Office Trips	0	0	8	32	0	0	0	0	0	15	0	118
Trip Distribution IN			5%	5%								
Trip Distribution OUT										3%		5%
Retail Trips	0	0	1	1	0	0	0	0	0	0	0	1
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Non-Residential Trips	0	0	1	4	0	0	0	0	0	1	0	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	12	47	0	0	0	0	0	17	0	138
2034 Buildout Total	1	1,058	63	201	1,529	0	0	0	0	46	0	352

INTERSECTION VOLUME DEVELOPMENT

Intersection 11

Chantilly Dr/Emory Orthopedic & Spine Center Dwy & Executive Park S/Chantilly Dr
PM PEAK HOUR

Description	Emory Orthopedic & Spine			Emory Orthopedic & Spine			Executive Park S/Chantilly Dr			Executive Park S/Chantilly Dr		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	19	1	4	3	3	2	1	92	191	92	88	7
Pedestrians		4			1			1			3	
Conflicting Pedestrians	1		3	3		1	1		4	4		1
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	2	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 2019 Volumes	19	1	4	3	3	2	1	92	191	92	88	7
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	9	0	2	5	0
2029 Background Traffic (Build Geometry)	20	1	4	3	3	2	1	121	201	99	134	7
Toll Brothers Development (No-Build Geometry)	0	0	0	0	0	0	0	9	0	2	5	0
2029 Background Traffic (No-Build Geometry)	20	1	4	3	3	2	1	106	201	99	98	7
Phase I (Year 2029) Project Trips												
Trip Distribution IN			3%					10%				
Trip Distribution OUT										4%	9%	
Residential Trips	0	0	2	0	0	0	0	8	0	2	5	0
Trip Distribution IN	0%	0%	3%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	9%	0%
Hotel Trips	0	0	2	0	0	0	0	6	0	2	5	0
Trip Distribution IN								10%				
Trip Distribution OUT										3%	9%	
Office Trips	0	0	0	0	0	0	0	7	0	9	28	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	9%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	5	0	4	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	4	0	0	0	0	26	0	17	50	0
Phase I (Year 2029) Build-out Total	20	1	8	3	3	2	1	147	201	116	184	7
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	21	1	8	3	3	2	1	157	206	118	201	7
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	3%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	9%	0%
Residential Trips	0	0	2	0	0	0	0	7	0	2	4	0
Trip Distribution IN	0%	0%	3%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	9%	0%
Hotel Trips	0	0	2	0	0	0	0	5	0	2	5	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	9%	0%
Office Trips	0	0	0	0	0	0	0	40	0	44	133	0
Trip Distribution IN								10%				
Trip Distribution OUT										2%	8%	
Retail Trips	0	0	0	0	0	0	0	2	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	9%	0%
Non-Residential Trips	0	0	0	0	0	0	0	5	0	4	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	4	0	0	0	0	59	0	52	155	0
2034 Buildout Total	21	1	8	3	3	2	1	190	206	153	306	7

INTERSECTION VOLUME DEVELOPMENT

Intersection 12 Chantilly Dr & Sheridan Rd PM PEAK HOUR

Description	Chantilly Dr Northbound			Chantilly Dr Southbound			Sheridan Rd Eastbound			Sheridan Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	1	56	0	211	11	112	0	1	323	16
Pedestrians		0			9			0			0	
Conflicting Pedestrians	0		0	0		0	9		0	0		9
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	2	0
Heavy Vehicle %	0%	0%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	0	0	1	56	0	211	11	112	0	1	323	16
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	2	0	5	0	0	1	0
2029 Background Traffic (Build Geometry)	0	0	1	59	0	224	12	123	0	1	341	17
Toll Brothers Development (No-Build Geometry)	0	0	0	0	0	2	0	5	0	0	1	0
2029 Background Traffic (No-Build Geometry)	0	0	1	59	0	224	12	123	0	1	341	17
Phase I (Year 2029) Project Trips												
Trip Distribution IN							3%	2%				
Trip Distribution OUT						4%					2%	
Residential Trips	0	0	0	0	0	2	2	2	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	2%	0%
Hotel Trips	0	0	0	0	0	2	2	1	0	0	1	0
Trip Distribution IN								5%				
Trip Distribution OUT						3%					3%	
Office Trips	0	0	0	0	0	9	0	3	0	0	9	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	0	0	0	4	0	3	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	17	4	9	0	0	15	0
Phase I (Year 2029) Build-out Total	0	0	1	59	0	241	16	132	0	1	356	17
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	0	0	1	60	0	247	16	135	0	1	365	17
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	2%	0%
Residential Trips	0	0	0	0	0	2	2	1	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	2%	0%
Hotel Trips	0	0	0	0	0	2	2	1	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	3%	0%
Office Trips	0	0	0	0	0	44	0	20	0	0	44	0
Trip Distribution IN								5%				
Trip Distribution OUT						2%					5%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	3%	0%
Non-Residential Trips	0	0	0	0	0	4	0	3	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	52	4	26	0	0	51	0
2034 Buildout Total	0	0	1	60	0	282	16	152	0	1	401	17

INTERSECTION VOLUME DEVELOPMENT

Intersection 13 Clairmont Rd/US-23 & Briarcliff Rd PM PEAK HOUR

Description	Clairmont Rd/US-23 Northbound			Clairmont Rd/US-23 Southbound			Briarcliff Rd Eastbound			Briarcliff Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	58	882	109	600	1,768	126	166	324	120	84	122	195
Pedestrians		7			3			4			7	
Conflicting Pedestrians	4		7	7		4	3		7	7		3
Heavy Vehicles	0	7	3	2	14	0	0	3	2	2	1	4
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	58	882	109	600	1768	126	166	324	120	84	122	195
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	3	0	0	0	0	4	2	2	2	0	3	0
2029 Background Traffic (Build Geometry)	96	927	115	631	1,858	179	301	437	222	88	163	205
Toll Brothers Development (No-Build Geometry)	3	0	0	0	0	4	2	2	2	0	3	0
2029 Background Traffic (No-Build Geometry)	64	927	115	631	1,858	136	176	343	128	88	131	205
Phase I (Year 2029) Project Trips												
Trip Distribution IN	3%					4%					3%	
Trip Distribution OUT							4%	3%	3%			
Residential Trips	2	0	0	0	0	3	2	2	2	0	2	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Hotel Trips	2	0	0	0	0	2	2	2	2	0	2	0
Trip Distribution IN	3%					4%					3%	
Trip Distribution OUT							4%	3%	3%			
Office Trips	2	0	0	0	0	3	13	9	9	0	2	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Other Non-Residential Trips	2	0	0	0	0	2	5	4	4	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	0	0	0	0	10	22	17	17	0	8	0
Phase I (Year 2029) Build-out Total	104	927	115	631	1858	189	323	454	239	88	171	205
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	32	0	0	0	0	43	125	94	94	0	32	0
DRI #2789 Total Project Trips	46					62	179	134	134		46	
2034 Background Traffic (with Phase I Trips)	120	950	118	647	1905	211	381	503	282	90	188	210
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Residential Trips	2	0	0	0	0	3	2	1	1	0	2	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Hotel Trips	2	0	0	0	0	2	2	2	2	0	2	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Office Trips	12	0	0	0	0	16	59	44	44	0	12	0
Trip Distribution IN	3%					4%					3%	
Trip Distribution OUT							4%	3%	3%			
Retail Trips	0	0	0	0	0	1	1	0	0	0	0	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Non-Residential Trips	2	0	0	0	0	2	5	4	4	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	18	0	0	0	0	24	69	51	51	0	18	0
2034 Buildout Total	130	950	118	647	1,905	225	428	537	316	90	198	210

INTERSECTION VOLUME DEVELOPMENT

Intersection 14 N Druid Hill Rd & Lavista Rd/SR-236 PM PEAK HOUR

Description	N Druid Hill Rd Northbound			N Druid Hill Rd Southbound			Lavista Rd/SR-236 Eastbound			Lavista Rd/SR-236 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	275	797	105	77	897	51	244	598	528	107	376	84
Pedestrians		6			11			16			3	
Conflicting Pedestrians	16		3	3		16	11		6	6		11
Heavy Vehicles	0	3	0	1	5	0	4	7	3	0	6	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 2019 Volumes	275	797	105	77	897	51	244	598	528	107	376	84
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	5	0	2	3	1	1	0	0	0	0	3
2029 Background Traffic (Build Geometry)	289	893	110	145	1,071	75	265	629	555	112	395	116
Toll Brothers Development (No-Build Geometry)	0	5	0	2	3	1	1	0	0	0	0	3
2029 Background Traffic (No-Build Geometry)	289	843	110	83	946	55	257	629	555	112	395	91
Phase I (Year 2029) Project Trips												
Trip Distribution IN		6%					1%					3%
Trip Distribution OUT				3%	6%	1%						
Residential Trips	0	5	0	2	3	1	1	0	0	0	0	2
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	3	0	2	3	1	1	0	0	0	0	2
Trip Distribution IN		6%					1%					3%
Trip Distribution OUT				3%	6%	1%						
Office Trips	0	4	0	9	19	3	1	0	0	0	0	2
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	2	0	4	8	1	1	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	0	17	33	6	4	0	0	0	0	8
Phase I (Year 2029) Build-out Total	289	907	110	162	1104	81	269	629	555	112	395	124
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	50	0	62	125	20	8	0	0	0	0	25
DRI #2789 Total Project Trips		71		89	178	29	11					36
2034 Background Traffic (with Phase I Trips)	296	949	113	191	1181	91	278	645	569	115	405	137
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Residential Trips	0	4	0	1	3	0	1	0	0	0	0	2
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	3	0	2	3	1	1	0	0	0	0	2
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Office Trips	0	24	0	44	89	15	4	0	0	0	0	12
Trip Distribution IN		6%					1%					3%
Trip Distribution OUT				3%	6%	1%						
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	0	3	0	4	8	1	1	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	35	0	51	104	17	7	0	0	0	0	18
2034 Buildout Total	296	970	113	225	1,252	102	281	645	569	115	405	147

INTERSECTION VOLUME DEVELOPMENT
Intersection 15
Future South Executive Park & Proposed Driveway 1/Proposed Driveway 2
PM PEAK HOUR

Description	Proposed Driveway 1 <u>Northbound</u>			Proposed Driveway 2 <u>Southbound</u>			Future S Executive Park Dr <u>Eastbound</u>			Future S Executive Park Dr <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	20	0	0	9	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	572	0	0	280	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN											8%	
Trip Distribution OUT								58%				
Residential Trips	0	0	0	0	0	0	0	30	0	0	7	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	32	0	0	4	0
Trip Distribution IN											35%	
Trip Distribution OUT								65%				
Office Trips	0	0	0	0	0	0	0	206	0	0	23	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	65%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	88	0	0	18	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	356	0	0	52	0
Phase I (Year 2029) Build-out Total	0	0	0	0	0	0	0	928	0	0	332	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	0	0	0	0	0	0	0	949	0	0	353	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%	0%	0%
Residential Trips	0	0	0	0	0	0	0	28	0	0	6	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	31	0	0	4	0
Trip Distribution IN											30%	5%
Trip Distribution OUT				5%				60%				
Office Trips	0	0	0	74	0	0	0	885	0	0	121	20
Trip Distribution IN									20%	80%		
Trip Distribution OUT	20%		80%									
Retail Trips	3	0	12	0	0	0	0	0	3	13	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	5%
Trip Distribution OUT	0%	0%	0%	5%	0%	0%	0%	60%	0%	0%	0%	0%
Non-Residential Trips	0	0	0	7	0	0	0	81	0	0	16	3
Pass-By Trips	0	0	9	0	0	0	0	0	0	9	0	0
Total Project Trips	3	0	21	81	0	0	0	1,025	3	22	147	23
2034 Buildout Total	3	0	21	81	0	0	0	1,618	3	22	448	23

INTERSECTION VOLUME DEVELOPMENT
Intersection 16
Future South Executive Park Drive & Proposed Driveway 3
PM PEAK HOUR

Description	N/A			Future S Executive Park			Proposed Driveway 3			Future S Executive Par		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	32	0	0	9	0
2029 Background Traffic (Build Geometry)	0	0	0	458	0	0	0	114	0	0	81	199
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN												8%
Trip Distribution OUT				58%								
Residential Trips	0	0	0	30	0	0	0	0	0	0	0	7
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
Trip Distribution OUT	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	32	0	0	0	0	0	0	0	4
Trip Distribution IN						8%					25%	10%
Trip Distribution OUT				17%				48%				
Office Trips	0	0	0	54	0	5	0	152	0	0	16	7
Trip Distribution IN	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	25%	10%
Trip Distribution OUT	0%	0%	0%	17%	0%	0%	0%	48%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	23	0	4	0	65	0	0	13	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	139	0	9	0	217	0	0	29	23
Phase I (Year 2029) Build-out Total	0	0	0	597	0	9	0	331	0	0	110	222
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	15	0	0	0	0	0	0	0	36
DRI #2789 Total Project Trips				22								51
2034 Background Traffic (with Phase I Trips)	0	0	0	615	0	9	0	334	0	0	112	241
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
Trip Distribution OUT	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	0	0	28	0	0	0	0	0	0	0	6
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
Trip Distribution OUT	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	31	0	0	0	0	0	0	0	4
Trip Distribution IN						5%					20%	10%
Trip Distribution OUT				28%				32%				
Office Trips	0	0	0	413	0	20	0	472	0	0	81	40
Trip Distribution IN								14%				
Trip Distribution OUT											14%	6%
Retail Trips	0	0	0	0	0	0	0	2	0	0	2	1
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	20%	10%
Trip Distribution OUT	0%	0%	0%	28%	0%	0%	0%	32%	0%	0%	0%	0%
Non-Residential Trips	0	0	0	38	0	3	0	43	0	0	10	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	510	0	23	0	517	0	0	93	56
2034 Buildout Total	0	0	0	986	0	23	0	634	0	0	176	274

INTERSECTION VOLUME DEVELOPMENT

Intersection 17

Future South Executive Park Drive & Proposed Driveway 4/Proposed Driveway 5 PM PEAK HOUR

Description	Future S Executive Park <u>Northbound</u>			Future S Executive Park <u>Southbound</u>			Proposed Driveway 4 <u>Eastbound</u>			Proposed Driveway 5 <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)												
2029 Background Traffic (Build Geometry)	0	199	0	0	458	0	0	0	0	0	0	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN		8%										
Trip Distribution OUT					58%							
Residential Trips	0	7	0	0	30	0	0	0	0	0	0	0
Trip Distribution IN	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	4	0	0	32	0	0	0	0	0	0	0
Trip Distribution IN	10%				8%	10%						
Trip Distribution OUT							3%		17%			
Office Trips	7	0	0	0	5	8	9	0	54	0	0	0
Trip Distribution IN	10%	0%	0%	0%	8%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	3%	0%	17%	0%	0%	0%
Other Non-Residential Trips	5	0	0	0	4	5	4	0	23	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	11	0	0	71	13	13	0	77	0	0	0
Phase I (Year 2029) Build-out Total	12	210	0	0	529	13	13	0	77	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	36	0	0	15	0	0	0	0	0	0	0
DRI #2789 Total Project Trips		51			22							
2034 Background Traffic (with Phase I Trips)	12	229	0	0	547	13	13	0	77	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	6	0	0	28	0	0	0	0	0	0	0
Trip Distribution IN	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	4	0	0	31	0	0	0	0	0	0	0
Trip Distribution IN	5%		5%	2%	5%	5%						
Trip Distribution OUT					14%		1%		9%	5%		2%
Office Trips	20	0	20	8	227	20	15	0	133	74	0	30
Trip Distribution IN					6%							
Trip Distribution OUT		6%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	5%	0%	5%	2%	5%	5%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	14%	0%	1%	0%	9%	5%	0%	2%
Non-Residential Trips	3	0	3	1	22	3	1	0	12	7	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	23	11	23	9	309	23	16	0	145	81	0	33
2034 Buildout Total	23	229	23	9	785	23	16	0	145	81	0	33

INTERSECTION VOLUME DEVELOPMENT

Intersection 18 Executive Park Drive & Proposed Driveway 7 PM PEAK HOUR

Description	N/A			Proposed Driveway 7			Executive Park Dr			Executive Park Dr		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes								508			157	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	508	0	0	157	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	23	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	602	0	0	511	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	534	0	0	165	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN											56%	
Trip Distribution OUT								60%				
Residential Trips	0	0	0	0	0	0	0	31	0	0	46	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	33	0	0	30	0
Trip Distribution IN								3%			20%	
Trip Distribution OUT								5%			3%	
Office Trips	0	0	0	0	0	0	0	18	0	0	22	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	20%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	9	0	0	14	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	91	0	0	112	0
Phase I (Year 2029) Build-out Total	0	0	0	0	0	0	0	693	0	0	623	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	0	0	0	0	0	0	0	715	0	0	650	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Residential Trips	0	0	0	0	0	0	0	29	0	0	41	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	32	0	0	30	0
Trip Distribution IN							1%	2%			10%	10%
Trip Distribution OUT				10%		1%		2%			1%	
Office Trips	0	0	0	148	0	15	4	38	0	0	55	40
Trip Distribution IN								6%				
Trip Distribution OUT											6%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	10%	10%
Trip Distribution OUT	0%	0%	0%	10%	0%	1%	0%	2%	0%	0%	1%	0%
Non-Residential Trips	0	0	0	14	0	1	1	4	0	0	6	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	162	0	16	5	104	0	0	133	45
2034 Buildout Total	0	0	0	162	0	16	5	728	0	0	671	45

INTERSECTION VOLUME DEVELOPMENT

Intersection 19 Executive Park Drive & Proposed Driveway 8 PM PEAK HOUR

Description	Proposed Driveway 8			N/A			Executive Park Dr			Executive Park Dr		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes								508			157	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	508	0	0	157	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	23	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	602	0	0	511	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	534	0	0	165	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN											56%	
Trip Distribution OUT								60%				
Residential Trips	0	0	0	0	0	0	0	31	0	0	46	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	33	0	0	31	0
Trip Distribution IN								3%			20%	
Trip Distribution OUT								5%			3%	
Office Trips	0	0	0	0	0	0	0	18	0	0	21	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	20%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	9	0	0	14	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	91	0	0	112	0
Phase I (Year 2029) Build-out Total	0	0	0	0	0	0	0	693	0	0	623	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	0	0	0	0	0	0	0	715	0	0	650	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Residential Trips	0	0	0	0	0	0	0	29	0	0	41	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	32	0	0	30	0
Trip Distribution IN								3%	2%	5%	5%	
Trip Distribution OUT	2%		1%					1%			2%	
Office Trips	30	0	15	0	0	0	0	27	8	20	50	0
Trip Distribution IN								6%				
Trip Distribution OUT											6%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	5%	0%
Trip Distribution OUT	2%	0%	1%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Non-Residential Trips	3	0	1	0	0	0	0	3	1	3	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	33	0	16	0	0	0	0	92	9	23	128	0
2034 Buildout Total	33	0	16	0	0	0	0	716	9	23	666	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 20 Executive Park Drive & Proposed Driveway 9 PM PEAK HOUR

Description	Proposed Driveway 9			Existing Private Driveway			Executive Park Drive			Executive Park Drive		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	26	0	48	26	482	0	0	145	12
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	0	0	26	0	48	26	482	0	0	145	12
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	23	0
2029 Background Traffic (Build Geometry)	0	0	0	27	0	50	27	575	0	0	498	13
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	27	0	50	27	507	0	0	152	13
Phase I (Year 2029) Project Trips												
Trip Distribution IN											56%	
Trip Distribution OUT								60%				
Residential Trips	0	0	0	0	0	0	0	31	0	0	46	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	33	0	0	31	0
Trip Distribution IN								3%		20%		
Trip Distribution OUT			5%								3%	
Office Trips	0	0	16	0	0	0	0	2	0	12	9	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	20%	0%	0%
Trip Distribution OUT	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	7	0	0	0	0	2	0	10	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	23	0	0	0	0	68	0	22	90	0
Phase I (Year 2029) Build-out Total	0	0	23	27	0	50	27	643	0	22	588	13
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	0	0	23	28	0	51	28	664	0	22	615	13
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Residential Trips	0	0	0	0	0	0	0	29	0	0	41	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	32	0	0	30	0
Trip Distribution IN								5%	2%	5%		
Trip Distribution OUT	3%		1%								4%	
Office Trips	44	0	15	0	0	0	0	20	8	20	59	0
Trip Distribution IN								6%				
Trip Distribution OUT											6%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	5%	2%	5%	0%	0%
Trip Distribution OUT	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	4%	0%
Non-Residential Trips	4	0	1	0	0	0	0	3	1	3	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	48	0	16	0	0	0	0	85	9	23	136	0
2034 Buildout Total	48	0	16	28	0	51	28	681	9	23	661	13

INTERSECTION VOLUME DEVELOPMENT

Intersection 21 Executive Park Drive & Proposed Driveway 10 PM PEAK HOUR

Description	Executive Park Drive Northbound			Executive Park Drive Southbound			Proposed Driveway 10 Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		150			525							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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	
Adjustment												
Adjusted 2019 Volumes	0	150	0	0	525	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	7	0	0	32	0	0	0	0	0	0	0
2029 Background Traffic (Build Geometry)	0	165	0	0	584	0	0	0	0	0	0	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	158	0	0	552	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN	10%	21%				10%						
Trip Distribution OUT					21%		5%		10%			
Residential Trips	8	17	0	0	11	8	3	0	5	0	0	0
Trip Distribution IN	10%	21%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	21%	0%	5%	0%	10%	0%	0%	0%
Hotel Trips	6	12	0	0	12	6	3	0	5	0	0	0
Trip Distribution IN					7%							
Trip Distribution OUT		9%										
Office Trips	0	28	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	12	0	0	4	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	14	69	0	0	32	14	6	0	10	0	0	0
Phase I (Year 2029) Build-out Total	14	234	0	0	616	14	6	0	10	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	14	238	0	0	631	14	6	0	10	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	10%	21%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	21%	0%	5%	0%	10%	0%	0%	0%
Residential Trips	7	15	0	0	10	7	2	0	5	0	0	0
Trip Distribution IN	10%	21%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	21%	0%	5%	0%	10%	0%	0%	0%
Hotel Trips	5	11	0	0	11	5	3	0	5	0	0	0
Trip Distribution IN		10%			2%							
Trip Distribution OUT		2%			8%							
Office Trips	0	70	0	0	126	0	0	0	0	0	0	0
Trip Distribution IN					4%							
Trip Distribution OUT		4%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	0	8	0	0	12	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	12	105	0	0	160	12	5	0	10	0	0	0
2034 Buildout Total	12	274	0	0	759	12	5	0	10	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 22 Executive Park Drive & Proposed Driveway 11 PM PEAK HOUR

Description	Executive Park Drive <u>Northbound</u>			Executive Park Drive <u>Southbound</u>			N/A <u>Eastbound</u>			Proposed Driveway 11 <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		150			525							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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	
Adjustment												
Adjusted 2019 Volumes	0	150	0	0	525	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	7	0	0	32	0	0	0	0	0	0	0
2029 Background Traffic (Build Geometry)	0	165	0	0	584	0	0	0	0	0	0	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	158	0	0	552	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN		31%										
Trip Distribution OUT					31%							
Residential Trips	0	25	0	0	16	0	0	0	0	0	0	0
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	17	0	0	17	0	0	0	0	0	0	0
Trip Distribution IN			10%	4%	3%							
Trip Distribution OUT		2%								6%		7%
Office Trips	0	6	7	3	2	0	0	0	0	19	0	23
Trip Distribution IN	0%	0%	10%	4%	3%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%	7%
Other Non-Residential Trips	0	3	5	2	2	0	0	0	0	8	0	9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	51	12	5	37	0	0	0	0	27	0	32
Phase I (Year 2029) Build-out Total	0	216	12	5	621	0	0	0	0	27	0	32
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	0	220	12	5	636	0	0	0	0	27	0	32
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	23	0	0	15	0	0	0	0	0	0	0
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	16	0	0	17	0	0	0	0	0	0	0
Trip Distribution IN		10%	5%	1%	1%							
Trip Distribution OUT		1%			8%					3%		1%
Office Trips	0	55	20	4	122	0	0	0	0	44	0	15
Trip Distribution IN					4%							
Trip Distribution OUT		4%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	1%	0%	0%	8%	0%	0%	0%	0%	3%	0%	1%
Non-Residential Trips	0	6	3	1	12	0	0	0	0	4	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	101	23	5	167	0	0	0	0	48	0	16
2034 Buildout Total	0	270	23	5	766	0	0	0	0	48	0	16

INTERSECTION VOLUME DEVELOPMENT

Intersection 23 Executive Park Drive & Proposed Driveway 12 PM PEAK HOUR

Description	Executive Park Drive Northbound			Executive Park Drive Southbound			N/A Eastbound			Proposed Driveway 12 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		150			525							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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	
Adjustment												
Adjusted 2019 Volumes	0	150	0	0	525	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	50	32	0	0	0	0	0	30	0	7
2029 Background Traffic (Build Geometry)	0	158	50	32	552	0	0	0	0	30	0	7
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	158	0	0	552	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN		31%										
Trip Distribution OUT					31%							
Residential Trips	0	25	0	0	16	0	0	0	0	0	0	0
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	17	0	0	17	0	0	0	0	0	0	0
Trip Distribution IN		10%	10%	3%								
Trip Distribution OUT					6%					12%		2%
Office Trips	0	7	8	2	19	0	0	0	0	34	0	6
Trip Distribution IN	0%	10%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	6%	0%	0%	0%	0%	12%	0%	2%
Other Non-Residential Trips	0	5	5	2	8	0	0	0	0	16	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	54	13	4	60	0	0	0	0	50	0	9
Phase I (Year 2029) Build-out Total	0	212	63	36	612	0	0	0	0	80	0	16
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	0	216	64	37	626	0	0	0	0	81	0	16
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	23	0	0	15	0	0	0	0	0	0	0
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	16	0	0	17	0	0	0	0	0	0	0
Trip Distribution IN		15%	5%	1%								
Trip Distribution OUT					11%					7%		1%
Office Trips	0	60	20	4	162	0	0	0	0	103	0	15
Trip Distribution IN			10%	4%								
Trip Distribution OUT										10%		4%
Retail Trips	0	0	2	1	0	0	0	0	0	2	0	1
Trip Distribution IN	0%	15%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	11%	0%	0%	0%	0%	7%	0%	1%
Non-Residential Trips	0	8	3	1	15	0	0	0	0	9	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	107	25	6	209	0	0	0	0	114	0	17
2034 Buildout Total	0	269	76	39	775	0	0	0	0	145	0	24

INTERSECTION VOLUME DEVELOPMENT

Intersection 24 Executive Park South & Proposed Driveway 13 PM PEAK HOUR

Description	Proposed Driveway 13			N/A			Executive Park South			Executive Park South		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	9	0	0	7	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	334	0	0	248	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN									3%	10%	57%	
Trip Distribution OUT	3%		15%					57%				
Residential Trips	2	0	10	0	0	0	0	29	2	8	47	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	57%	0%
Trip Distribution OUT	3%	0%	15%	0%	0%	0%	0%	57%	0%	0%	0%	0%
Hotel Trips	2	0	11	0	0	0	0	31	2	6	31	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	8	0	0	38	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	5	0	0	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	0	21	0	0	0	0	73	4	14	132	0
Phase I (Year 2029) Build-out Total	4	0	21	0	0	0	0	407	4	14	380	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	4	0	21	0	0	0	0	422	4	14	400	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	57%	0%
Trip Distribution OUT	3%	0%	15%	0%	0%	0%	0%	57%	0%	0%	0%	0%
Residential Trips	1	0	7	0	0	0	0	27	2	7	42	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	57%	0%
Trip Distribution OUT	3%	0%	15%	0%	0%	0%	0%	57%	0%	0%	0%	0%
Hotel Trips	2	0	8	0	0	0	0	31	2	5	30	0
Trip Distribution IN								4%			5%	
Trip Distribution OUT								5%			6%	
Office Trips	0	0	0	0	0	0	0	90	0	0	109	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	2	0	0	2	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	5%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	6%	0%
Non-Residential Trips	0	0	0	0	0	0	0	9	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	15	0	0	0	0	159	4	12	194	0
2034 Buildout Total	3	0	15	0	0	0	0	508	4	12	462	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 25 Executive Park South & Proposed Driveway 14 PM PEAK HOUR

Description	N/A			Proposed Driveway 14			Executive Park South			Executive Park South		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	7	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	334	0	0	249	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN								3%			57%	
Trip Distribution OUT								57%			3%	
Residential Trips	0	0	0	0	0	0	0	31	0	0	49	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	57%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	57%	0%	0%	3%	0%
Hotel Trips	0	0	0	0	0	0	0	33	0	0	33	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	8	0	0	38	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	5	0	0	15	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	77	0	0	135	0
Phase I (Year 2029) Build-out Total	0	0	0	0	0	0	0	411	0	0	384	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	0	0	0	0	0	0	0	426	0	0	404	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	57%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	57%	0%	0%	3%	0%
Residential Trips	0	0	0	0	0	0	0	29	0	0	43	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	57%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	57%	0%	0%	3%	0%
Hotel Trips	0	0	0	0	0	0	0	33	0	0	32	0
Trip Distribution IN							3%	4%			2%	3%
Trip Distribution OUT				3%		3%		2%			6%	
Office Trips	0	0	0	44	0	44	12	46	0	0	97	12
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	2	0	0	2	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%	2%	3%
Trip Distribution OUT	0%	0%	0%	3%	0%	3%	0%	2%	0%	0%	6%	0%
Non-Residential Trips	0	0	0	4	0	4	2	5	0	0	9	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	48	0	48	14	115	0	0	183	14
2034 Buildout Total	0	0	0	48	0	48	14	464	0	0	452	14

INTERSECTION VOLUME DEVELOPMENT
Intersection 26
Executive Park South & Proposed Driveway 15/Proposed Driveway 16
PM PEAK HOUR

Description	Proposed Driveway 16 Northbound			Proposed Driveway 15 Southbound			Executive Park South Eastbound			Executive Park South Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	7	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	334	0	0	249	0
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	0	0	0	0	0	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN								3%	3%	25%	32%	
Trip Distribution OUT	3%		25%					32%			3%	
Residential Trips	2	0	13	0	0	0	0	18	2	21	28	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	3%	25%	32%	0%
Trip Distribution OUT	3%	0%	25%	0%	0%	0%	0%	32%	0%	0%	3%	0%
Hotel Trips	2	0	14	0	0	0	0	20	2	14	20	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	7	0	0	36	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	5	0	0	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	0	27	0	0	0	0	50	4	35	100	0
Phase I (Year 2029) Build-out Total	4	0	27	0	0	0	0	384	4	35	349	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	4	0	27	0	0	0	0	399	4	35	369	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	3%	25%	32%	0%
Trip Distribution OUT	3%	0%	25%	0%	0%	0%	0%	32%	0%	0%	3%	0%
Residential Trips	1	0	12	0	0	0	0	17	2	18	24	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	3%	25%	32%	0%
Trip Distribution OUT	3%	0%	25%	0%	0%	0%	0%	32%	0%	0%	3%	0%
Hotel Trips	2	0	14	0	0	0	0	19	2	13	19	0
Trip Distribution IN							3%	7%				2%
Trip Distribution OUT				2%		3%					9%	
Office Trips	0	0	0	30	0	44	12	28	0	0	133	8
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	2	0	0	2	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	7%	0%	0%	0%	2%
Trip Distribution OUT	0%	0%	0%	2%	0%	3%	0%	0%	0%	0%	9%	0%
Non-Residential Trips	0	0	0	3	0	4	2	4	0	0	12	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	26	33	0	48	14	70	4	31	190	9
2034 Buildout Total	3	0	26	33	0	48	14	419	4	31	459	9

INTERSECTION VOLUME DEVELOPMENT

Intersection 27 Executive Park South & Proposed Driveway 17 PM PEAK HOUR

Description	Proposed Driveway 17			Private Driveway			Executive Park South			Executive Park South		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	2	0	10	38	0	22	0		0	0		6
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2019 Volumes	2	0	10	38	0	22	0	0	0	0	0	6
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	9	0	0	7	0
2029 Background Traffic (Build Geometry)	2	0	11	40	0	23	0	294	0	0	243	6
Toll Brothers Development (No-Build Geometry)												
2029 Background Traffic (No-Build Geometry)	2	0	11	40	0	23	0	0	0	0	0	6
Phase I (Year 2029) Project Trips												
Trip Distribution IN								6%	7%	32%		
Trip Distribution OUT	7%		32%								6%	
Residential Trips	4	0	16	0	0	0	0	5	6	26	3	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	6%	7%	32%	0%	0%
Trip Distribution OUT	7%	0%	32%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Hotel Trips	3	0	18	0	0	0	0	3	4	18	3	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	7	0	0	38	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	5	0	0	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	0	34	0	0	0	0	20	10	44	60	0
Phase I (Year 2029) Build-out Total	9	0	45	40	0	23	0	314	10	44	303	6
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	15	0	0	36	0
DRI #2789 Total Project Trips								22			51	
2034 Background Traffic (with Phase I Trips)	9	0	45	41	0	24	0	328	10	44	323	6
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	6%	7%	32%	0%	0%
Trip Distribution OUT	7%	0%	32%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Residential Trips	3	0	15	0	0	0	0	4	5	23	3	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	6%	7%	32%	0%	0%
Trip Distribution OUT	7%	0%	32%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Hotel Trips	4	0	17	0	0	0	0	3	4	17	3	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	40	0	0	177	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	2	0	0	2	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Non-Residential Trips	0	0	0	0	0	0	0	5	0	0	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	0	32	0	0	0	0	54	9	40	201	0
2034 Buildout Total	9	0	43	41	0	24	0	353	9	40	464	6

INTERSECTION VOLUME DEVELOPMENT

Intersection 1

N Druid Hills Rd NE & Buford Hwy NE AM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Buford Hwy NE			Buford Hwy NE		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	286	1,351	128	58	880	292	254	222	78	292	678	107
Existing 2019 Traffic Volumes	287	1,358	129	58	884	293	255	223	78	293	681	108
Pedestrians		8			8			5			10	
Conflicting Pedestrians	5		10	10		5	8		8	8		8
Heavy Vehicles	3	20	4	0	11	6	7	14	5	7	25	2
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	6%	6%	2%	4%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	287	1358	129	58	884	293	255	223	78	293	681	108
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	3	6	4	0	2	0	0	0	2	1	0	0
2029 Background Traffic (Build Geometry)	319	1,442	151	61	962	308	268	234	129	345	716	114
Toll Brothers Development (No-Build Geometry)	3	6	4	0	2	0	0	0	2	1	0	0
2029 Background Traffic (No-Build Geometry)	305	1,433	140	61	931	308	268	234	84	309	716	114
Phase I (Year 2029) Project Trips												
Trip Distribution IN					7%				4%	4%		
Trip Distribution OUT	4%	7%	4%									
Residential Trips	3	7	3	0	2	0	0	0	1	1	0	0
Trip Distribution IN	0%	0%	0%	0%	7%	0%	0%	0%	4%	4%	0%	0%
Trip Distribution OUT	4%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	1	2	1	0	4	0	0	0	2	2	0	0
Trip Distribution IN					3%				1%	1%		
Trip Distribution OUT	1%	3%	1%									
Office Trips	0	1	0	0	8	0	0	0	3	3	0	0
Trip Distribution IN	0%	0%	0%	0%	3%	0%	0%	0%	1%	1%	0%	0%
Trip Distribution OUT	1%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	1	2	1	0	6	0	0	0	2	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	12	5	0	20	0	0	0	8	8	0	0
Phase I (Year 2029) Build-out Total	324	1454	156	61	982	308	268	234	137	353	716	114
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	14	9	11	0	31	0	0	0	45	36	0	0
DRI #2789 Total Project Trips	20	13	16	0	44	0	0	0	64	52	0	0
2034 Background Traffic (with Phase I Trips)	338	1494	165	63	1019	316	275	240	158	377	734	117
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	7%	0%	0%	0%	4%	4%	0%	0%
Trip Distribution OUT	4%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	3	6	3	0	2	0	0	0	1	1	0	0
Trip Distribution IN	0%	0%	0%	0%	7%	0%	0%	0%	4%	4%	0%	0%
Trip Distribution OUT	4%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	1	0	0	4	0	0	0	2	2	0	0
Trip Distribution IN	0%	0%	0%	0%	3%	0%	0%	0%	1%	1%	0%	0%
Trip Distribution OUT	1%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Office Trips	2	7	2	0	34	0	0	0	11	11	0	0
Trip Distribution IN					7%				4%	4%		
Trip Distribution OUT	4%	7%	4%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	3%	0%	0%	0%	1%	1%	0%	0%
Trip Distribution OUT	1%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	1	2	1	0	6	0	0	0	2	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	16	6	0	46	0	0	0	16	16	0	0
2034 Buildout Total	339	1,498	166	63	1,045	316	275	240	166	385	734	117

INTERSECTION VOLUME DEVELOPMENT

Intersection 2

Executive Park East NE & Executive Park Dr NE

AM PEAK HOUR

Description	Executive Park East NE			Executive Park East NE			Executive Park Dr NE			Executive Park Dr NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	6	0	38	0	0	0	1	453	9	24	806	7
Existing 2019 Traffic Volumes	6	0	38	0	0	0	1	455	9	24	810	7
Pedestrians		1			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	0	0	1	0	0	0	0	8	3	1	13	0
Heavy Vehicle %	2%	0%	3%	0%	0%	0%	2%	2%	33%	4%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2019 Volumes	6	0	38	0	0	0	1	455	9	24	810	7
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	8	0
2029 Background Traffic (Build Geometry)	174							40	407		439	
Toll Brothers Development (No-Build Geometry)	0	0	0	0	0	0	0	30	0	0	11	0
2029 Background Traffic (No-Build Geometry)	6	0	40	0	0	0	1	508	9	25	862	7
Phase I (Year 2029) Project Trips												
Trip Distribution IN	8%										48%	
Trip Distribution OUT								2%	58%			
Residential Trips	2	0	0	0	0	0	0	2	45	0	14	0
Trip Distribution IN	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	2%	58%	0%	0%	0%
Hotel Trips	4	0	0	0	0	0	0	1	16	0	24	0
Trip Distribution IN									3%	15%	20%	
Trip Distribution OUT	3%							5%				
Office Trips	1	0	0	0	0	0	0	2	8	41	55	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	3%	15%	20%	0%
Trip Distribution OUT	3%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Other Non-Residential Trips	2	0	0	0	0	0	0	4	6	31	41	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	0	0	0	0	0	9	75	72	134	0
Phase I (Year 2029) Build-out Total	183	0	0	0	0	0	0	49	482	72	573	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	11	0	0	0	0	0	0	0	29	0	0	0
DRI #2789 Total Project Trips	15								41			
2034 Background Traffic (with Phase I Trips)	191	0	0	0	0	0	0	50	504	72	584	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	2%	58%	0%	0%	0%
Residential Trips	2	0	0	0	0	0	0	2	46	0	13	0
Trip Distribution IN	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	2%	58%	0%	0%	0%
Hotel Trips	4	0	0	0	0	0	0	0	5	0	24	0
Trip Distribution IN									2%	10%	20%	5%
Trip Distribution OUT	1%		2%	2%	3%			1%	11%			
Office Trips	2	0	5	5	7	0	0	2	48	115	230	57
Trip Distribution IN									6%			
Trip Distribution OUT	6%											
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	2%	10%	20%	5%
Trip Distribution OUT	1%	0%	2%	2%	3%	0%	0%	1%	11%	0%	0%	0%
Other Non-Residential Trips	1	0	2	2	2	0	0	1	13	20	41	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	7	7	9	0	0	5	112	135	308	67
2034 Buildout Total	191	0	7	7	9	0	0	46	541	135	758	67

INTERSECTION VOLUME DEVELOPMENT
Intersection 3
N Druid Hills Rd NE & I-85 SB Ramps/Interstate 85 Frontage Rd
AM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			B Ramps/Interstate 85 Frontage Rd			B Ramps/Interstate 85 Frontage Rd		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	818	1,200	0	0	824	543	0	0	0	782	269	638
Existing 2019 Traffic Volumes	822	1,206	0	0	828	546	0	0	0	786	270	641
Pedestrians		0			0			1			3	
Conflicting Pedestrians	1		3	3		1	0		0	0		0
Heavy Vehicles	4	18	0	0	20	2	0	0	0	18	1	10
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	822	1206	0	0	828	546	0	0	0	786	270	641
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	13	13	0	0	5	0	0	0	0	6	0	0
2029 Background Traffic (Build Geometry)	920	1,304	0	0	986	574	0	0	0	1,137	372	685
Toll Brothers Development (No-Build Geometry)	13	13	0	0	5	0	0	0	0	6	0	0
2029 Background Traffic (No-Build Geometry)	877	1,281	0	0	875	574	0	0	0	832	284	674
Phase I (Year 2029) Project Trips												
Trip Distribution IN					15%						20%	
Trip Distribution OUT	15%	15%										
Residential Trips	12	12	0	0	4	0	0	0	0	6	0	0
Trip Distribution IN	0%	0%	0%	0%	15%	0%	0%	0%	0%	20%	0%	0%
Trip Distribution OUT	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	4	4	0	0	8	0	0	0	0	10	0	0
Trip Distribution IN					5%					25%		
Trip Distribution OUT	25%	5%										
Office Trips	12	2	0	0	14	0	0	0	0	69	0	0
Trip Distribution IN	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%	0%
Trip Distribution OUT	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	21	4	0	0	10	0	0	0	0	51	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	49	22	0	0	36	0	0	0	0	136	0	0
Phase I (Year 2029) Build-out Total	969	1326	0	0	1022	574	0	0	0	1273	372	685
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase 1 Project Trips	43	23	0	0	111	0	0	0	0	305	88	11
DRI #2789 Total Project Trips	62	33	0	0	159	0	0	0	0	435	125	16
2034 Background Traffic (with Phase I Trips)	1010	1368	0	0	1092	588	0	0	0	1424	416	707
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	15%	0%	0%	0%	0%	20%	0%	0%
Trip Distribution OUT	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	12	12	0	0	4	0	0	0	0	6	0	0
Trip Distribution IN	0%	0%	0%	0%	15%	0%	0%	0%	0%	20%	0%	0%
Trip Distribution OUT	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	1	1	0	0	8	0	0	0	0	10	0	0
Trip Distribution IN	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%	0%
Trip Distribution OUT	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Office Trips	58	12	0	0	57	0	0	0	0	287	0	0
Trip Distribution IN					15%					20%		
Trip Distribution OUT	15%	15%										
Retail Trips	1	1	0	0	1	0	0	0	0	1	0	0
Trip Distribution IN	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%	0%
Trip Distribution OUT	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	20	4	0	0	10	0	0	0	0	51	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	92	30	0	0	80	0	0	0	0	355	0	0
2034 Buildout Total	1,053	1,376	0	0	1,136	588	0	0	0	1,643	416	707

INTERSECTION VOLUME DEVELOPMENT

Intersection 4

N Druid Hills Rd NE & I-85 NB Ramps/Interstate 85 Frontage Rd AM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			B Ramps/Interstate 85 Frontage Rd			B Ramps/Interstate 85 Frontage Rd		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	1,742	634	380	1,237	0	3	421	948	0	0	302
Existing 2019 Traffic Volumes	0	1,751	637	382	1,243	0	3	423	953	0	0	304
Pedestrians		0			0			1			2	
Conflicting Pedestrians	1		2	2		1	0		0	0		0
Heavy Vehicles	0	17	15	8	29	0	0	0	13	0	0	5
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	2%	2%	2%	0%	0%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	1751	637	382	1243	0	3	423	953	0	0	304
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	26	17	0	11	0	0	0	5	0	0	0
2029 Background Traffic (Build Geometry)	0	1,934	774	718	1,417	0	3	692	1,105	0	0	320
Toll Brothers Development (No-Build Geometry)	0	26	17	0	11	0	0	0	5	0	0	0
2029 Background Traffic (No-Build Geometry)	0	1,867	687	402	1,318	0	3	445	1,007	0	0	320
Phase I (Year 2029) Project Trips												
Trip Distribution IN					35%				15%			
Trip Distribution OUT		30%	20%									
Residential Trips	0	24	16	0	10	0	0	0	4	0	0	0
Trip Distribution IN	0%	0%	0%	0%	35%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	0%	30%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	8	5	0	18	0	0	0	8	0	0	0
Trip Distribution IN					30%				25%			
Trip Distribution OUT		30%	25%									
Office Trips	0	15	12	0	83	0	0	0	69	0	0	0
Trip Distribution IN	0%	0%	0%	0%	30%	0%	0%	0%	25%	0%	0%	0%
Trip Distribution OUT	0%	30%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	24	21	0	61	0	0	0	51	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	71	54	0	172	0	0	0	132	0	0	0
Phase I (Year 2029) Build-out Total	0	2005	828	718	1589	0	3	692	1237	0	0	320
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase 1 Project Trips	0	67	87	316	99	0	0	247	98	0	0	0
DRI #2789 Total Project Trips	0	95	124	451	142	0	0	353	140	0	0	0
2034 Background Traffic (with Phase I Trips)	0	2080	882	863	1665	0	3	809	1304	0	0	328
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	35%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	0%	30%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	24	16	0	10	0	0	0	4	0	0	0
Trip Distribution IN	0%	0%	0%	0%	35%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	0%	30%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	3	2	0	18	0	0	0	8	0	0	0
Trip Distribution IN	0%	0%	0%	0%	30%	0%	0%	0%	25%	0%	0%	0%
Trip Distribution OUT	0%	30%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Office Trips	0	69	58	0	345	0	0	0	287	0	0	0
Trip Distribution IN					35%				15%			
Trip Distribution OUT		30%	20%									
Retail Trips	0	1	1	0	2	0	0	0	1	0	0	0
Trip Distribution IN	0%	0%	0%	0%	30%	0%	0%	0%	25%	0%	0%	0%
Trip Distribution OUT	0%	30%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	24	20	0	61	0	0	0	51	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	121	97	0	436	0	0	0	351	0	0	0
2034 Buildout Total	0	2,130	925	863	1,929	0	3	809	1,523	0	0	328

INTERSECTION VOLUME DEVELOPMENT
Intersection 5
N Druid Hills Rd NE & Executive Park Dr NE/Tullie Rd NE
AM PEAK HOUR

Description	N Druid Hills Rd NE			N Druid Hills Rd NE			Executive Park Dr NE/Tullie Rd NE			Executive Park Dr NE/Tullie Rd NE		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	128	1,956	108	221	1,464	507	338	64	63	43	29	72
Existing 2019 Traffic Volumes	129	1,966	109	222	1,471	510	340	64	63	43	29	72
Pedestrians	5			0			1			3		
Conflicting Pedestrians	1		3	3		1	0		5	5		0
Heavy Vehicles	2	24	1	1	38	6	4	2	3	5	2	3
Heavy Vehicle %	2%	2%	2%	2%	3%	2%	2%	3%	5%	12%	7%	4%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2019 Volumes	129	1966	109	222	1471	510	340	64	63	43	29	72
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	13	0	0	5	3	30	0	0	0	0	0
2029 Background Traffic (Build Geometry)	136	2,134	186	430	1,591	539	387	96	26	90	41	175
Toll Brothers Development (No-Build Geometry)	0	13	0	0	5	11	30	0	0	0	0	0
2029 Background Traffic (No-Build Geometry)	136	2,080	115	233	1,551	547	387	67	66	45	30	76
Phase I (Year 2029) Project Trips												
Trip Distribution IN	6%					2%						
Trip Distribution OUT					2%		50%		8%			
Residential Trips	2	0	0	0	2	1	40	0	6	0	0	0
Trip Distribution IN	6%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	50%	0%	8%	0%	0%	0%
Hotel Trips	3	0	0	0	1	1	14	0	2	0	0	0
Trip Distribution IN	15%					20%						
Trip Distribution OUT					5%		55%		10%			
Office Trips	40	0	0	0	2	55	27	0	5	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	55%	0%	10%	0%	0%	0%
Other Non-Residential Trips	30	0	0	0	4	41	44	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	75	0	0	0	9	98	125	0	21	0	0	0
Phase I (Year 2029) Build-out Total	211	2134	186	430	1600	206	512	96	47	90	41	175
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	54	71	197	0	0	0	29	0	45	11	99
DRI #2789 Total Project Trips	0	77	101	282	0	0	0	41	0	64	15	142
2034 Background Traffic (with Phase I Trips)	214	2210	219	521	1640	209	522	110	48	110	46	220
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	6%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	50%	0%	8%	0%	0%	0%
Residential Trips	2	0	0	0	2	1	40	0	6	0	0	0
Trip Distribution IN	6%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	50%	0%	8%	0%	0%	0%
Hotel Trips	3	0	0	0	0	1	5	0	1	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	55%	0%	10%	0%	0%	0%
Office Trips	172	0	0	0	12	230	127	0	23	0	0	0
Trip Distribution IN	30%					50%						
Trip Distribution OUT							50%		30%			
Retail Trips	2	0	0	0	0	3	2	0	1	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	55%	0%	10%	0%	0%	0%
Other Non-Residential Trips	31	0	0	0	4	41	44	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	210	0	0	0	18	276	218	0	39	0	0	0
2034 Buildout Total	349	2,210	219	521	1,649	387	615	110	66	110	46	220

INTERSECTION VOLUME DEVELOPMENT
Intersection 50
N Druid Hills Rd NE & Future North Executive Park Drive
AM PEAK HOUR

Description	N Druid Hills Rd NE Northbound			N Druid Hills Rd NE Southbound			Future Park Dr NE/Tullie Rd Eastbound			Future Park Dr NE/Tullie Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes												
Existing 2019 Traffic Volumes												
Pedestrians		5			0			1			3	
Conflicting Pedestrians	1		3	3		1	0		5	5		0
Heavy Vehicles	2	24	1	1	38	6	4	2	3	5	2	3
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Balancing												
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	43	0	0	8	8	0	0	0	0	0	0
2029 Background Traffic (Build Geometry)	0	2,696	0	0	2,089	439	0	0	40	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN					2%	48%						
Trip Distribution OUT		50%							2%			
Residential Trips	0	40	0	0	1	14	0	0	2	0	0	0
Trip Distribution IN	0%	0%	0%	0%	2%	48%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	50%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Hotel Trips	0	14	0	0	1	24	0	0	1	0	0	0
Trip Distribution IN					20%	35%						
Trip Distribution OUT		55%							5%			
Office Trips	0	27	0	0	55	97	0	0	2	0	0	0
Trip Distribution IN	0%	0%	0%	0%	20%	35%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	55%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Other Non-Residential Trips	0	44	0	0	41	71	0	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	125	0	0	98	206	0	0	9	0	0	0
Phase I (Year 2029) Build-out Total	0	2821	0	0	2187	645	0	0	49	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	153	0	0	197	0	0	0	0	0	0	0
DRI #2789 Total Project Trips		219			282							
2034 Background Traffic (with Phase I Trips)	0	2951	0	0	2320	656	0	0	50	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	2%	48%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	50%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Residential Trips	0	40	0	0	1	13	0	0	2	0	0	0
Trip Distribution IN	0%	0%	0%	0%	2%	48%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	50%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Hotel Trips	0	5	0	0	1	24	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	20%	35%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	55%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Office Trips	0	127	0	0	230	402	0	0	12	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		50%										
Retail Trips	0	2	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	20%	35%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	55%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Other Non-Residential Trips	0	44	0	0	41	71	0	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	218	0	0	276	510	0	0	18	0	0	0
2034 Buildout Total	0	3,044	0	0	2,498	960	0	0	59	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 6

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 2018 Traffic Volumes	160	1,409	10	105	859	484	493	246	74	132	386	364
Existing 2019 Traffic Volumes	161	1,416	10	106	863	486	495	247	74	133	388	366
Pedestrians	5			8			6			3		
Conflicting Pedestrians	6		3	3		6	8		5	5		8
Heavy Vehicles	2	12	0	3	18	20	14	7	2	3	5	3
Heavy Vehicle %	2%	2%	2%	3%	2%	4%	3%	3%	3%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2019 Volumes	161	1416	10	106	863	486	495	247	74	133	388	366
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	3	0	0	0	0	5	13	9	8	0	3	0
2029 Background Traffic (Build Geometry)	172	1,579	53	111	936	532	581	297	86	153	419	386
Toll Brothers Development (No-Build Geometry)	3	0	0	0	0	5	13	9	8	0	3	0
2029 Background Traffic (No-Build Geometry)	172	1,488	11	111	907	516	533	269	86	140	411	385
Phase I (Year 2029) Project Trips												
Trip Distribution IN	5%	5%									9%	1%
Trip Distribution OUT				5%	5%			5%	5%			
Residential Trips	1	1	0	4	4	0	0	4	4	0	3	0
Trip Distribution IN	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	9%	1%
Trip Distribution OUT	0%	0%	0%	5%	5%	0%	0%	5%	5%	0%	0%	0%
Hotel Trips	3	3	0	1	1	0	0	1	1	0	5	1
Trip Distribution IN	3%	7%									2%	8%
Trip Distribution OUT				8%	7%			2%	3%			
Office Trips	8	19	0	4	3	0	0	1	1	0	5	21
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%
Trip Distribution OUT	0%	0%	0%	8%	7%	0%	0%	2%	3%	0%	0%	0%
Other Non-Residential Trips	6	14	0	7	6	0	0	2	2	0	4	16
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	18	37	0	16	14	0	0	8	8	0	17	38
Phase I (Year 2029) Build-out Total	190	1616	53	127	950	532	581	305	94	153	436	424
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase 1 Project Trips	0	91	42	0	29	16	48	28	0	13	8	1
DRI #2789 Total Project Trips	0	130	60	0	41	23	68	40	0	19	12	1
2034 Background Traffic (with Phase I Trips)	194	1693	71	130	985	552	614	324	96	163	450	434
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	9%	1%
Trip Distribution OUT	0%	0%	0%	5%	5%	0%	0%	5%	5%	0%	0%	0%
Residential Trips	1	1	0	4	4	0	0	4	4	0	3	0
Trip Distribution IN	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	9%	1%
Trip Distribution OUT	0%	0%	0%	5%	5%	0%	0%	5%	5%	0%	0%	0%
Hotel Trips	3	3	0	0	0	0	0	0	0	0	5	1
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%
Trip Distribution OUT	0%	0%	0%	8%	7%	0%	0%	2%	3%	0%	0%	0%
Office Trips	34	80	0	18	16	0	0	5	7	0	23	92
Trip Distribution IN		10%					10%					10%
Trip Distribution OUT				10%	10%	10%						
Retail Trips	0	1	0	0	0	0	1	0	0	0	0	1
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%
Trip Distribution OUT	0%	0%	0%	8%	7%	0%	0%	2%	3%	0%	0%	0%
Other Non-Residential Trips	6	14	0	6	6	0	0	2	2	0	4	16
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	44	99	0	28	26	0	1	11	13	0	35	110
2034 Buildout Total	220	1,755	71	142	997	552	615	327	101	163	468	506

INTERSECTION VOLUME DEVELOPMENT

Intersection 7

Briarcliff Rd NE & Sheridan Rd NE

AM PEAK HOUR

Description	Briarcliff Rd NE			Briarcliff Rd NE			Sheridan Rd NE			Sheridan Rd NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	385	623	0	0	571	379	93	0	126	0	0	0
Existing 2019 Traffic Volumes	387	626	0	0	574	381	93	0	127	0	0	0
Pedestrians		13			0			3			0	
Conflicting Pedestrians	3		0	0		3	0		13	13		0
Heavy Vehicles	10	21	0	0	18	4	2	0	4	0	0	0
Heavy Vehicle %	3%	3%	0%	0%	3%	2%	2%	0%	3%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	387	626	0	0	574	381	93	0	127	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	4	0	0	0	0	11	30	0	13	0	0	0
2029 Background Traffic (Build Geometry)	411	733	0	0	628	411	128	0	146	0	0	0
Toll Brothers Development (No-Build Geometry)	4	0	0	0	0	11	30	0	13	0	0	0
2029 Background Traffic (No-Build Geometry)	411	658	0	0	603	411	128	0	146	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN	15%					14%						
Trip Distribution OUT							10%		15%			
Residential Trips	4	0	0	0	0	4	8	0	12	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	10%	0%	15%	0%	0%	0%
Hotel Trips	8	0	0	0	0	7	3	0	4	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Office Trips	27	0	0	0	0	14	2	0	5	0	0	0
Trip Distribution IN	10%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	0%	10%	0%	0%	0%
Other Non-Residential Trips	20	0	0	0	0	10	4	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	59	0	0	0	0	35	17	0	29	0	0	0
Phase I (Year 2029) Build-out Total	470	733	0	0	628	446	145	0	175	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase 1 Project Trips	0	75	0	0	25	0	0	0	0	0	0	0
DRI #2789 Total Project Trips	0	107	0	0	35	0	0	0	0	0	0	0
2034 Background Traffic (with Phase I Trips)	480	782	0	0	653	456	148	0	179	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	15%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	10%	0%	15%	0%	0%	0%
Residential Trips	4	0	0	0	0	4	8	0	12	0	0	0
Trip Distribution IN	15%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	10%	0%	15%	0%	0%	0%
Hotel Trips	8	0	0	0	0	7	1	0	1	0	0	0
Trip Distribution IN	10%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	0%	10%	0%	0%	0%
Office Trips	115	0	0	0	0	57	12	0	23	0	0	0
Trip Distribution IN	5%	10%										
Trip Distribution OUT					10%				5%			
Retail Trips	0	1	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	10%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	0%	10%	0%	0%	0%
Other Non-Residential Trips	20	0	0	0	0	10	4	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	147	1	0	0	0	78	25	0	44	0	0	0
2034 Buildout Total	568	783	0	0	653	499	156	0	194	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 8

Executive Park Dr NE & Sheridan Rd NE

AM PEAK HOUR

Description	Executive Park Dr NE			Executive Park Dr NE			Sheridan Rd NE			Sheridan Rd NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	155	0	168	45	114	0	0	384	446
Existing 2019 Traffic Volumes	0	0	0	156	0	169	45	115	0	0	386	448
Pedestrians	0			8			0			0		
Conflicting Pedestrians	0		0	0		0	8		0	0		8
Heavy Vehicles	0	0	0	6	0	3	0	1	0	0	4	7
Heavy Vehicle %	0%	0%	0%	4%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2019 Volumes	0	0	0	156	0	169	45	115	0	0	386	448
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	43	0	2	2	0	0	0	0	15
2029 Background Traffic (Build Geometry)	0	0	0	207	0	180	49	121	0	0	406	486
Toll Brothers Development (No-Build Geometry)	0	0	0	43	0	2	2	0	0	0	0	15
2029 Background Traffic (No-Build Geometry)	0	0	0	207	0	180	49	121	0	0	406	486
Phase I (Year 2029) Project Trips												
Trip Distribution IN							2%					29%
Trip Distribution OUT				25%		2%						
Residential Trips	0	0	0	20	0	2	1	0	0	0	0	8
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	29%
Trip Distribution OUT	0%	0%	0%	25%	0%	2%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	7	0	1	1	0	0	0	0	15
Trip Distribution IN							5%					15%
Trip Distribution OUT				15%		3%						
Office Trips	0	0	0	7	0	1	14	0	0	0	0	40
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	3%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	12	0	2	10	0	0	0	0	31
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	46	0	6	26	0	0	0	0	94
Phase I (Year 2029) Build-out Total	0	0	0	253	0	186	75	121	0	0	406	580
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	0	0	0	258	0	191	76	124	0	0	416	592
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	29%
Trip Distribution OUT	0%	0%	0%	25%	0%	2%	0%	0%	0%	0%	0%	0%
Residential Trips	0	0	0	20	0	2	1	0	0	0	0	8
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	29%
Trip Distribution OUT	0%	0%	0%	25%	0%	2%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	2	0	0	1	0	0	0	0	15
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	3%	0%	0%	0%	0%	0%	0%
Office Trips	0	0	0	35	0	7	57	0	0	0	0	172
Trip Distribution IN							5%					5%
Trip Distribution OUT				5%		5%						
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%
Trip Distribution OUT	0%	0%	0%	15%	0%	3%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	12	0	2	10	0	0	0	0	31
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	69	0	11	69	0	0	0	0	226
2034 Buildout Total	0	0	0	281	0	196	119	124	0	0	416	724

INTERSECTION VOLUME DEVELOPMENT

Intersection 9

Executive Park Dr NE & Executive Park S

AM PEAK HOUR

Description	Executive Park Dr NE			Executive Park Dr NE			Executive Park S			Executive Park S		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	186	377	0	22	311	407	125	0	43	0	0	0
Existing 2019 Traffic Volumes	187	379	0	22	313	409	126	0	43	0	0	0
Pedestrians		1			2			0			0	
Conflicting Pedestrians	0		0	0		0	2		1	1		2
Heavy Vehicles	1	5	0	1	5	8	5	0	2	0	0	0
Heavy Vehicle %	2%	2%	0%	5%	2%	2%	4%	0%	5%	0%	0%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2019 Volumes	187	379	0	22	313	409	126	0	43	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	11	0	0	0	8	0	0	0	3	0	0	0
2029 Background Traffic (Build Geometry)	208	398	0	23	337	441	161	0	48	0	0	0
Toll Brothers Development (No-Build Geometry)	11	30	0	0	11	0	0	0	3	0	0	0
2029 Background Traffic (No-Build Geometry)	208	428	0	23	340	430	132	0	48	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN	21%				10%	46%						
Trip Distribution OUT		5%					55%		21%			
Residential Trips	6	4	0	0	3	13	44	0	17	0	0	0
Trip Distribution IN	21%	0%	0%	0%	10%	46%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	55%	0%	21%	0%	0%	0%
Hotel Trips	11	1	0	0	5	23	15	0	6	0	0	0
Trip Distribution IN							3%		7%			
Trip Distribution OUT	9%					3%						
Office Trips	4	0	0	0	0	1	8	0	19	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	0%	7%	0%	0%	0%
Trip Distribution OUT	9%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	7	0	0	0	0	2	6	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	5	0	0	8	39	73	0	56	0	0	0
Phase I (Year 2029) Build-out Total	236	403	0	23	345	480	234	0	104	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase 1 Project Trips	0	0	0	0	0	11	29	0	0	0	0	0
DRI #2789 Total Project Trips						15	41					
2034 Background Traffic (with Phase I Trips)	241	413	0	24	354	495	249	0	105	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	21%	0%	0%	0%	10%	46%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	55%	0%	21%	0%	0%	0%
Residential Trips	6	4	0	0	3	13	43	0	17	0	0	0
Trip Distribution IN	21%	0%	0%	0%	10%	46%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	55%	0%	21%	0%	0%	0%
Hotel Trips	11	0	0	0	5	23	5	0	2	0	0	0
Trip Distribution IN	5%	5%					2%		2%			
Trip Distribution OUT	2%				3%	4%			5%			
Office Trips	62	57	0	0	7	9	23	0	35	0	0	0
Trip Distribution IN							6%		4%			
Trip Distribution OUT	4%					6%						
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%	5%	0%	0%	0%	0%	2%	0%	2%	0%	0%	0%
Trip Distribution OUT	2%	0%	0%	0%	3%	4%	0%	0%	5%	0%	0%	0%
Other Non-Residential Trips	12	10	0	0	2	3	4	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	91	71	0	0	17	48	75	0	62	0	0	0
2034 Buildout Total	304	479	0	24	363	504	251	0	111	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 10

Cheshire Bridge Rd NE & Chantilly Dr NE

AM PEAK HOUR

Description	Cheshire Bridge Rd NE			Cheshire Bridge Rd NE			Chantilly Dr NE			Chantilly Dr NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	1,339	48	146	1,057	0	0	0	0	21	0	199
Existing 2019 Traffic Volumes	0	1,346	48	147	1,062	0	0	0	0	21	0	200
Pedestrians	0			0			0			2		
Conflicting Pedestrians	0		2	2		0	0		0	0		0
Heavy Vehicles	0	22	1	2	39	0	0	0	0	0	0	3
Heavy Vehicle %	0%	2%	2%	2%	4%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2019 Volumes	0	1346	48	147	1062	0	0	0	0	21	0	200
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	1	2	0	0	0	0	0	1	0	7
2029 Background Traffic (Build Geometry)	0	1,415	54	183	1,116	0	0	0	0	24	0	227
Toll Brothers Development (No-Build Geometry)	0	0	1	2	0	0	0	0	0	1	0	7
2029 Background Traffic (No-Build Geometry)	0	1,415	51	157	1,116	0	0	0	0	23	0	217
Phase I (Year 2029) Project Trips												
Trip Distribution IN			2%	8%								
Trip Distribution OUT										1%		8%
Residential Trips	0	0	1	2	0	0	0	0	0	1	0	6
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Hotel Trips	0	0	1	4	0	0	0	0	0	0	0	2
Trip Distribution IN			2%	8%								
Trip Distribution OUT										1%		8%
Office Trips	0	0	5	22	0	0	0	0	0	0	0	4
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Other Non-Residential Trips	0	0	4	16	0	0	0	0	0	1	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	11	44	0	0	0	0	0	2	0	18
Phase I (Year 2029) Build-out Total	0	1415	65	227	1116	0	0	0	0	26	0	245
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	3	26	0	0	0	0	0	1	0	10
DRI #2789 Total Project Trips			4	37						1		14
2034 Background Traffic (with Phase I Trips)	0	1451	67	242	1144	0	0	0	0	27	0	254
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Residential Trips	0	0	1	2	0	0	0	0	0	1	0	6
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Hotel Trips	0	0	1	4	0	0	0	0	0	0	0	1
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Office Trips	0	0	23	92	0	0	0	0	0	2	0	18
Trip Distribution IN			5%	5%								
Trip Distribution OUT										3%		5%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%
Other Non-Residential Trips	0	0	4	16	0	0	0	0	0	1	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	29	114	0	0	0	0	0	4	0	31
2034 Buildout Total	0	1,451	85	312	1,144	0	0	0	0	29	0	267

INTERSECTION VOLUME DEVELOPMENT

Intersection 11

Chantilly Dr/Emory Orthopedic & Spine Center Dwy & Executive Park S/Chantilly Dr
AM PEAK HOUR

Description	/Emory Orthopedic & Spine			/Emory Orthopedic & Spine			Executive Park S/Chantilly Dr			Executive Park S/Chantilly Dr		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2019 Traffic Volumes	44	3	30	2	0	0	1	109	19	18	166	12
Pedestrians		3			5			1			1	
Conflicting Pedestrians	1		1	1		1	5		3	3		5
Heavy Vehicles	0	0	0	0	0	0	0	2	2	0	3	0
Heavy Vehicle %	2%	2%	2%	2%	0%	0%	2%	2%	11%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	44	3	30	2	0	0	1	109	19	18	166	12
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	3	0	3	8	0
2029 Background Traffic (Build Geometry)	46	3	32	2	0	0	1	147	20	22	193	13
Toll Brothers Development (No-Build Geometry)	0	0	0	0	0	0	0	3	0	3	8	0
2029 Background Traffic (No-Build Geometry)	46	3	32	2	0	0	1	118	20	22	182	13
Phase I (Year 2029) Project Trips												
Trip Distribution IN			3%					10%				
Trip Distribution OUT										4%	9%	
Residential Trips	0	0	1	0	0	0	0	3	0	3	7	0
Trip Distribution IN	0%	0%	3%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	9%	0%
Hotel Trips	0	0	2	0	0	0	0	5	0	1	2	0
Trip Distribution IN								10%				
Trip Distribution OUT										3%	9%	
Office Trips	0	0	0	0	0	0	0	27	0	1	4	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	9%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	20	0	2	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	3	0	0	0	0	55	0	7	20	0
Phase I (Year 2029) Build-out Total	46	3	35	2	0	0	1	202	20	29	213	13
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	47	3	36	2	0	0	1	217	21	30	222	13
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	3%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	9%	0%
Residential Trips	0	0	1	0	0	0	0	3	0	3	7	0
Trip Distribution IN	0%	0%	3%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	9%	0%
Hotel Trips	0	0	2	0	0	0	0	5	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	9%	0%
Office Trips	0	0	0	0	0	0	0	115	0	7	21	0
Trip Distribution IN								10%				
Trip Distribution OUT										2%	8%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	9%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	20	0	2	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	3	0	0	0	0	144	0	12	36	0
2034 Buildout Total	47	3	36	2	0	0	1	306	21	35	238	13

INTERSECTION VOLUME DEVELOPMENT

Intersection 12 Chantilly Dr & Sheridan Rd AM PEAK HOUR

Description	Chantilly Dr Northbound			Chantilly Dr Southbound			Sheridan Rd Eastbound			Sheridan Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	16	0	35	23	88	0	0	321	43
Pedestrians	0			2			0			0		
Conflicting Pedestrians	0		0	0		0	2		0	0		2
Heavy Vehicles	0	0	0	1	0	2	0	2	0	0	5	0
Heavy Vehicle %	0%	0%	0%	6%	0%	6%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2019 Volumes	0	0	0	16	0	35	23	88	0	0	321	43
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	3	0	2	0	0	2	0
2029 Background Traffic (Build Geometry)	0	0	0	17	0	40	24	95	0	0	339	45
Toll Brothers Development (No-Build Geometry)	0	0	0	0	0	3	0	2	0	0	2	0
2029 Background Traffic (No-Build Geometry)	0	0	0	17	0	40	24	95	0	0	339	45
Phase I (Year 2029) Project Trips												
Trip Distribution IN							3%	2%				
Trip Distribution OUT						4%					2%	
Residential Trips	0	0	0	0	0	3	1	1	0	0	2	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	2%	0%
Hotel Trips	0	0	0	0	0	1	2	1	0	0	1	0
Trip Distribution IN								5%				
Trip Distribution OUT						3%					3%	
Office Trips	0	0	0	0	0	1	0	14	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	0	0	0	2	0	10	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	7	3	26	0	0	6	0
Phase I (Year 2029) Build-out Total	0	0	0	17	0	47	27	121	0	0	345	45
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	0	0	0	17	0	48	28	123	0	0	354	46
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	2%	0%
Residential Trips	0	0	0	0	0	3	1	1	0	0	2	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	2%	0%
Hotel Trips	0	0	0	0	0	0	2	1	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	3%	0%
Office Trips	0	0	0	0	0	7	0	57	0	0	7	0
Trip Distribution IN								5%				
Trip Distribution OUT						2%					5%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	0	0	0	2	0	10	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	12	3	69	0	0	11	0
2034 Buildout Total	0	0	0	17	0	53	28	166	0	0	359	46

INTERSECTION VOLUME DEVELOPMENT

Intersection 13

Clairmont Rd/US-23 & Briarcliff Rd

AM PEAK HOUR

Description	Clairmont Rd/US-23			Clairmont Rd/US-23			Briarcliff Rd			Briarcliff Rd		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	103	1,472	32	158	1,028	264	194	165	79	164	289	553
Pedestrians		5			2			1			2	
Conflicting Pedestrians	1		2	2		1	2		5	5		2
Heavy Vehicles	0	15	1	3	25	5	6	7	4	5	6	5
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	4%	5%	3%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	103	1472	32	158	1028	264	194	165	79	164	289	553
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	1	0	0	0	0	1	3	3	3	0	1	0
2029 Background Traffic (Build Geometry)	162	1,547	34	166	1,081	348	232	194	104	172	357	581
Toll Brothers Development (No-Build Geometry)	1	0	0	0	0	1	3	3	3	0	1	0
2029 Background Traffic (No-Build Geometry)	109	1,547	34	166	1,081	279	207	176	86	172	305	581
Phase I (Year 2029) Project Trips												
Trip Distribution IN	3%					4%					3%	
Trip Distribution OUT							4%	3%	3%			
Residential Trips	1	0	0	0	0	1	4	2	2	0	1	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Hotel Trips	2	0	0	0	0	2	1	1	1	0	2	0
Trip Distribution IN	3%					4%					3%	
Trip Distribution OUT							4%	3%	3%			
Office Trips	8	0	0	0	0	10	2	1	1	0	8	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Other Non-Residential Trips	6	0	0	0	0	8	4	3	3	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	17	0	0	0	0	21	11	7	7	0	17	0
Phase I (Year 2029) Build-out Total	179	1547	34	166	1081	369	243	201	111	172	374	581
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	53	0	0	0	0	69	25	18	18	0	52	0
DRI #2789 Total Project Trips	75					99	35	26	25		74	
2034 Background Traffic (with Phase I Trips)	204	1586	35	170	1108	406	258	213	120	176	404	596
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Residential Trips	1	0	0	0	0	1	3	2	2	0	1	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Hotel Trips	2	0	0	0	0	2	0	0	0	0	2	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Office Trips	34	0	0	0	0	46	9	7	7	0	34	0
Trip Distribution IN	3%					4%					3%	
Trip Distribution OUT							4%	3%	3%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%	0%	0%
Other Non-Residential Trips	6	0	0	0	0	8	3	2	2	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	43	0	0	0	0	57	15	11	11	0	43	0
2034 Buildout Total	230	1,586	35	170	1,108	442	262	217	124	176	430	596

INTERSECTION VOLUME DEVELOPMENT

Intersection 14

N Druid Hill Rd & Lavista Rd/SR-236

AM PEAK HOUR

Description	N Druid Hill Rd			N Druid Hill Rd			Lavista Rd/SR-236			Lavista Rd/SR-236		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	430	1,424	23	77	706	181	129	222	244	92	684	108
Pedestrians		2			3			2			2	
Conflicting Pedestrians	2		2	2		2	3		2	2		3
Heavy Vehicles	7	22	1	4	17	6	3	9	4	0	9	2
Heavy Vehicle %	2%	2%	4%	5%	2%	3%	2%	4%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	430	1424	23	77	706	181	129	222	244	92	684	108
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	2	0	3	5	1	0	0	0	0	0	1
2029 Background Traffic (Build Geometry)	452	1,579	24	97	773	195	149	233	256	97	719	155
Toll Brothers Development (No-Build Geometry)	0	2	0	3	5	1	0	0	0	0	0	1
2029 Background Traffic (No-Build Geometry)	452	1,499	24	84	747	191	136	233	256	97	719	115
Phase I (Year 2029) Project Trips												
Trip Distribution IN		6%					1%					3%
Trip Distribution OUT				3%	6%	1%						
Residential Trips	0	2	0	2	5	1	0	0	0	0	0	1
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	3	0	1	2	0	1	0	0	0	0	2
Trip Distribution IN		6%					1%					3%
Trip Distribution OUT				3%	6%	1%						
Office Trips	0	16	0	1	3	0	3	0	0	0	0	8
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	12	0	2	5	1	2	0	0	0	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	0	6	15	2	6	0	0	0	0	17
Phase I (Year 2029) Build-out Total	452	1612	24	103	788	197	155	233	256	97	719	172
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	80	0	13	26	4	13	0	0	0	0	40
DRI #2789 Total Project Trips		114		19	37	5	19					57
2034 Background Traffic (with Phase I Trips)	463	1684	25	111	818	203	164	239	262	99	737	192
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Residential Trips	0	2	0	2	5	1	0	0	0	0	0	1
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	3	0	0	1	0	1	0	0	0	0	2
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Office Trips	0	69	0	7	14	2	11	0	0	0	0	34
Trip Distribution IN		6%					1%					3%
Trip Distribution OUT				3%	6%	1%						
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	6%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	3%	6%	1%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	12	0	2	5	1	2	0	0	0	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	86	0	11	25	4	14	0	0	0	0	43
2034 Buildout Total	463	1,737	25	116	828	205	172	239	262	99	737	218

INTERSECTION VOLUME DEVELOPMENT

Intersection 15

Future South Executive Park & Proposed Driveway 1/Proposed Driveway 2 AM PEAK HOUR

Description	Proposed Driveway 1 Northbound			Proposed Driveway 2 Southbound			Future S Executive Park Dr Eastbound			Future S Executive Park Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	30	0	0	3	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	509	0	0	285	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN											8%	
Trip Distribution OUT								58%				
Residential Trips	0	0	0	0	0	0	0	46	0	0	2	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	16	0	0	4	0
Trip Distribution IN											35%	
Trip Distribution OUT								65%				
Office Trips	0	0	0	0	0	0	0	32	0	0	96	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	65%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	52	0	0	71	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	146	0	0	173	0
Phase I (Year 2029) Build-out Total	0	0	0	0	0	0	0	655	0	0	458	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	0	0	0	0	0	0	0	679	0	0	469	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%	0%	0%
Residential Trips	0	0	0	0	0	0	0	46	0	0	2	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	5	0	0	4	0
Trip Distribution IN											30%	5%
Trip Distribution OUT				5%				60%				
Office Trips	0	0	0	12	0	0	0	139	0	0	345	57
Trip Distribution IN									20%	80%		
Trip Distribution OUT	20%		80%									
Retail Trips	1	0	3	0	0	0	0	0	1	5	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	5%
Trip Distribution OUT	0%	0%	0%	5%	0%	0%	0%	60%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	4	0	0	0	48	0	0	61	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	0	3	16	0	0	0	238	1	5	412	67
2034 Buildout Total	1	0	3	16	0	0	0	771	1	5	708	67

INTERSECTION VOLUME DEVELOPMENT
Intersection 16
Future South Executive Park Drive & Proposed Driveway 3
AM PEAK HOUR

Description	N/A Northbound			Future S Executive Park Southbound			Proposed Driveway 3 Eastbound			Future S Executive Par Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	11	0	0	3	0
2029 Background Traffic (Build Geometry)	0	0	0	407	0	0	0	102	0	0	111	174
Phase I (Year 2029) Project Trips												
Trip Distribution IN												8%
Trip Distribution OUT				58%								
Residential Trips	0	0	0	46	0	0	0	0	0	0	0	2
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
Trip Distribution OUT	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	16	0	0	0	0	0	0	0	4
Trip Distribution IN						8%					25%	10%
Trip Distribution OUT				17%				48%				
Office Trips	0	0	0	8	0	22	0	24	0	0	69	27
Trip Distribution IN	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	25%	10%
Trip Distribution OUT	0%	0%	0%	17%	0%	0%	0%	48%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	14	0	16	0	38	0	0	51	20
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	84	0	38	0	62	0	0	120	53
Phase I (Year 2029) Build-out Total	0	0	0	491	0	38	0	164	0	0	231	227
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	29	0	0	0	0	0	0	0	11
DRI #2789 Total Project Trips				41								15
2034 Background Traffic (with Phase I Trips)	0	0	0	513	0	38	0	167	0	0	234	235
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
Trip Distribution OUT	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	0	0	46	0	0	0	0	0	0	0	2
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
Trip Distribution OUT	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	5	0	0	0	0	0	0	0	4
Trip Distribution IN						5%					20%	10%
Trip Distribution OUT				28%				32%				
Office Trips	0	0	0	65	0	57	0	74	0	0	230	115
Trip Distribution IN								14%				
Trip Distribution OUT											14%	6%
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	20%	10%
Trip Distribution OUT	0%	0%	0%	28%	0%	0%	0%	32%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	22	0	10	0	26	0	0	41	20
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	138	0	67	0	101	0	0	272	141
2034 Buildout Total	0	0	0	567	0	67	0	206	0	0	386	323

INTERSECTION VOLUME DEVELOPMENT

Intersection 17

Future South Executive Park Drive & Proposed Driveway 4/Proposed Driveway 5 AM PEAK HOUR

Description	Future S Executive Park <u>Northbound</u>			Future S Executive Park <u>Southbound</u>			Proposed Driveway 4 <u>Eastbound</u>			Proposed Driveway 5 <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)												
2029 Background Traffic (Build Geometry)	0	174	0	0	407	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN		8%										
Trip Distribution OUT					58%							
Residential Trips	0	2	0	0	46	0	0	0	0	0	0	0
Trip Distribution IN	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	4	0	0	16	0	0	0	0	0	0	0
Trip Distribution IN	10%				8%	10%						
Trip Distribution OUT							3%		17%			
Office Trips	27	0	0	0	22	27	1	0	8	0	0	0
Trip Distribution IN	10%	0%	0%	0%	8%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	3%	0%	17%	0%	0%	0%
Other Non-Residential Trips	20	0	0	0	16	20	2	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	47	6	0	0	100	47	3	0	22	0	0	0
Phase I (Year 2029) Build-out Total	47	180	0	0	507	47	3	0	22	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	11	0	0	29	0	0	0	0	0	0	0
DRI #2789 Total Project Trips		15			41							
2034 Background Traffic (with Phase I Trips)	47	188	0	0	529	47	3	0	22	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	2	0	0	46	0	0	0	0	0	0	0
Trip Distribution IN	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	4	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN	5%		5%	2%	5%	5%						
Trip Distribution OUT					14%		1%		9%	5%		2%
Office Trips	57	0	57	23	89	57	2	0	21	12	0	5
Trip Distribution IN					6%							
Trip Distribution OUT		6%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%	0%	5%	2%	5%	5%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	14%	0%	1%	0%	9%	5%	0%	2%
Other Non-Residential Trips	10	0	10	4	21	10	1	0	7	4	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	67	6	67	27	161	67	3	0	28	16	0	7
2034 Buildout Total	67	188	67	27	590	67	3	0	28	16	0	7

INTERSECTION VOLUME DEVELOPMENT

Intersection 18 Executive Park Drive & Proposed Driveway 7 AM PEAK HOUR

Description	N/A			Proposed Driveway 7			Executive Park Dr			Executive Park Dr		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes								306			517	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	306	0	0	517	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	8	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	447	0	0	613	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN											56%	
Trip Distribution OUT								60%				
Residential Trips	0	0	0	0	0	0	0	48	0	0	16	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	16	0	0	28	0
Trip Distribution IN								3%			20%	
Trip Distribution OUT								5%			3%	
Office Trips	0	0	0	0	0	0	0	10	0	0	56	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	20%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	10	0	0	43	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	84	0	0	143	0
Phase I (Year 2029) Build-out Total	0	0	0	0	0	0	0	531	0	0	756	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	0	0	0	0	0	0	0	554	0	0	775	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Residential Trips	0	0	0	0	0	0	0	47	0	0	16	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	5	0	0	28	0
Trip Distribution IN							1%	2%			10%	10%
Trip Distribution OUT				10%		1%		2%			1%	
Office Trips	0	0	0	23	0	2	11	28	0	0	117	115
Trip Distribution IN								6%				
Trip Distribution OUT											6%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	10%	10%
Trip Distribution OUT	0%	0%	0%	10%	0%	1%	0%	2%	0%	0%	1%	0%
Other Non-Residential Trips	0	0	0	8	0	1	2	6	0	0	21	20
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	31	0	3	13	86	0	0	182	135
2034 Buildout Total	0	0	0	31	0	3	13	556	0	0	814	135

INTERSECTION VOLUME DEVELOPMENT

Intersection 19 Executive Park Drive & Proposed Driveway 8 AM PEAK HOUR

Description	Proposed Driveway 8 Northbound			N/A Southbound			Executive Park Dr Eastbound			Executive Park Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes								306			517	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	306	0	0	517	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	8	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	447	0	0	613	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN											56%	
Trip Distribution OUT								60%				
Residential Trips	0	0	0	0	0	0	0	48	0	0	16	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	16	0	0	28	0
Trip Distribution IN								3%			20%	
Trip Distribution OUT								5%			3%	
Office Trips	0	0	0	0	0	0	0	10	0	0	56	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	20%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	10	0	0	43	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	84	0	0	143	0
Phase I (Year 2029) Build-out Total	0	0	0	0	0	0	0	531	0	0	756	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	0	0	0	0	0	0	0	554	0	0	775	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Residential Trips	0	0	0	0	0	0	0	47	0	0	16	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	5	0	0	28	0
Trip Distribution IN								3%	2%	5%	5%	
Trip Distribution OUT	2%		1%					1%			2%	
Office Trips	5	0	2	0	0	0	0	36	23	57	62	0
Trip Distribution IN								6%				
Trip Distribution OUT											6%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	5%	0%
Trip Distribution OUT	2%	0%	1%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Other Non-Residential Trips	2	0	1	0	0	0	0	7	4	10	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	0	3	0	0	0	0	95	27	67	118	0
2034 Buildout Total	7	0	3	0	0	0	0	565	27	67	750	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 20 Executive Park Drive & Proposed Driveway 9 AM PEAK HOUR

Description	Proposed Driveway 9 Northbound			Existing Private Driveway Southbound			Executive Park Drive Eastbound			Executive Park Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	11	0	21	29	295	0	0	496	21
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.85			0.85			0.85			0.85		
Adjustment												
Adjusted 2019 Volumes	0	0	0	11	0	21	29	295	0	0	496	21
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	0	0	0	8	0
2029 Background Traffic (Build Geometry)	0	0	0	12	0	22	30	435	0	0	591	22
Phase I (Year 2029) Project Trips												
Trip Distribution IN											56%	
Trip Distribution OUT								60%				
Residential Trips	0	0	0	0	0	0	0	48	0	0	16	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	16	0	0	28	0
Trip Distribution IN								3%		20%		
Trip Distribution OUT			5%								3%	
Office Trips	0	0	2	0	0	0	0	8	0	55	1	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	20%	0%	0%
Trip Distribution OUT	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Other Non-Residential Trips	0	0	4	0	0	0	0	6	0	41	2	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	78	0	96	47	0
Phase I (Year 2029) Build-out Total	0	0	6	12	0	22	30	513	0	96	638	22
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	0	0	6	12	0	23	31	535	0	96	657	23
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Residential Trips	0	0	0	0	0	0	0	47	0	0	16	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	0	0	0	5	0	0	28	0
Trip Distribution IN								5%	2%	5%		
Trip Distribution OUT	3%		1%								4%	
Office Trips	7	0	2	0	0	0	0	57	23	57	9	0
Trip Distribution IN								6%				
Trip Distribution OUT											6%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	5%	2%	5%	0%	0%
Trip Distribution OUT	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	4%	0%
Other Non-Residential Trips	2	0	1	0	0	0	0	10	4	10	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	3	0	0	0	0	119	27	67	56	0
2034 Buildout Total	9	0	3	12	0	23	31	576	27	67	666	23

INTERSECTION VOLUME DEVELOPMENT

Intersection 21 Executive Park Drive & Proposed Driveway 10 AM PEAK HOUR

Description	Executive Park Drive <u>Northbound</u>			Executive Park Drive <u>Southbound</u>			Proposed Driveway 10 <u>Eastbound</u>			N/A <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		493			325							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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	
Adjustment												
Adjusted 2019 Volumes	0	493	0	0	325	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	11	0	0	11	0	0	0	0	0	0	0
2029 Background Traffic (Build Geometry)	0	529	0	0	353	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN	10%	21%				10%						
Trip Distribution OUT					21%		5%		10%			
Residential Trips	3	6	0	0	17	3	4	0	7	0	0	0
Trip Distribution IN	10%	21%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	21%	0%	5%	0%	10%	0%	0%	0%
Hotel Trips	5	11	0	0	6	5	1	0	3	0	0	0
Trip Distribution IN					7%							
Trip Distribution OUT		9%										
Office Trips	0	4	0	0	19	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	7	0	0	14	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	8	28	0	0	56	8	5	0	10	0	0	0
Phase I (Year 2029) Build-out Total	8	557	0	0	409	8	5	0	10	0	0	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	8	570	0	0	418	8	5	0	10	0	0	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	10%	21%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	21%	0%	5%	0%	10%	0%	0%	0%
Residential Trips	3	6	0	0	17	3	4	0	8	0	0	0
Trip Distribution IN	10%	21%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	21%	0%	5%	0%	10%	0%	0%	0%
Hotel Trips	5	11	0	0	2	5	0	0	1	0	0	0
Trip Distribution IN		10%			2%							
Trip Distribution OUT		2%			8%							
Office Trips	0	120	0	0	41	0	0	0	0	0	0	0
Trip Distribution IN					4%							
Trip Distribution OUT		4%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	22	0	0	10	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	8	159	0	0	70	8	4	0	9	0	0	0
2034 Buildout Total	8	701	0	0	432	8	4	0	9	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 22 Executive Park Drive & Proposed Driveway 11 AM PEAK HOUR

Description	Executive Park Drive Northbound			Executive Park Drive Southbound			N/A Eastbound			Proposed Driveway 11 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		493			325							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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	
Adjustment												
Adjusted 2019 Volumes	0	493	0	0	325	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	11	0	0	11	0	0	0	0	0	0	0
2029 Background Traffic (Build Geometry)	0	529	0	0	353	0	0	0	0	0	0	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN		31%										
Trip Distribution OUT					31%							
Residential Trips	0	9	0	0	25	0	0	0	0	0	0	0
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	16	0	0	8	0	0	0	0	0	0	0
Trip Distribution IN			10%	4%	3%							
Trip Distribution OUT		2%								6%		7%
Office Trips	0	1	27	11	8	0	0	0	0	3	0	3
Trip Distribution IN	0%	0%	10%	4%	3%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%	7%
Other Non-Residential Trips	0	2	20	8	6	0	0	0	0	5	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	28	47	19	47	0	0	0	0	8	0	8
Phase I (Year 2029) Build-out Total	0	557	47	19	400	0	0	0	0	8	0	8
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	0	570	47	19	409	0	0	0	0	8	0	8
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	9	0	0	24	0	0	0	0	0	0	0
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	16	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN		10%	5%	1%	1%							
Trip Distribution OUT		1%			8%					3%		1%
Office Trips	0	117	57	11	29	0	0	0	0	7	0	2
Trip Distribution IN					4%							
Trip Distribution OUT		4%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	1%	0%	0%	8%	0%	0%	0%	0%	3%	0%	1%
Other Non-Residential Trips	0	21	10	2	8	0	0	0	0	2	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	163	67	13	64	0	0	0	0	9	0	3
2034 Buildout Total	0	705	67	13	426	0	0	0	0	9	0	3

INTERSECTION VOLUME DEVELOPMENT

Intersection 23 Executive Park Drive & Proposed Driveway 12 AM PEAK HOUR

Description	Executive Park Drive Northbound			Executive Park Drive Southbound			N/A Eastbound			Proposed Driveway 12 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		493			325							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
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	
Adjustment												
Adjusted 2019 Volumes	0	493	0	0	325	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	17	11	0	0	0	0	0	45	0	11
2029 Background Traffic (Build Geometry)	0	518	17	11	342	0	0	0	0	45	0	11
Phase I (Year 2029) Project Trips												
Trip Distribution IN		31%										
Trip Distribution OUT					31%							
Residential Trips	0	9	0	0	25	0	0	0	0	0	0	0
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	16	0	0	8	0	0	0	0	0	0	0
Trip Distribution IN		10%	10%	3%								
Trip Distribution OUT					6%					12%		2%
Office Trips	0	27	28	8	3	0	0	0	0	4	0	1
Trip Distribution IN	0%	10%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	6%	0%	0%	0%	0%	12%	0%	2%
Other Non-Residential Trips	0	20	20	6	5	0	0	0	0	7	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	72	48	14	41	0	0	0	0	11	0	3
Phase I (Year 2029) Build-out Total	0	590	65	25	383	0	0	0	0	56	0	14
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2789 Total Project Trips												
2034 Background Traffic (with Phase I Trips)	0	603	65	25	392	0	0	0	0	57	0	14
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	9	0	0	24	0	0	0	0	0	0	0
Trip Distribution IN	0%	31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	16	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN		15%	5%	1%								
Trip Distribution OUT					11%					7%		1%
Office Trips	0	172	57	11	25	0	0	0	0	16	0	2
Trip Distribution IN			10%	4%								
Trip Distribution OUT										10%		4%
Retail Trips	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	15%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	11%	0%	0%	0%	0%	7%	0%	1%
Other Non-Residential Trips	0	31	10	2	9	0	0	0	0	6	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	228	68	13	61	0	0	0	0	22	0	3
2034 Buildout Total	0	759	85	24	412	0	0	0	0	68	0	14

INTERSECTION VOLUME DEVELOPMENT

Intersection 24 Executive Park South & Proposed Driveway 13 AM PEAK HOUR

Description	Proposed Driveway 13			N/A			Executive Park South			Executive Park South		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	3	0	0	11	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	213	0	0	649	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN									3%	10%	57%	
Trip Distribution OUT	3%		15%					57%				
Residential Trips	2	0	12	0	0	0	0	47	1	3	17	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	57%	0%
Trip Distribution OUT	3%	0%	15%	0%	0%	0%	0%	57%	0%	0%	0%	0%
Hotel Trips	1	0	4	0	0	0	0	15	2	5	26	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	27	0	0	6	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	20	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	16	0	0	0	0	109	3	8	59	0
Phase I (Year 2029) Build-out Total	3	0	16	0	0	0	0	322	3	8	708	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	3	0	16	0	0	0	0	339	3	8	728	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	57%	0%
Trip Distribution OUT	3%	0%	15%	0%	0%	0%	0%	57%	0%	0%	0%	0%
Residential Trips	2	0	12	0	0	0	0	45	1	3	16	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	57%	0%
Trip Distribution OUT	3%	0%	15%	0%	0%	0%	0%	57%	0%	0%	0%	0%
Hotel Trips	0	0	1	0	0	0	0	5	2	5	29	0
Trip Distribution IN								4%			5%	
Trip Distribution OUT								5%			6%	
Office Trips	0	0	0	0	0	0	0	58	0	0	71	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	5%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	6%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	12	0	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	13	0	0	0	0	121	3	8	131	0
2034 Buildout Total	2	0	13	0	0	0	0	351	3	8	800	0

INTERSECTION VOLUME DEVELOPMENT

Intersection 25 Executive Park South & Proposed Driveway 14 AM PEAK HOUR

Description	N/A Northbound			Proposed Driveway 14 Southbound			Executive Park South Eastbound			Executive Park South Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	3	0	0	11	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	213	0	0	649	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN								3%			57%	
Trip Distribution OUT								57%			3%	
Residential Trips	0	0	0	0	0	0	0	47	0	0	19	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	57%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	57%	0%	0%	3%	0%
Hotel Trips	0	0	0	0	0	0	0	17	0	0	27	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	28	0	0	6	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	20	0	0	10	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	112	0	0	62	0
Phase I (Year 2029) Build-out Total	0	0	0	0	0	0	0	325	0	0	711	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	0	0	0	0	0	0	0	342	0	0	731	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	57%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	57%	0%	0%	3%	0%
Residential Trips	0	0	0	0	0	0	0	46	0	0	18	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	57%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	57%	0%	0%	3%	0%
Hotel Trips	0	0	0	0	0	0	0	7	0	0	29	0
Trip Distribution IN							3%	4%			2%	3%
Trip Distribution OUT				3%		3%		2%			6%	
Office Trips	0	0	0	7	0	7	34	51	0	0	37	34
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%	2%	3%
Trip Distribution OUT	0%	0%	0%	3%	0%	3%	0%	2%	0%	0%	6%	0%
Other Non-Residential Trips	0	0	0	2	0	2	6	10	0	0	9	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	9	0	9	40	115	0	0	93	40
2034 Buildout Total	0	0	0	9	0	9	40	345	0	0	762	40

INTERSECTION VOLUME DEVELOPMENT
Intersection 26
Executive Park South & Proposed Driveway 15/Proposed Driveway 16
AM PEAK HOUR

Description	Proposed Driveway 16 Northbound			Proposed Driveway 15 Southbound			Executive Park South Eastbound			Executive Park South Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	3	0	0	11	0
2029 Background Traffic (Build Geometry)	0	0	0	0	0	0	0	213	0	0	649	0
Phase I (Year 2029) Project Trips												
Trip Distribution IN								3%	3%	25%	32%	
Trip Distribution OUT	3%		25%					32%			3%	
Residential Trips	2	0	20	0	0	0	0	27	1	7	11	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	3%	25%	32%	0%
Trip Distribution OUT	3%	0%	25%	0%	0%	0%	0%	32%	0%	0%	3%	0%
Hotel Trips	1	0	7	0	0	0	0	11	2	13	15	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	27	0	0	6	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	20	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	27	0	0	0	0	85	3	20	42	0
Phase I (Year 2029) Build-out Total	3	0	27	0	0	0	0	298	3	20	691	0
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	3	0	27	0	0	0	0	315	3	20	711	0
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	3%	25%	32%	0%
Trip Distribution OUT	3%	0%	25%	0%	0%	0%	0%	32%	0%	0%	3%	0%
Residential Trips	2	0	20	0	0	0	0	26	1	7	11	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	3%	25%	32%	0%
Trip Distribution OUT	3%	0%	25%	0%	0%	0%	0%	32%	0%	0%	3%	0%
Hotel Trips	0	0	2	0	0	0	0	5	2	13	16	0
Trip Distribution IN							3%	7%				2%
Trip Distribution OUT				2%		3%					9%	
Office Trips	0	0	0	5	0	7	34	80	0	0	21	23
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	3%	7%	0%	0%	0%	2%
Trip Distribution OUT	0%	0%	0%	2%	0%	3%	0%	0%	0%	0%	9%	0%
Other Non-Residential Trips	0	0	0	2	0	2	6	14	0	0	7	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	22	7	0	9	40	126	3	20	55	27
2034 Buildout Total	2	0	22	7	0	9	40	356	3	20	724	27

INTERSECTION VOLUME DEVELOPMENT

Intersection 27 Executive Park South & Proposed Driveway 17 AM PEAK HOUR

Description	Proposed Driveway 17			Private Driveway			Executive Park South			Executive Park South		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	2	0	2	16	2	4	6		14	12		72
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	0%	2%	2%	0%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2019 Volumes	2	0	2	16	2	4	6	0	14	12	0	72
Annual Growth Rate - 2029	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 - 2029	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Toll Brothers Development (Build Geometry)	0	0	0	0	0	0	0	3	0	0	11	0
2029 Background Traffic (Build Geometry)	2	0	2	17	2	4	6	196	15	13	560	76
Phase I (Year 2029) Project Trips												
Trip Distribution IN								6%	7%	32%		
Trip Distribution OUT	7%		32%								6%	
Residential Trips	5	0	27	0	0	0	0	2	2	9	4	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	6%	7%	32%	0%	0%
Trip Distribution OUT	7%	0%	32%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Hotel Trips	2	0	9	0	0	0	0	3	4	16	2	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	27	0	0	4	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	20	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	0	36	0	0	0	0	52	6	25	20	0
Phase I (Year 2029) Build-out Total	9	0	38	17	2	4	6	248	21	38	580	76
Annual Growth Rate - 2034	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 - 2034	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025	1.025
DRI #2789 Phase I Project Trips	0	0	0	0	0	0	0	29	0	0	11	0
DRI #2789 Total Project Trips								41			15	
2034 Background Traffic (with Phase I Trips)	9	0	38	17	2	4	6	264	21	38	598	78
Full Build-out (Year 2034) Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	6%	7%	32%	0%	0%
Trip Distribution OUT	7%	0%	32%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Residential Trips	6	0	25	0	0	0	0	2	2	9	5	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	6%	7%	32%	0%	0%
Trip Distribution OUT	7%	0%	32%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Hotel Trips	1	0	3	0	0	0	0	3	4	16	1	0
Trip Distribution IN								10%				
Trip Distribution OUT											12%	
Office Trips	0	0	0	0	0	0	0	115	0	0	28	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Other Non-Residential Trips	0	0	0	0	0	0	0	20	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	0	28	0	0	0	0	141	6	25	44	0
2034 Buildout Total	9	0	30	17	2	4	6	353	21	38	622	78

Appendix E

Programmed Project Fact Sheets

Short Title

SR 236 (LAVISTA ROAD) INTERSECTION
IMPROVEMENTS AT SR 42 (BRIARCLIFF ROAD)

GDOT Project No.

0013971

Federal ID No.

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

GDOT

Jurisdiction

DeKalb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

5

LCI

☐

Planned Thru Lane

5

Flex

☐

Network Year

TBD

Corridor Length

0.4 miles



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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
				\$6,602,000	\$800,000	\$5,802,000	\$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.



Short Title

UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY

GDOT Project No.

0006999

Federal ID No.

Status

Programmed

Service Type

Roadway / Operations & 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.



**The Atlanta Region's Plan
FY 2018-2023 Transportation Improvement Program and RTP - Sorted by ARC Project Number**

DK-382	I-85 NORTH INTERCHANGE IMPROVEMENTS	Jurisdiction	DeKalb County	Existing	Planned	Length (mi.)	Network Year
0016054	AT SR 42 (NORTH DRUID HILLS ROAD)	Sponsor	City of Brookhaven	N/A	N/A	N/A	TBD
Programmed		Service Type	Other / Scoping	Analysis Exempt from Air Quality Analysis (40 CFR 93)			LCI <input type="checkbox"/> Flex <input type="checkbox"/>

	Status	Year	Fund Type		State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$400,000	\$0,000	\$100,000	\$0,000	\$500,000
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	\$1,040,000	\$260,000	\$0,000	\$0,000	\$1,300,000
				\$1,440,000	\$260,000	\$100,000	\$0,000	\$1,800,000

DK-412	TUCKER PEDESTRIAN FACILITIES - PHASE II	Jurisdiction	DeKalb County	Existing	Planned	Length (mi.)	Network Year
0012617		Sponsor	DeKalb County	N/A	N/A	0.9	TBD
Completed		Service Type	Last Mile Connectivity / Pedestrian Facility	Analysis Exempt from Air Quality Analysis (40 CFR 93)			LCI <input checked="" type="checkbox"/> Flex <input type="checkbox"/>

	Status	Year	Fund Type		State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	\$50,000	\$0,000	\$12,500	\$0,000	\$62,500
PE	AUTH	2014	STP - Urban (>200K) (ARC)	\$70,000	\$0,000	\$17,500	\$0,000	\$87,500
ROW	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$575,000	\$0,000	\$295,693	\$0,000	\$870,693
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$1,440,000	\$0,000	\$860,000	\$0,000	\$2,300,000
				\$2,135,000	\$0,000	\$1,185,693	\$0,000	\$3,320,693