

Emory at Executive Park DRI #2962

City of Brookhaven, Georgia

Report Prepared:

May 2019

Prepared for:

Emory University

Prepared by:



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Transportation Analysis

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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.

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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).

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 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. <u>excludes</u> 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 <u>overall</u> 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 (<u>includes</u> 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 <u>excludes</u> the estimated project trips from the Emory at Executive Park DRI), seven (7) signalized study intersections are projected to operate below their acceptable <u>overall</u> 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 E during the AM and PM peak hours, respectively.

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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)
 - o 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).
 - o 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 offramp (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 rightturn 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) freeflow 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).

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- 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 (<u>includes</u> 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 <u>overall</u> 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.
 - o 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.

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Based on the **Projected 2034 No-Build** conditions (<u>includes</u> 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 <u>overall</u> 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).
 - o Ensure the I-85 southbound on-ramp is wide enough to receive three (3) lanes.

Based on the **Projected 2034 Build** conditions (<u>includes</u> 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 <u>overall</u> 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.

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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 (<u>includes</u> 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

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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.
 - o 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.

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- 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.
 - o 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.

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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**Figure 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 Buil | | | | | | | | |
| 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 | | | | | |

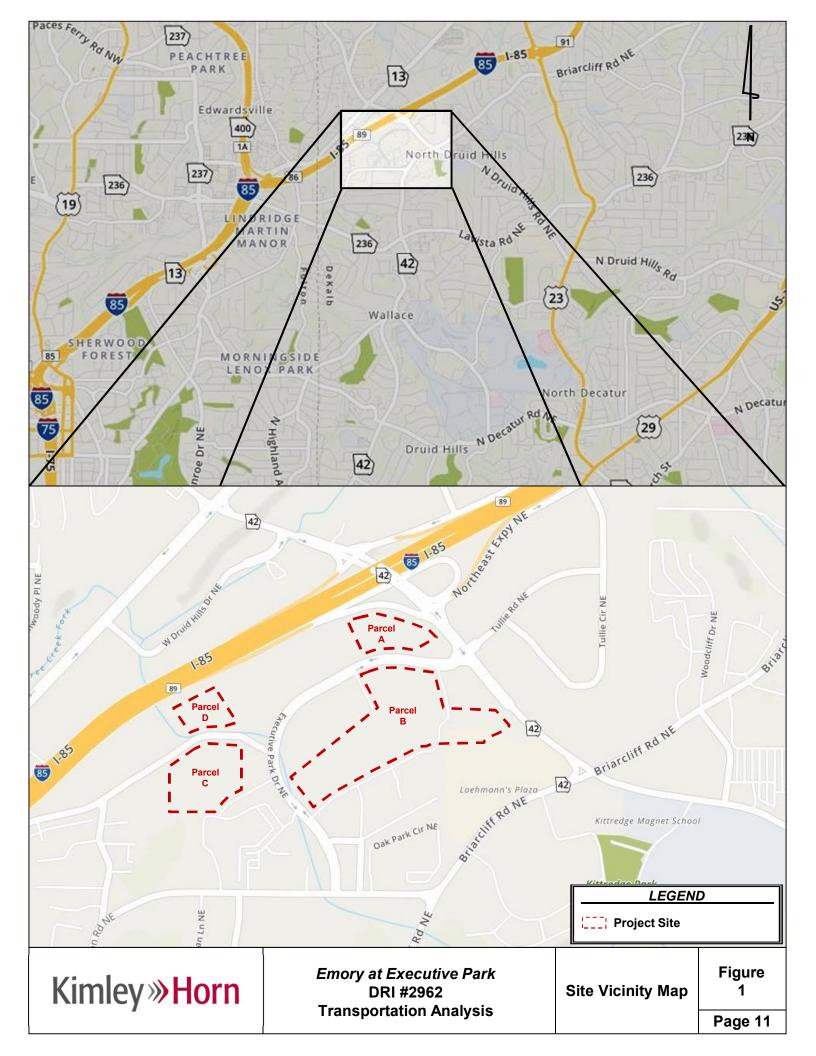
1.2 Site Plan Review

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.

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Transportation Analysis

Site Aerial

Figure 2

Page 12

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.

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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.

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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.

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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 | ITE | Daily Traffic | AM Peak Hour | | | PM Peak Hour | | |
| (Intensity) | Code | 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 <i>(140 beds)</i> | 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 |
| I | Existing to | be Demolis | hed in P | hase 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-c | out (Phase | 1 and Ph | ase 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 <i>(140 beds</i>) | 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 | · · · · · · · · · · · · · · · · · · · | | | | | | | |

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.

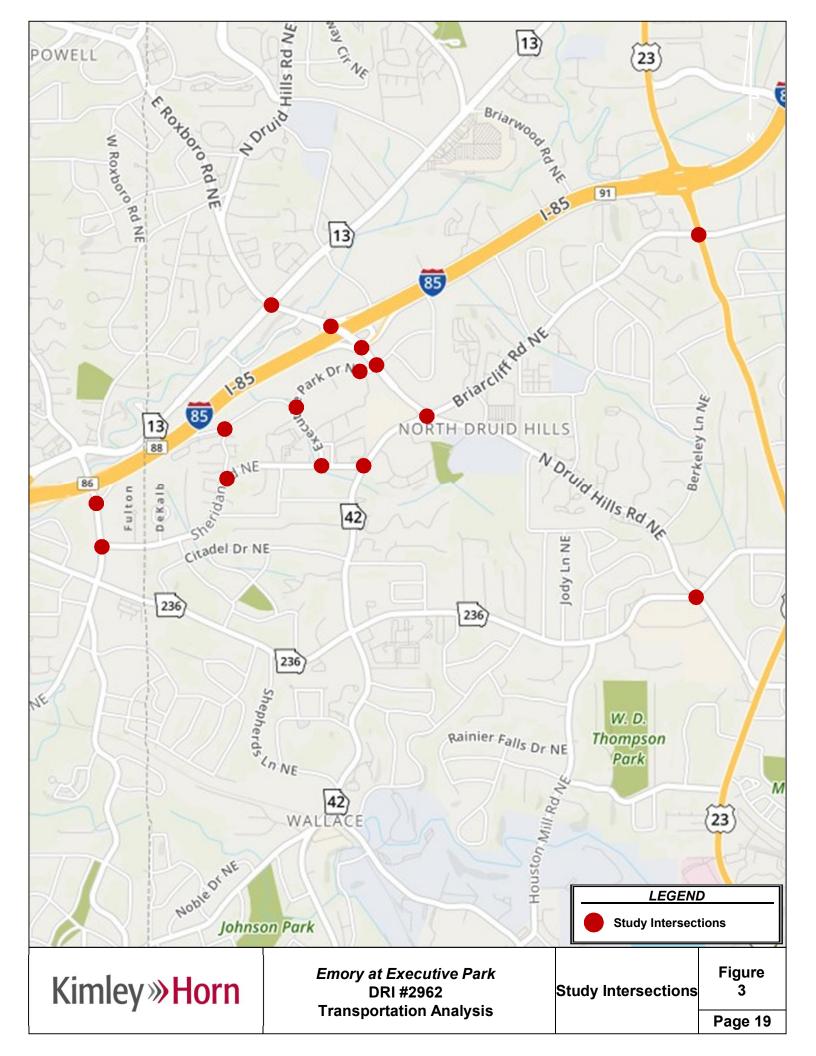
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3.5 Existing Roadway Facilities

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 | | | | |

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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: Ne | t New Trip | Generatio | n | | | | | |
|--|--------------|--------------|-----------|--------------|------|-------|---------|--|--|
| | Γ | Daily Traffi | С | AM Peak Hour | | PM Pe | ak Hour | | |
| | Total | Enter | Exit | Enter | Exit | Enter | Exit | | |
| Phase 1 | | | | | | | | | |
| Gross Project Trips | 11,194 | 5,597 | 5,597 | 608 | 264 | 284 | 612 | | |
| Reduction from existing land uses to be demolished/converted | -6,276 | -3,138 | -3,138 | -316 | -81 | -154 | -421 | | |
| Mixed-Use Reductions | -84 | -42 | -42 | -11 | -11 | -8 | -8 | | |
| Alternative Mode Reduction | -798 | -399 | -399 | -40 | -17 | -22 | -47 | | |
| Pass-by Reduction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Trips | 10,314 | 5,157 | 5,157 | 557 | 236 | 254 | 557 | | |
| I | Full Build-O | ut (Phase | 1 & Phase | 2) | | | | | |
| Gross Project Trips | 29,786 | 14,893 | 14,893 | 1,641 | 478 | 697 | 1,943 | | |
| Reduction from existing land uses to be demolished/converted | -6,276 | -3,138 | -3,138 | -316 | -81 | -154 | -421 | | |
| Mixed-Use Reductions | -320 | -160 | -160 | -39 | -39 | -29 | -29 | | |
| Alternative Mode Reduction | -2,634 | -1,317 | -1,317 | -138 | -36 | -62 | -178 | | |
| Pass-by Reduction | -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**.

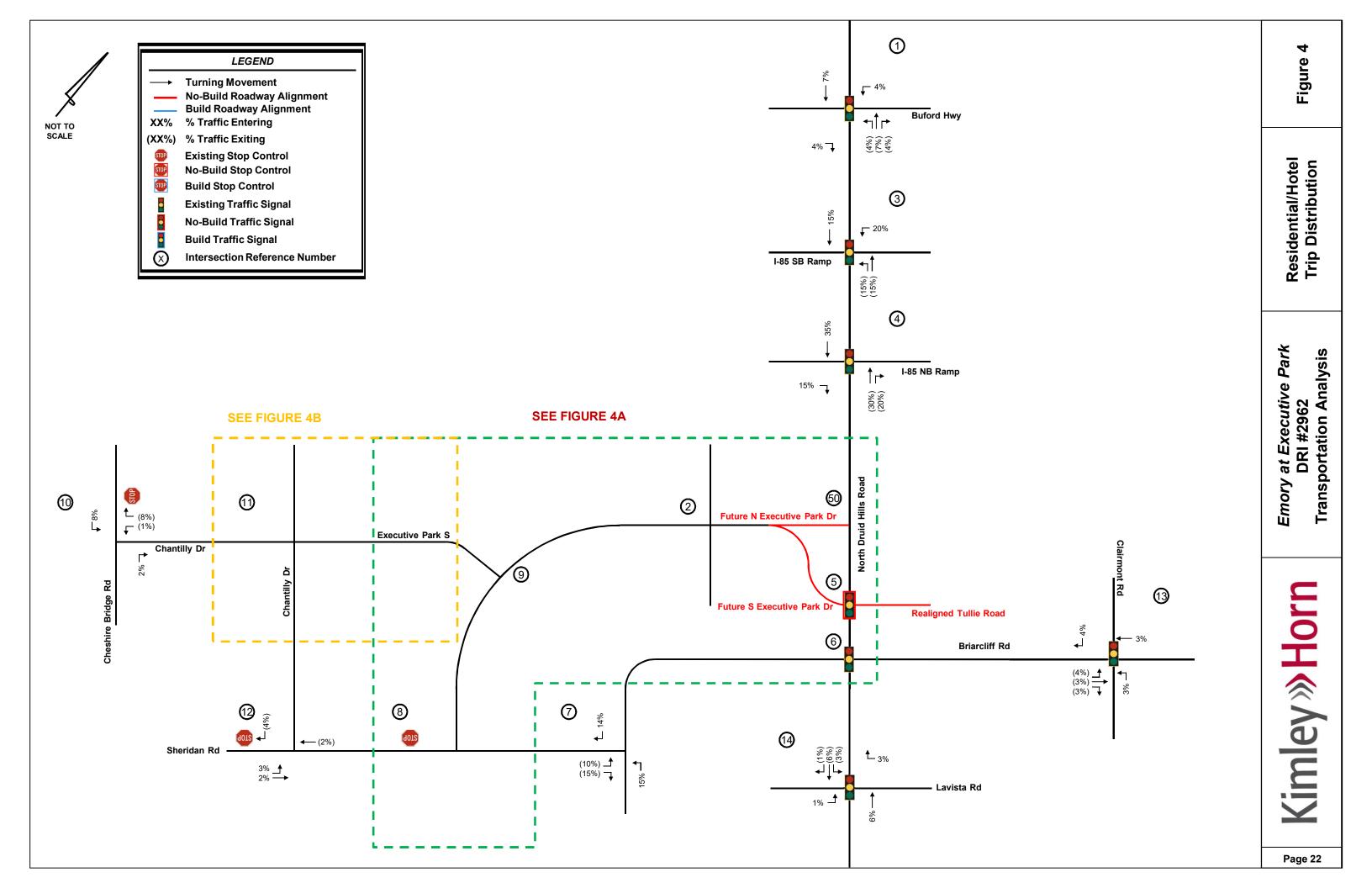
5.0 TRIP DISTRIBUTION AND ASSIGNMENT

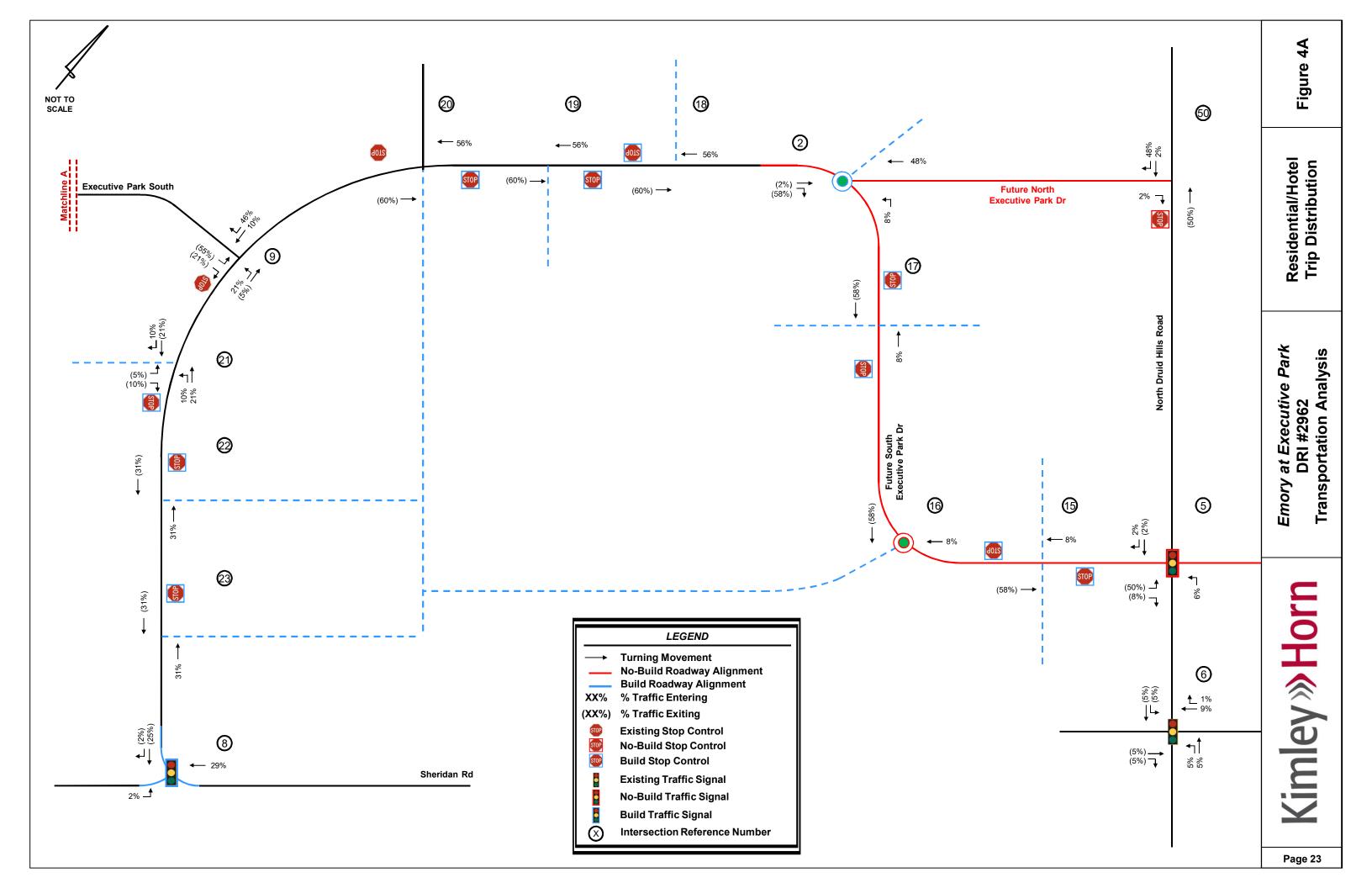
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, GDOT, City of Brookhaven, and Dekalb County staff.

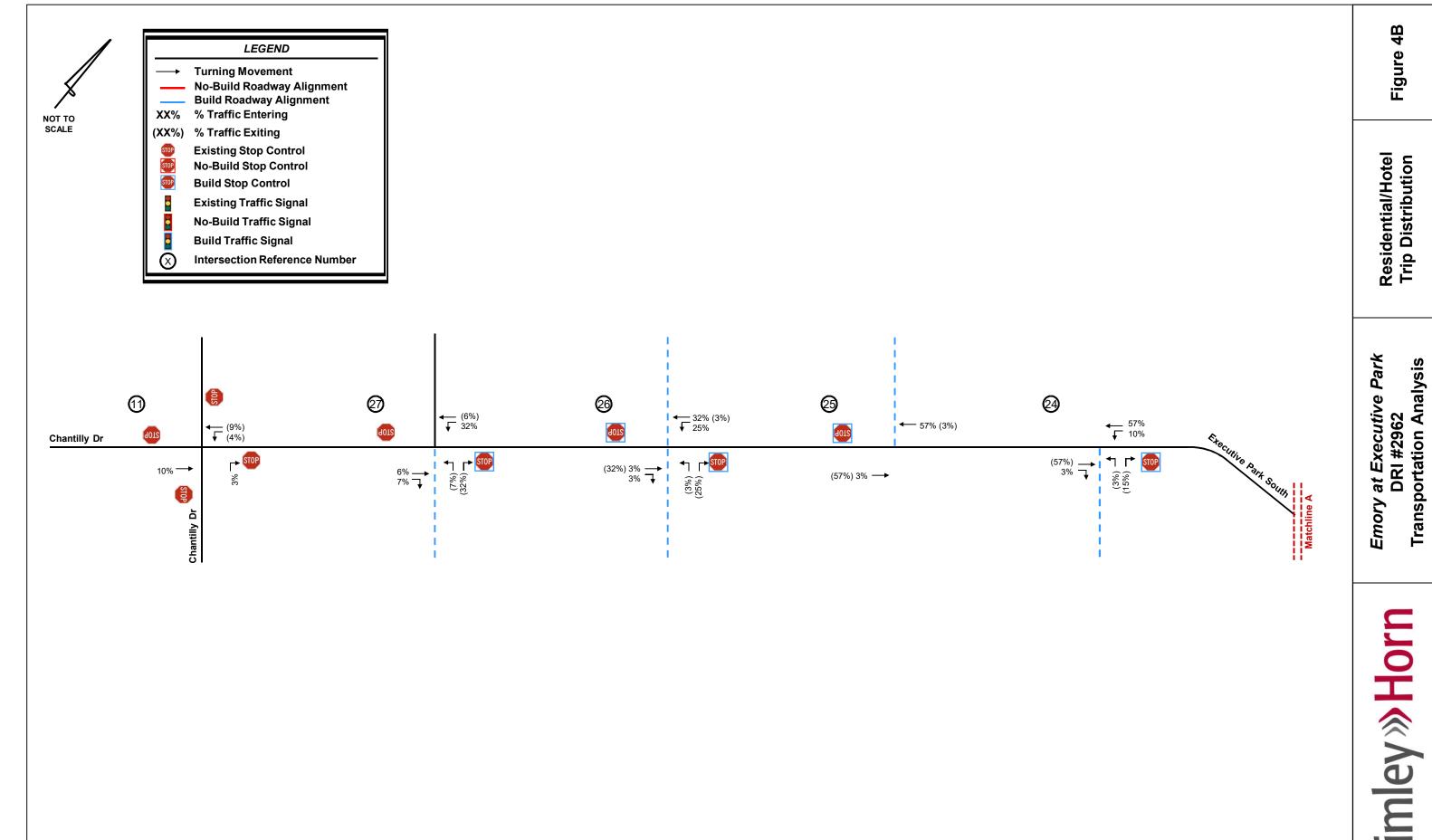
Figures 4 through 9 display the anticipated distribution and assignment of the vehicular trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The 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**.

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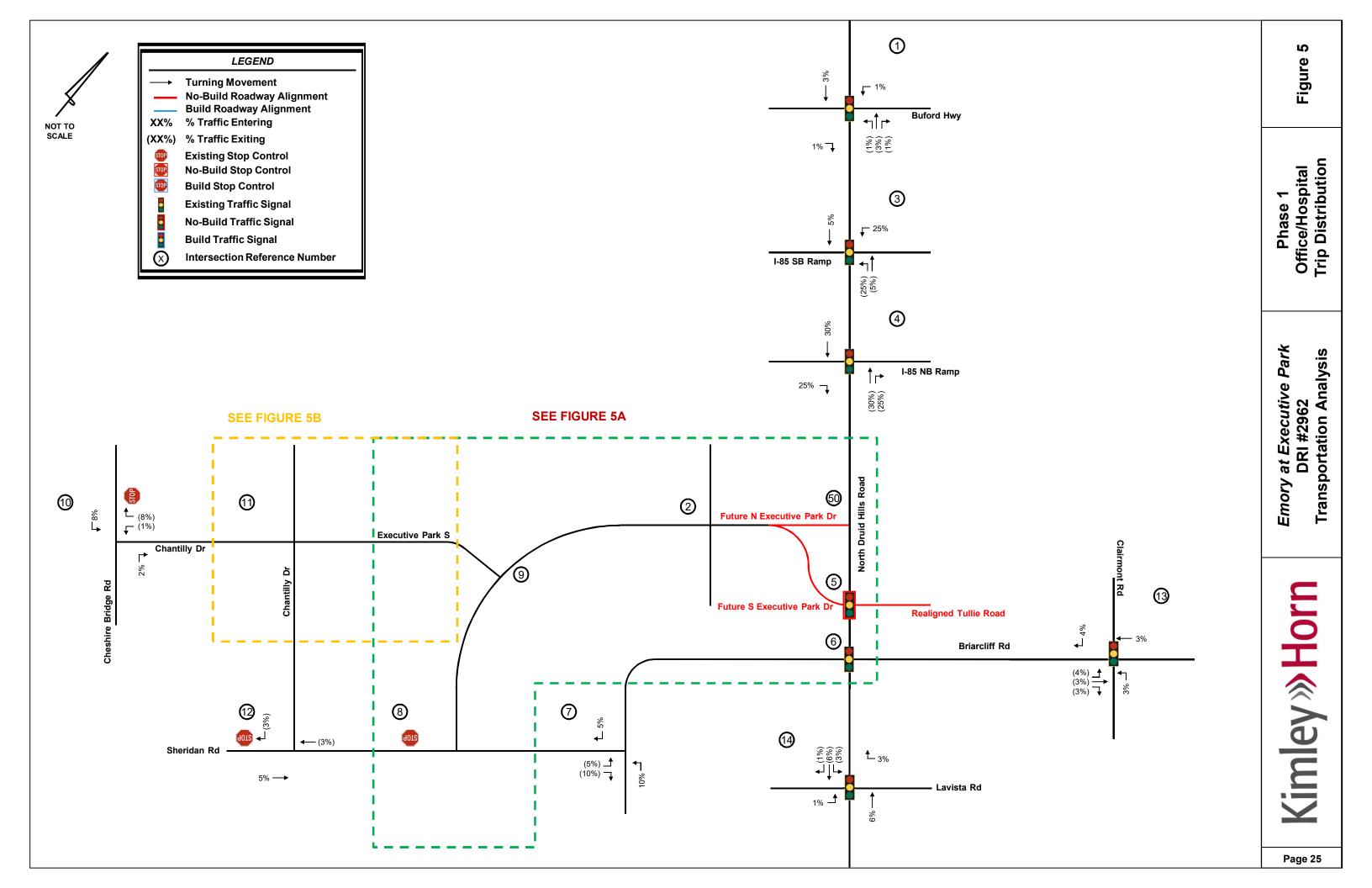


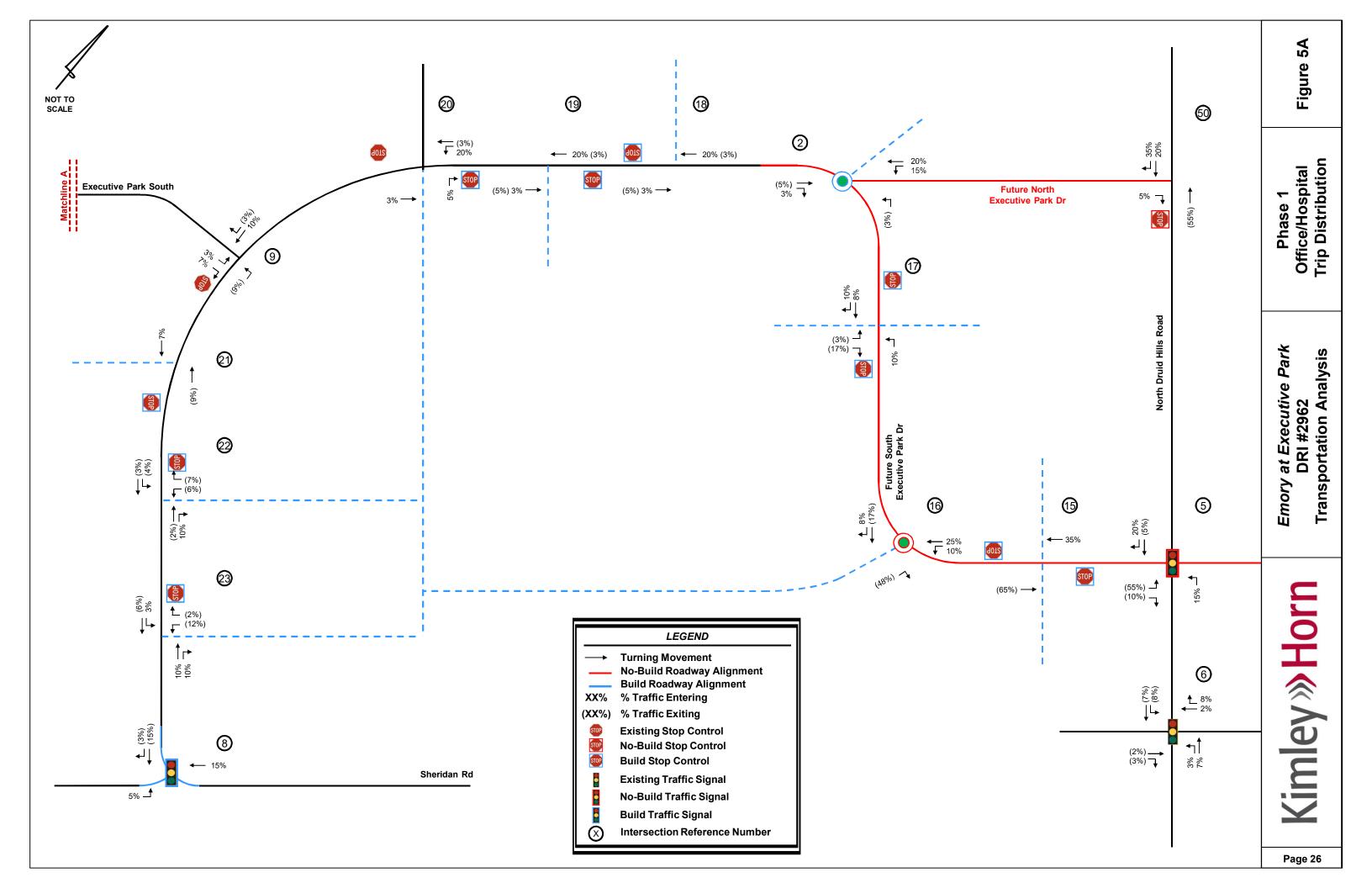
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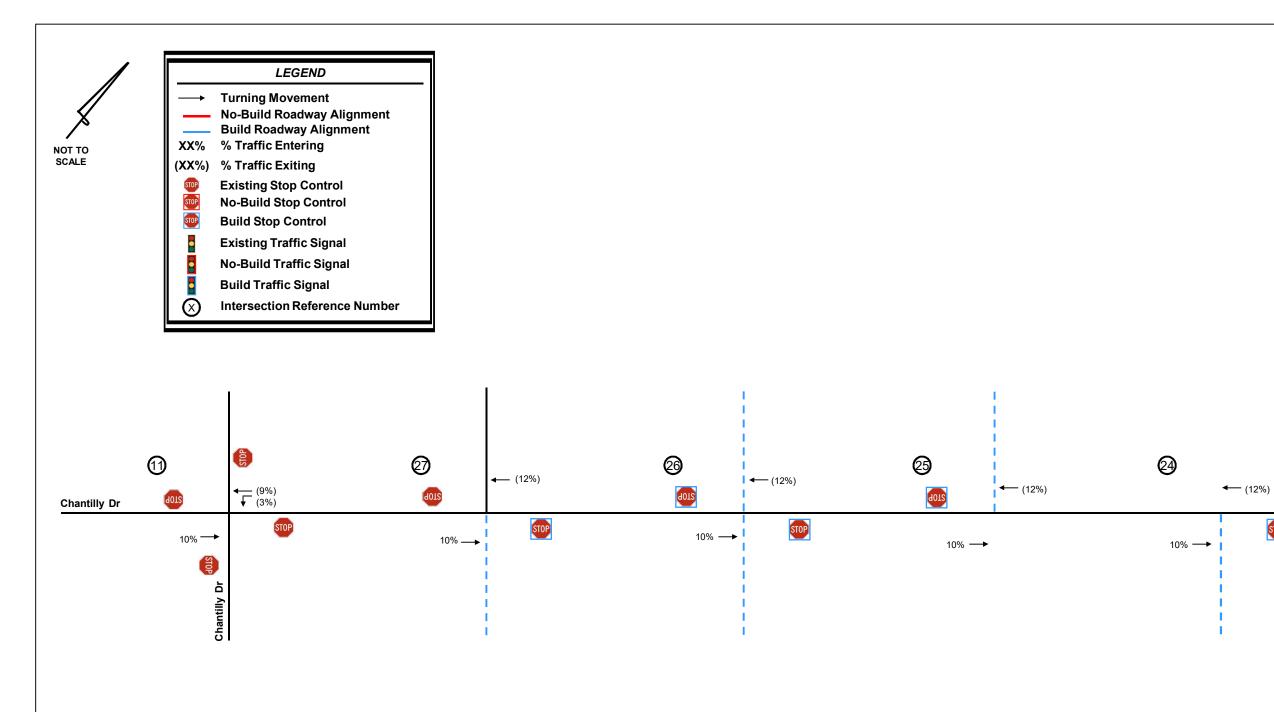
4B

Figure ,

Residential/Hotel Trip Distribution







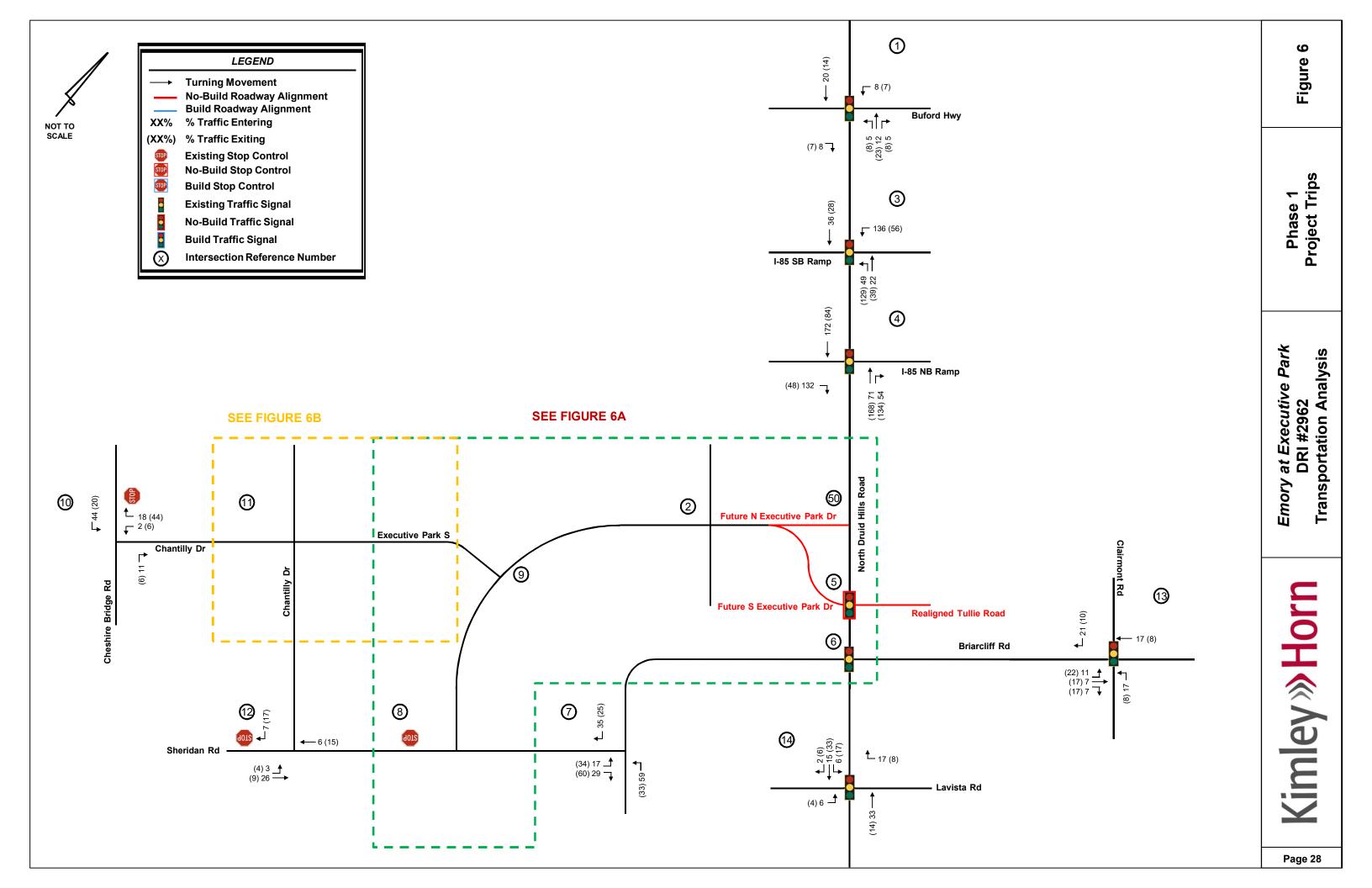
Emory at Executive Park DRI #2962 Transportation Analysis

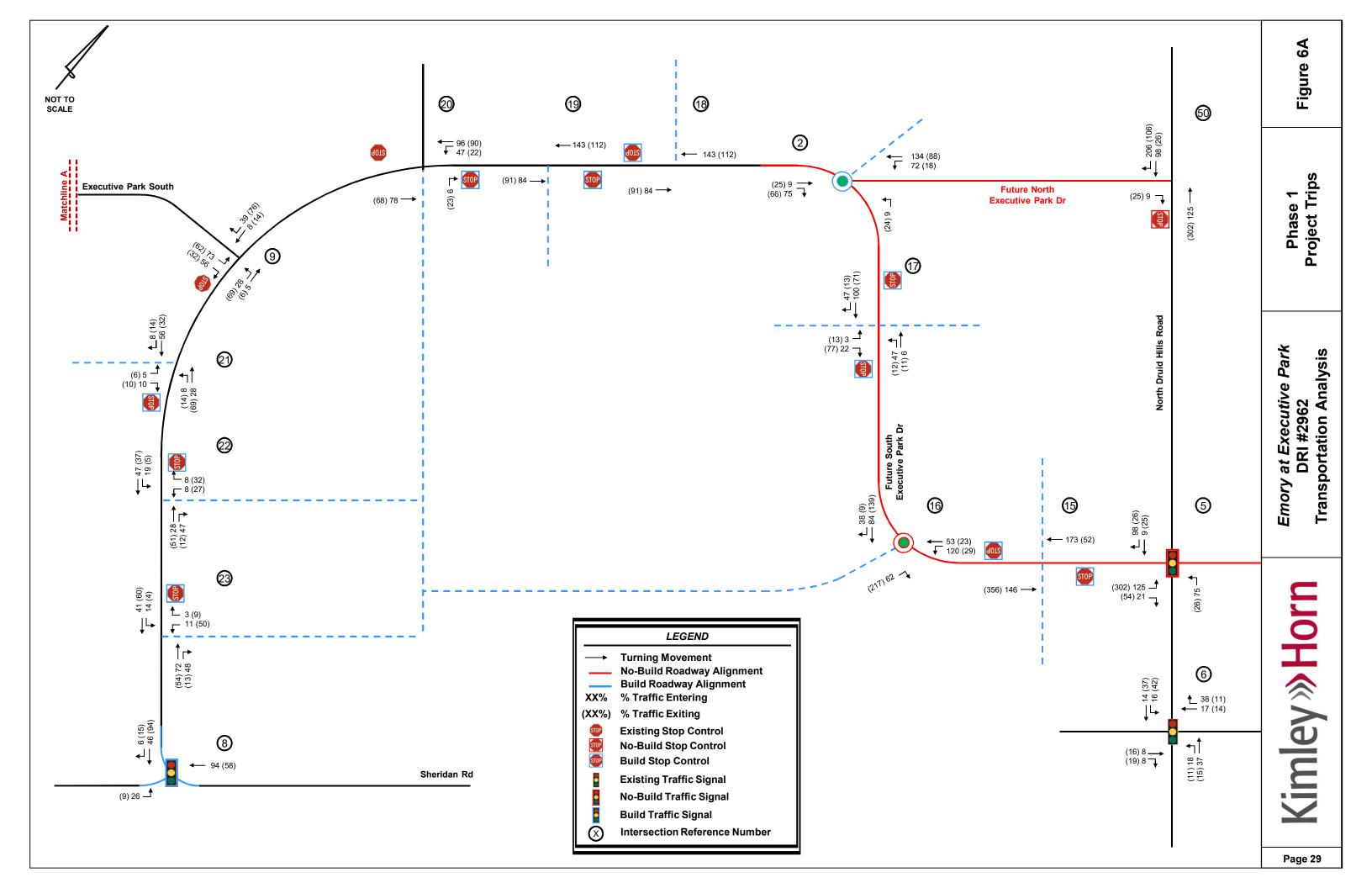
5B

Figure (

Phase 1 Office/Hospital Trip Distribution







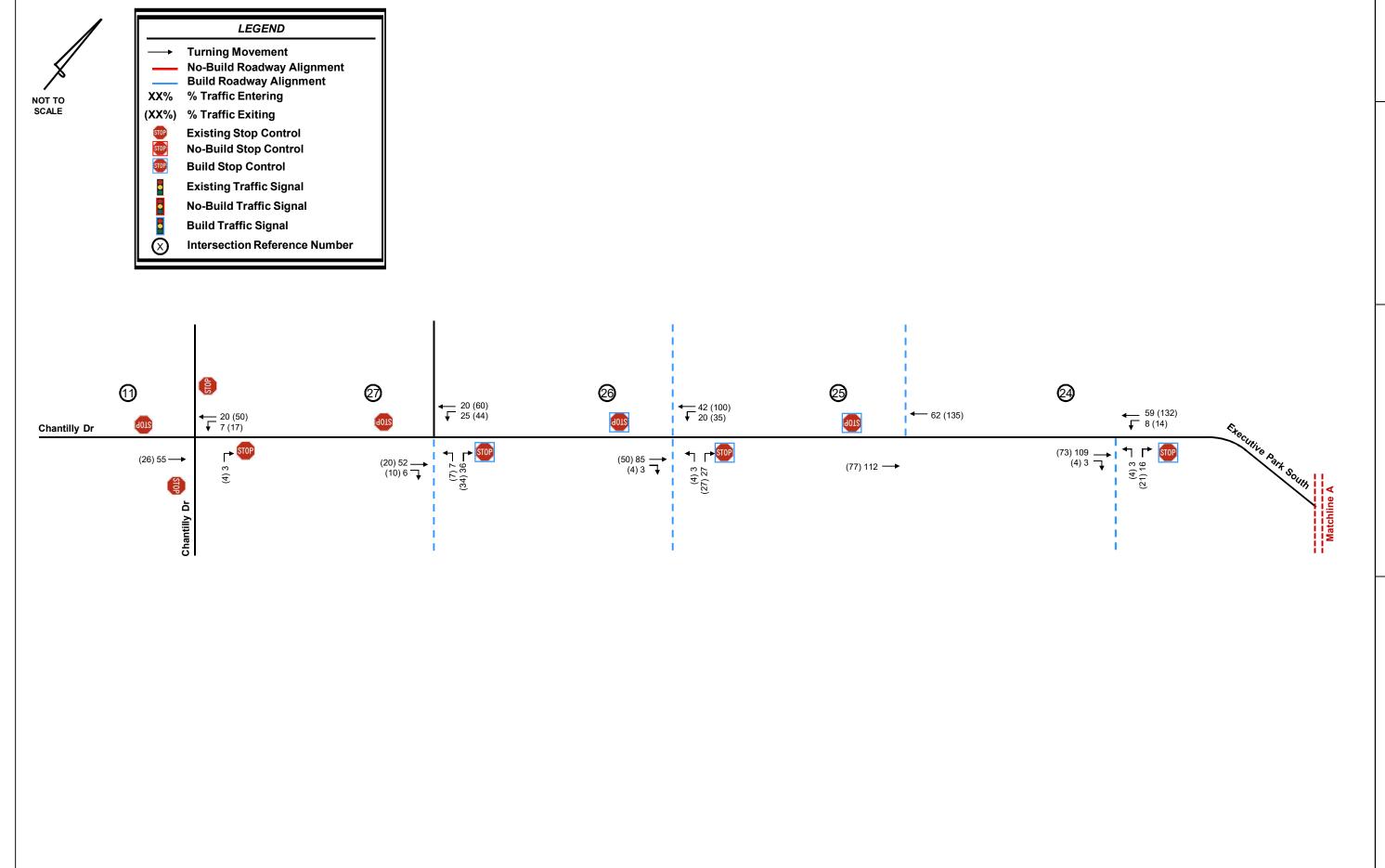
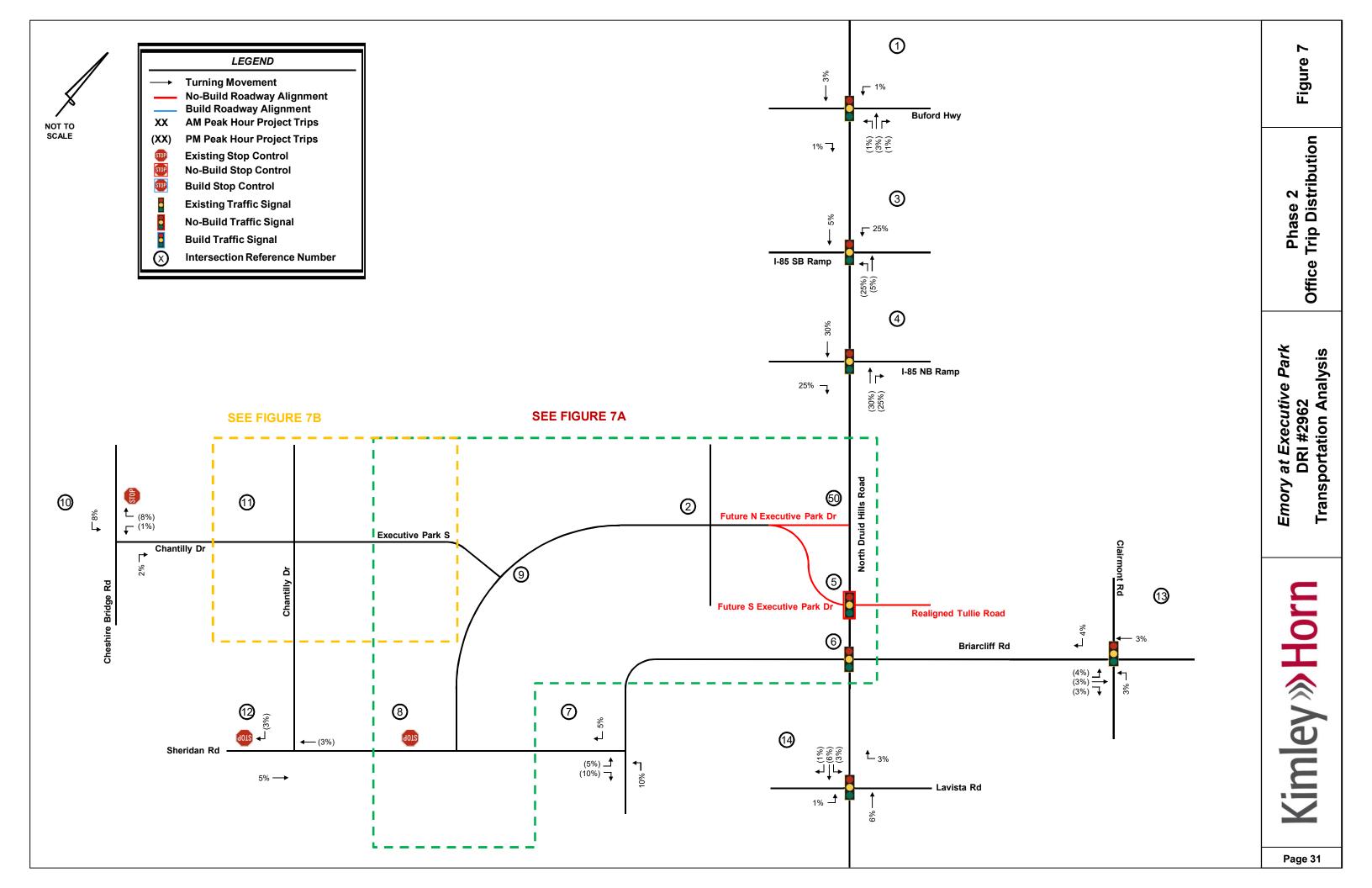


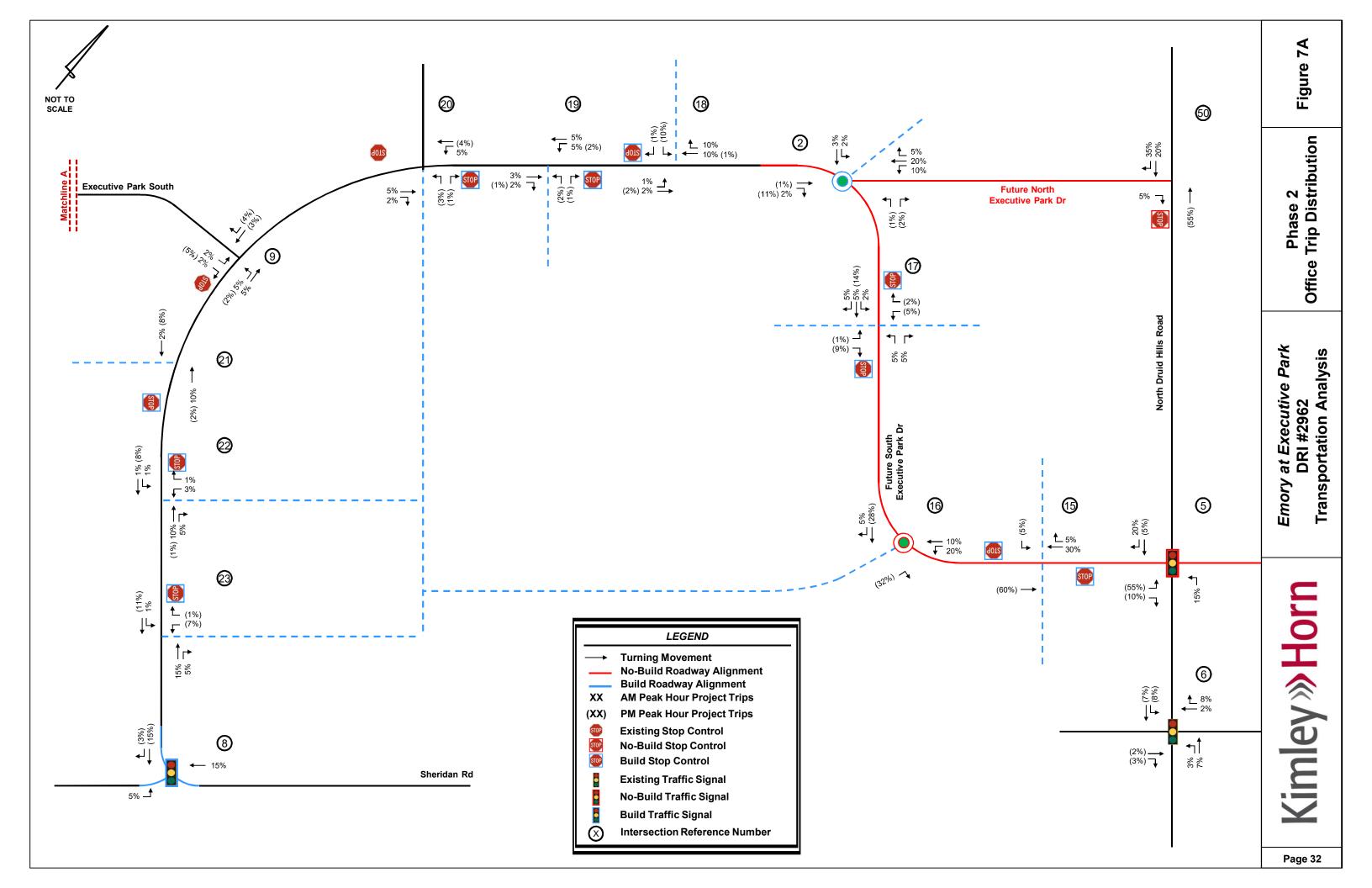
Figure 6B

Phase 1 Project Trips

Emory at Executive Park DRI #2962 Transportation Analysis

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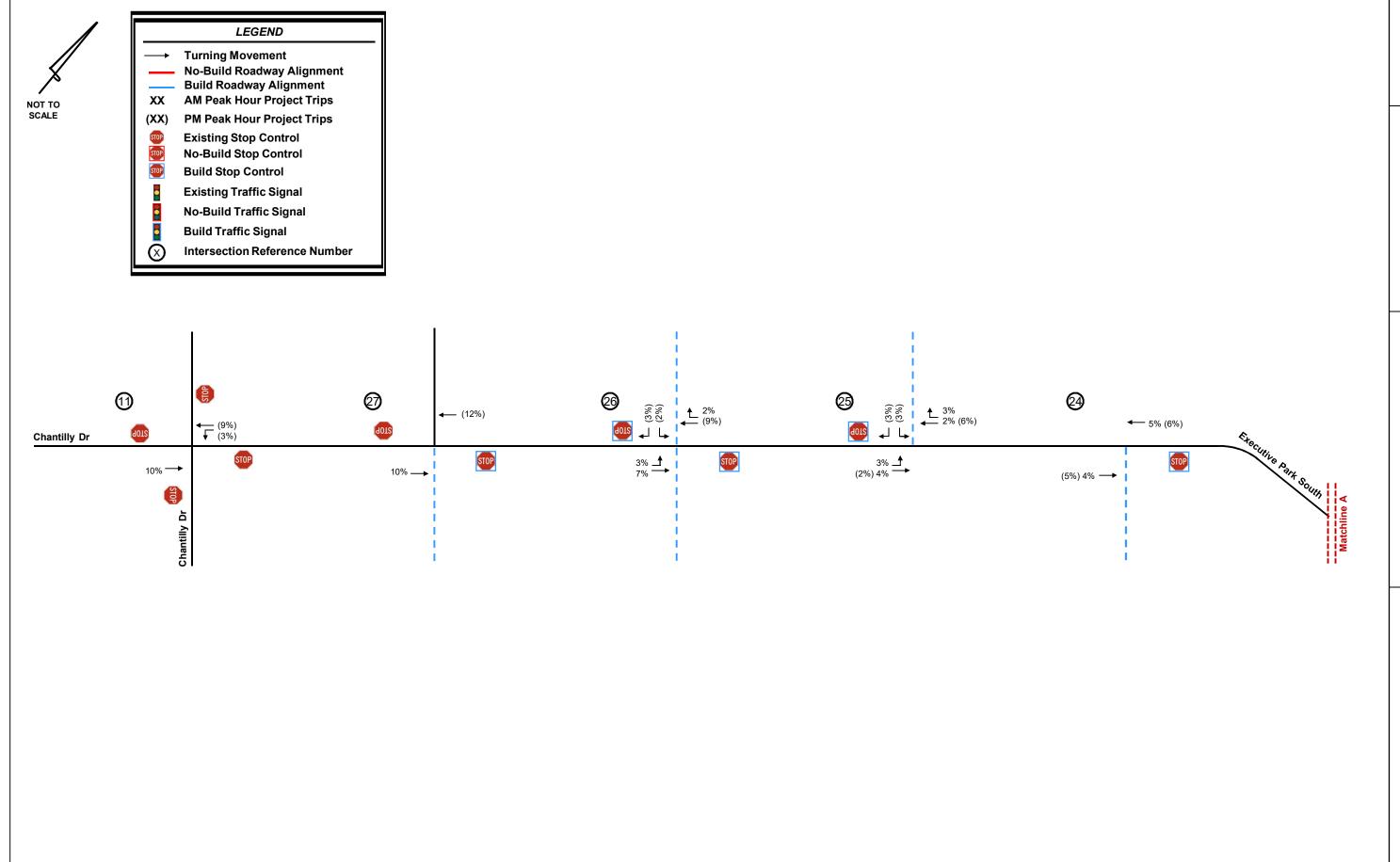
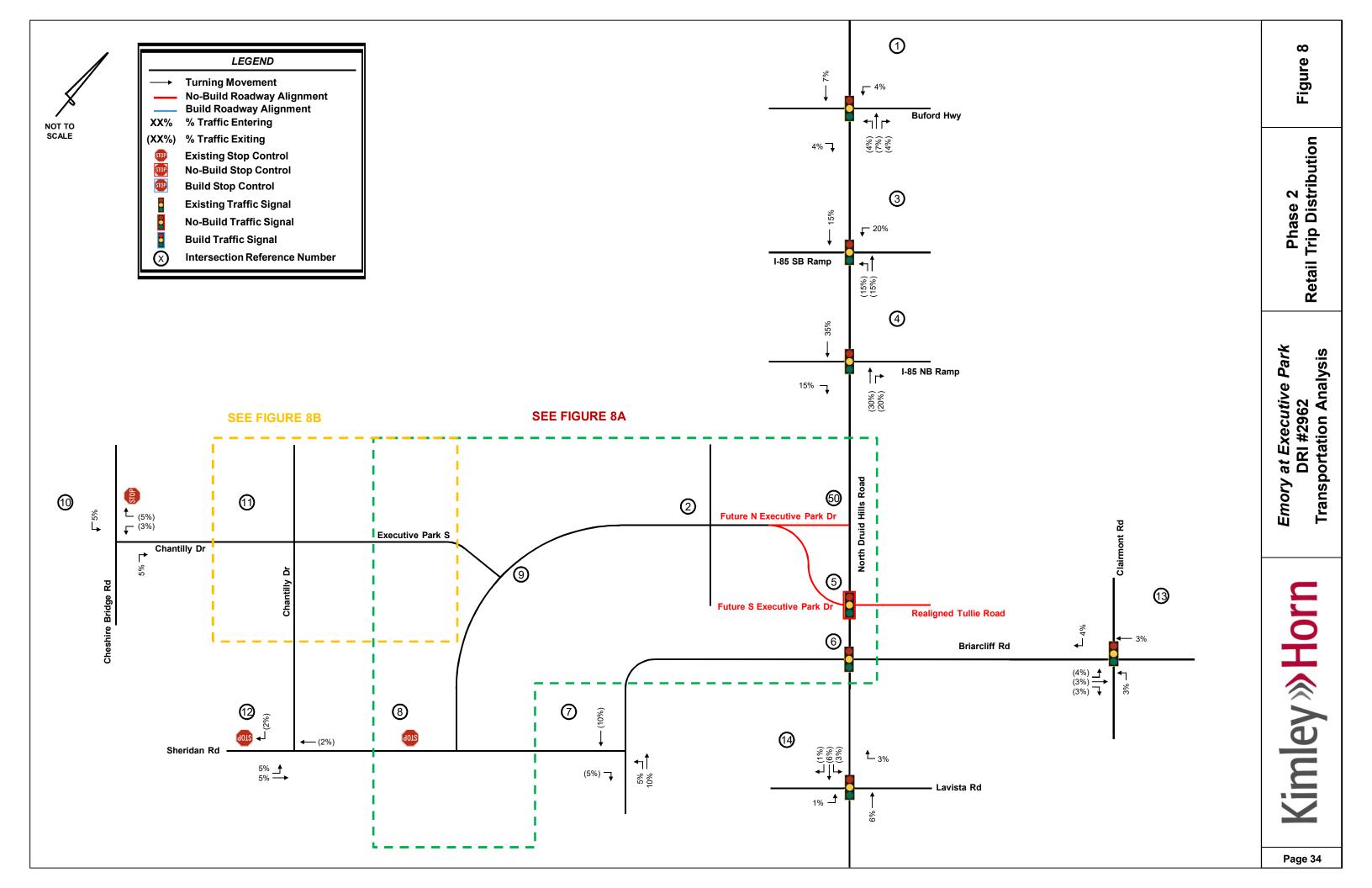


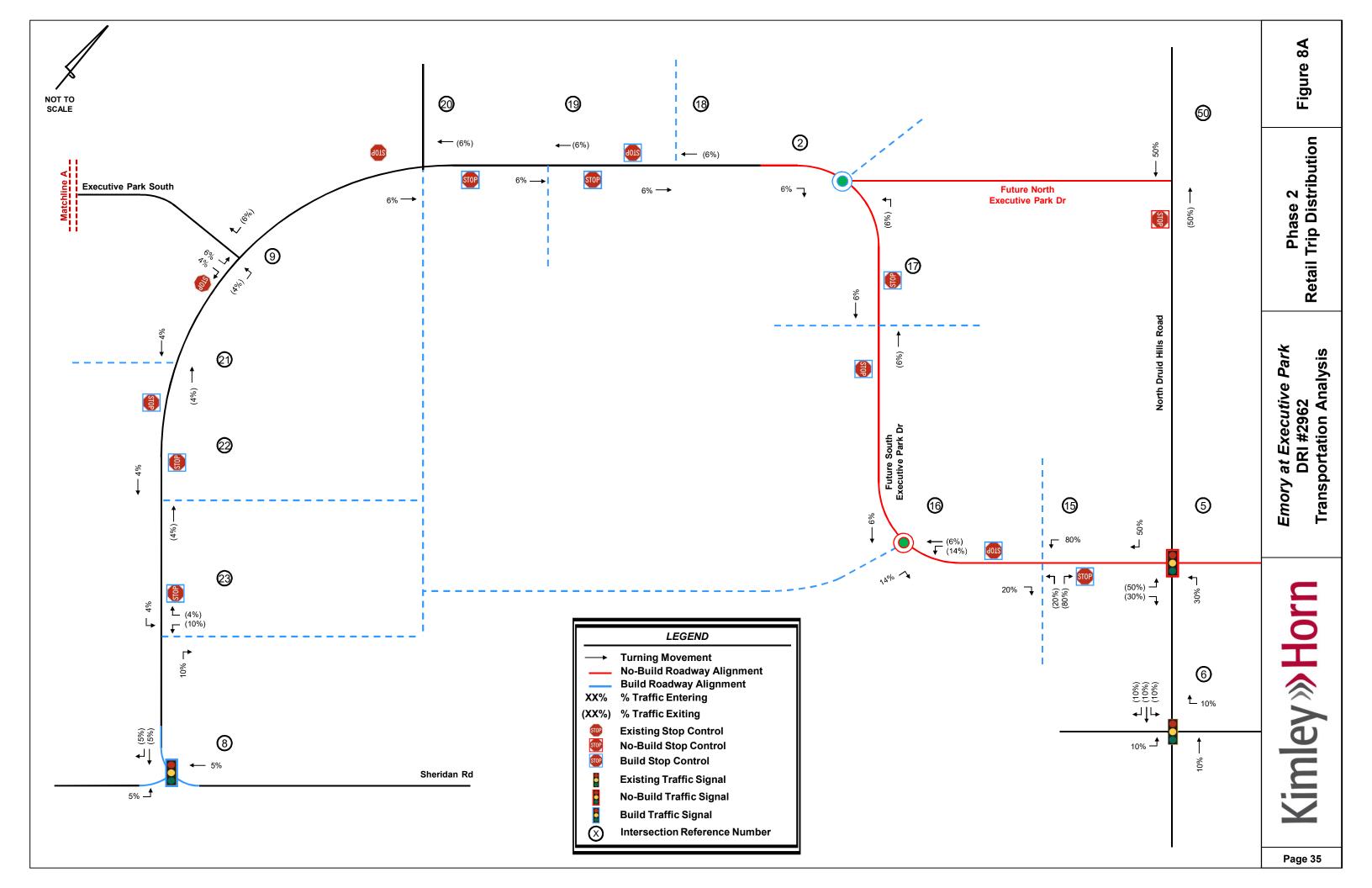
Figure 7B

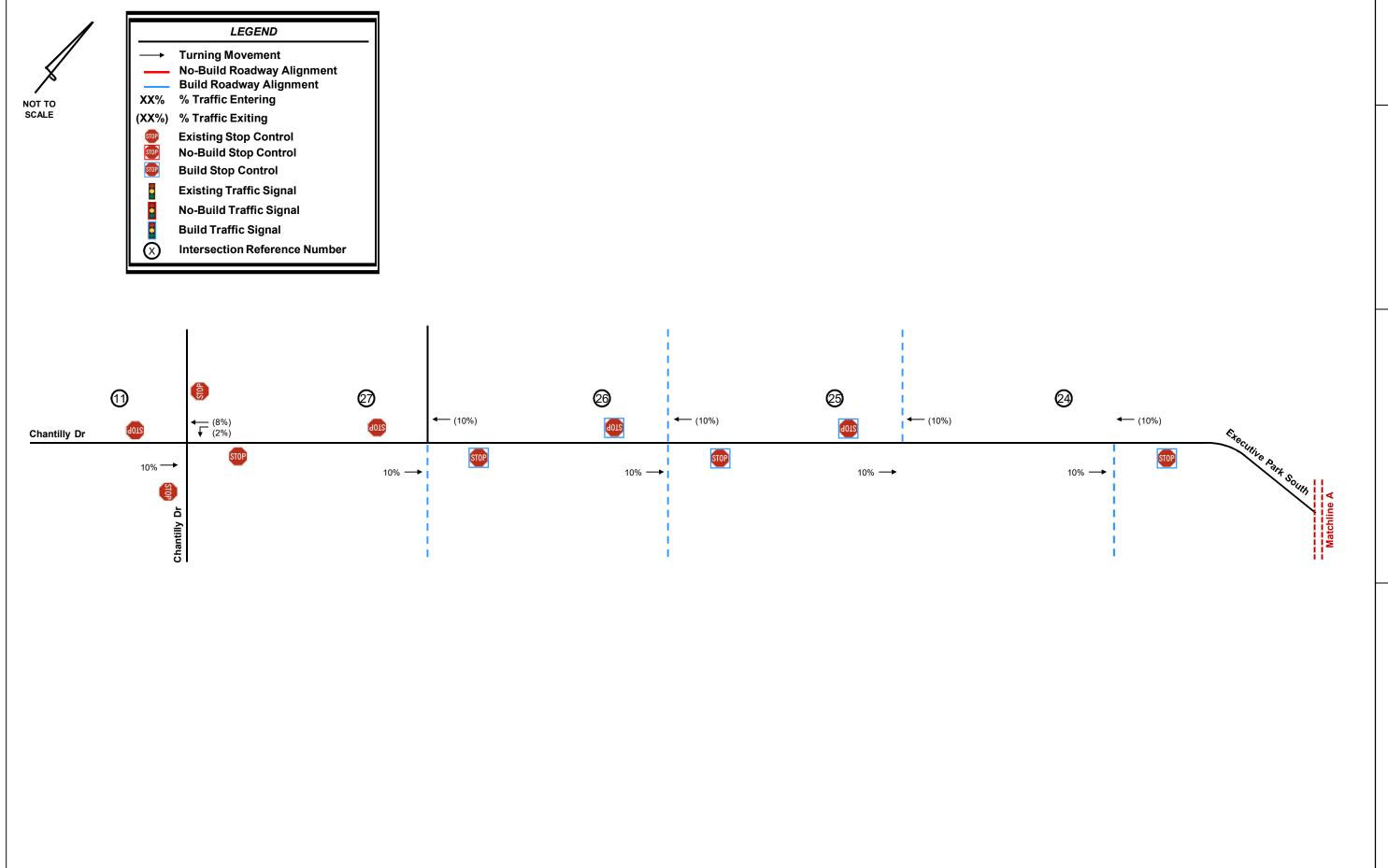
Phase 2 Office Trip Distribution

Emory at Executive Park DRI #2962 Transportation Analysis

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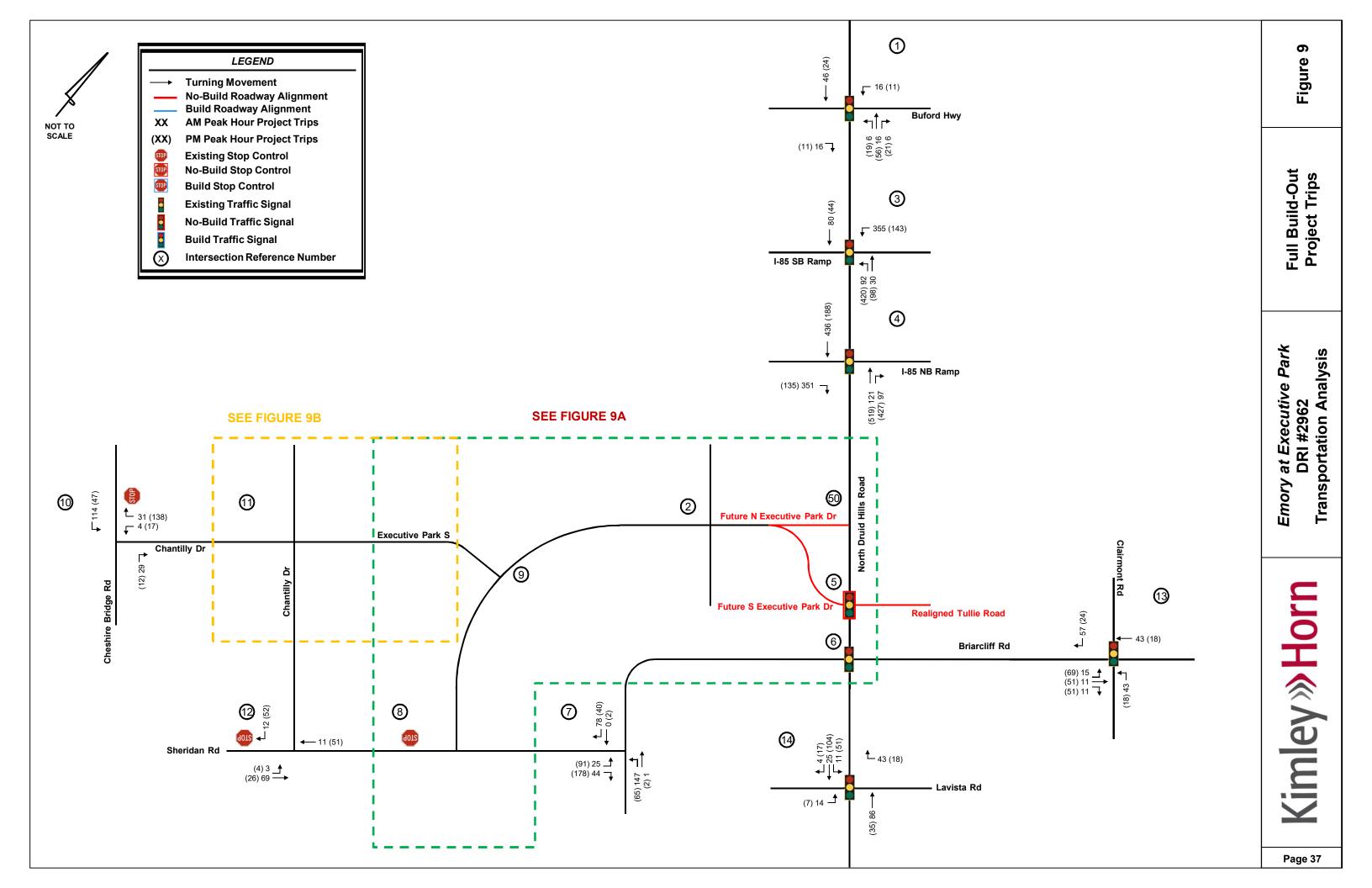


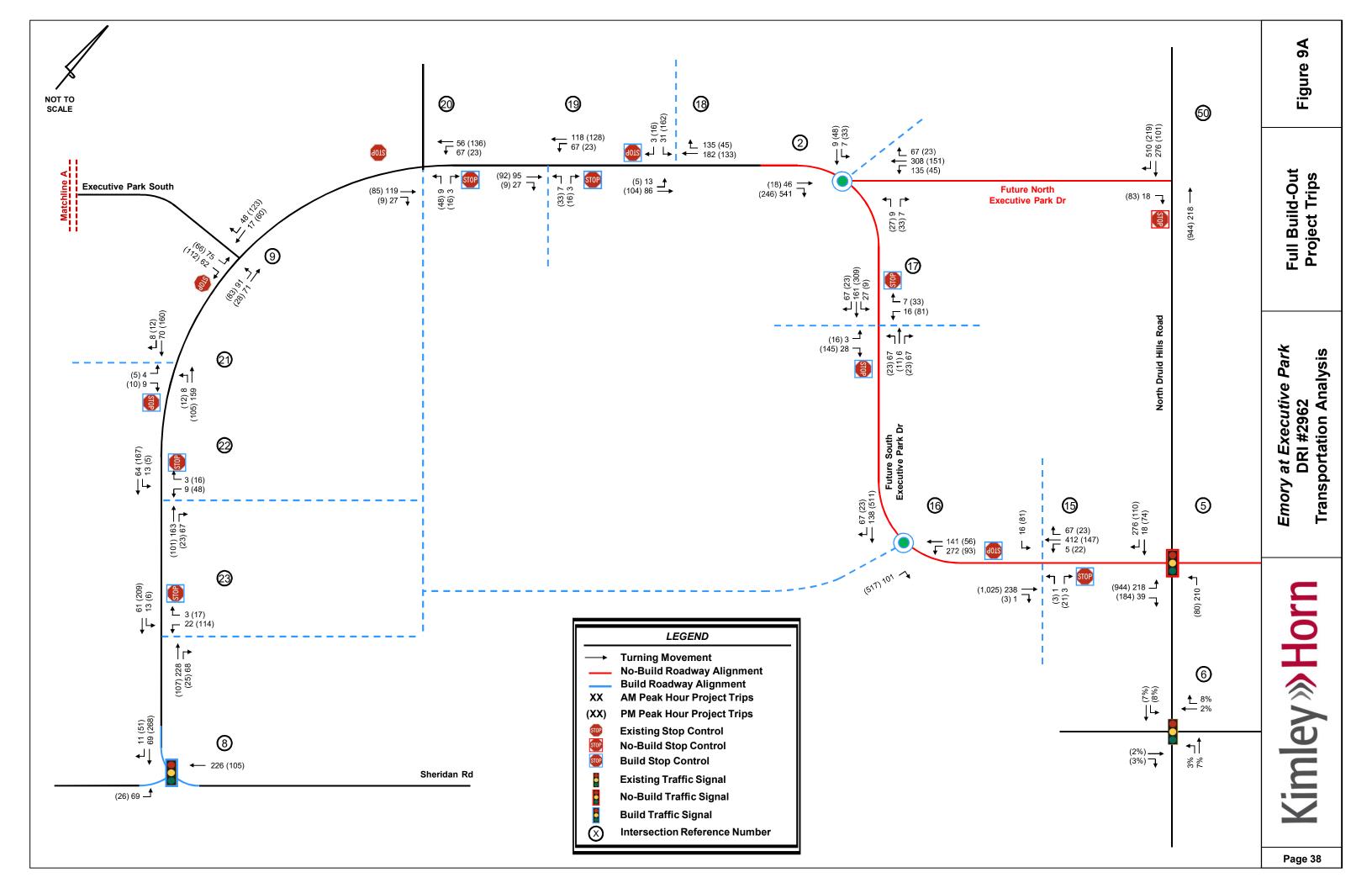
ibution | Figure

8B

Phase 2 Retail Trip Distribution

Emory at Executive Park DRI #2962 Transportation Analysis





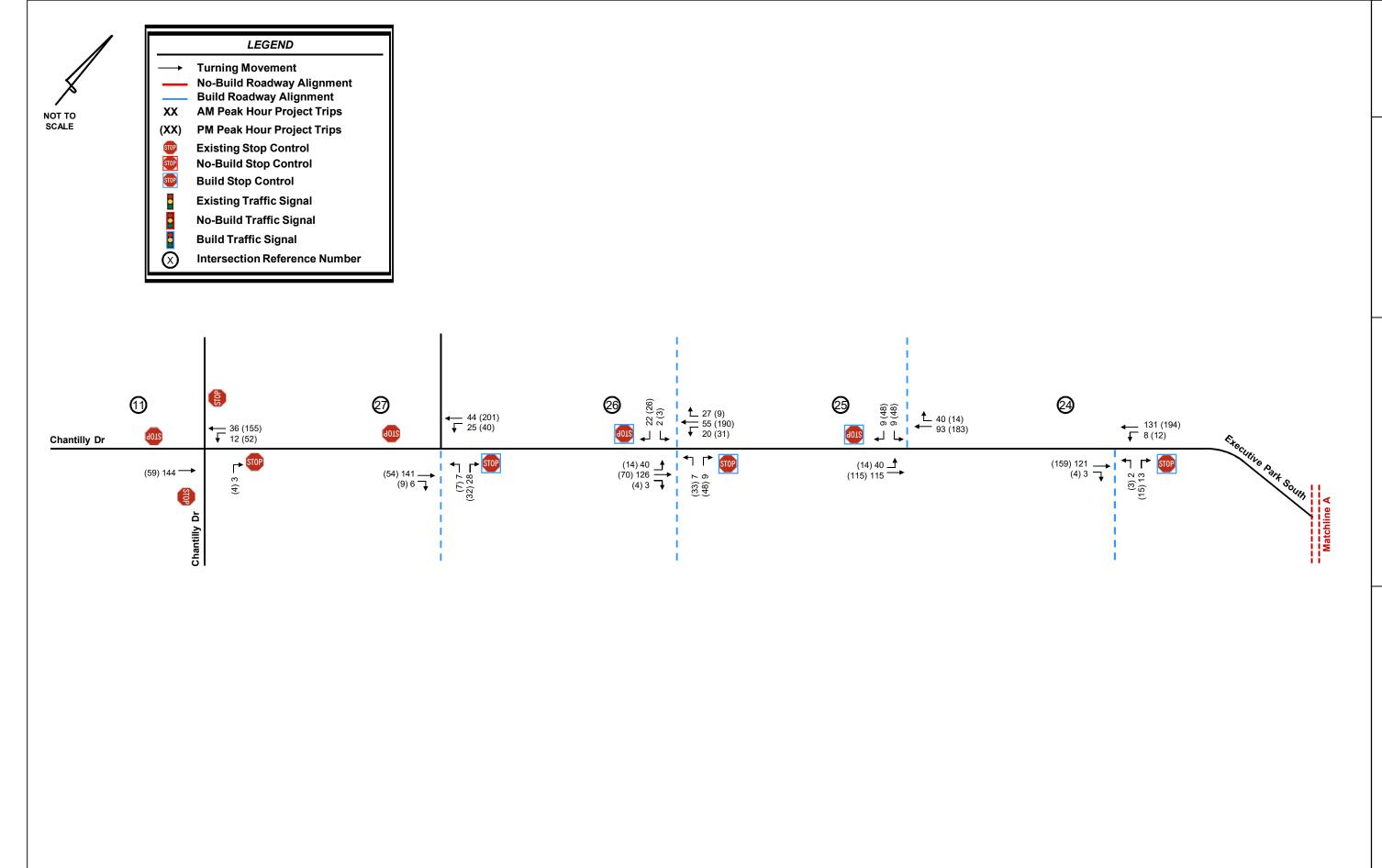


Figure (

9B

Full Build-Out Project Trips

Emory at Executive Park DRI #2962 Transportation Analysis

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6.0 TRAFFIC ANALYSIS

6.1 Existing 2019 Conditions

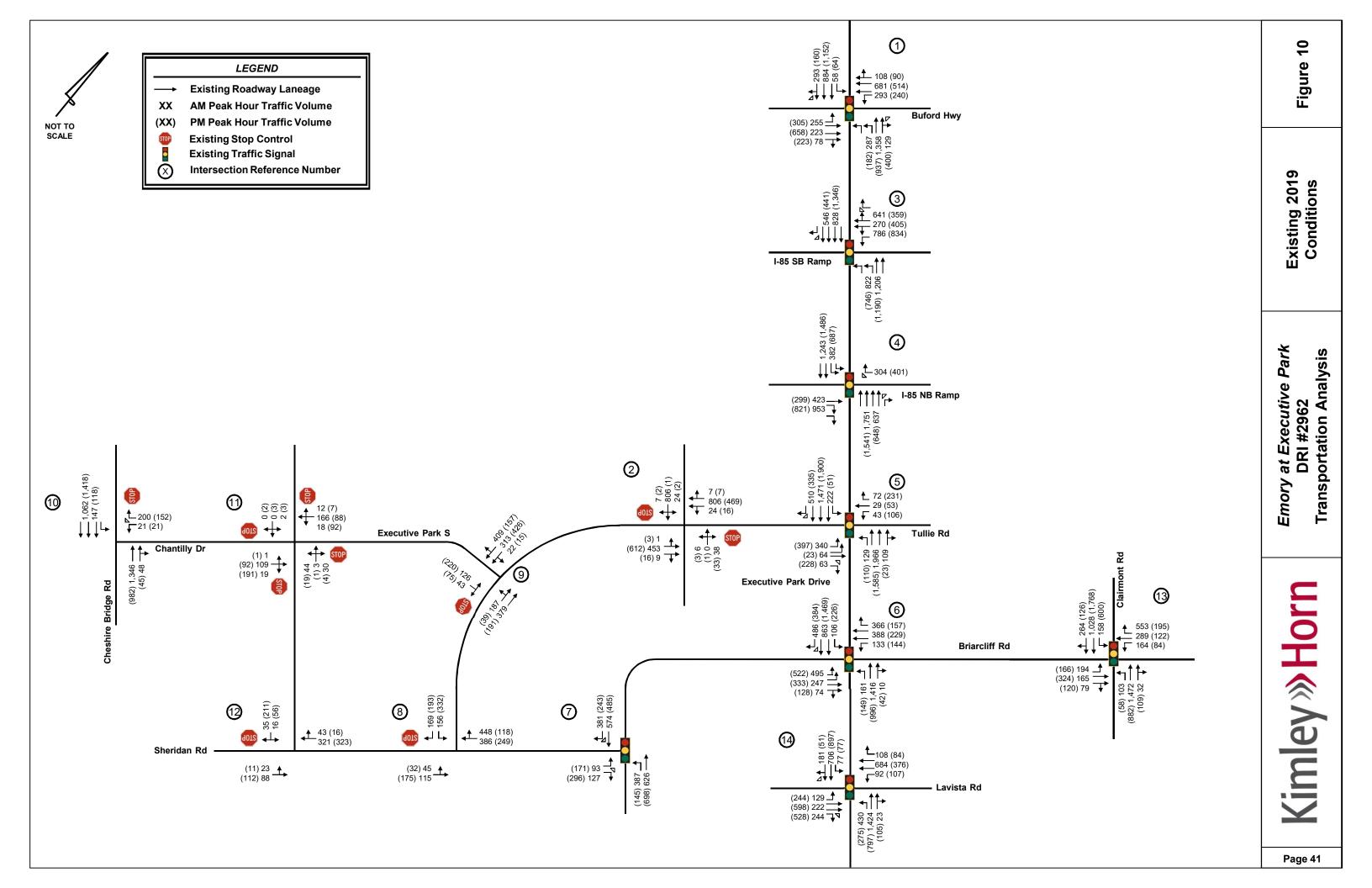
The vehicular volumes collected in November 2018 were grown at 0.5% for one year to account for the background traffic growth to year 2019. The 2019 peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours.

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 SummaryLOS (Delay in Seconds) | | | | | | | | |
|--|---------|----------------------|-------------|------------|------------|--|--|--|
| | | A | 1.00 | Existin | g 2019 | | | |
| Intersection | Control | Approach/ Control | LOS Std. | 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) | | | |
| 2. Executive Fair East @ Executive Fair Drive | 10030 | WBL | D | A (8.5) | A (9.0) | | | |
| 3. North Druid Hills Road (SR 42) @ I-85 SB Ramps | Signal | Overall | Е | 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) | | | |
| o. Executive Fair Brive @ Sheridan Noad | 10000 | EBL | D | B (10.3) | A (8.3) | | | |
| 9. Executive Park Drive @ Executive Park South | TWSC | EB | E | F (283.6) | E (36.7) | | | |
| 9. Executive Fair Drive @ Executive Fair South | 10000 | NBL | D | B (11.1) | A (8.9) | | | |
| 10. Cheshire Bridge Road @ Chantilly Drive | TWSC | WB | E/D | F (71.5) | C (24.9) | | | |
| 10. Cheshire Bridge Noad @ Chartiny Brive | 17750 | 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) | | | |
| 12. Chantilly brive to Sheridan brive | 10030 | 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.

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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) | | | | | | | | |
|--|---------|----------------------|------|-----------|-----------|--|--|--|
| | | Annroach/ | LOS | 20 | 29 | | | |
| Intersection | Control | Approach/ Control | Std. | 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) | | | |
| 2. Executive Fair East @ Executive Fair Drive | 10000 | 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) | | | |
| G. Executive Fair Brive & Griendan Road | 1000 | EBL | D | B (10.6) | A (8.5) | | | |
| 9. Executive Park Drive @ Executive Park South | TWSC | EB | E | F (*) | F (96.9) | | | |
| o. Executive Faire Services and Seattle | | 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 | Е | 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 <u>overall</u> level-of-service standard during at least one peak hour for the Projected 2029 No-Build conditions.

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

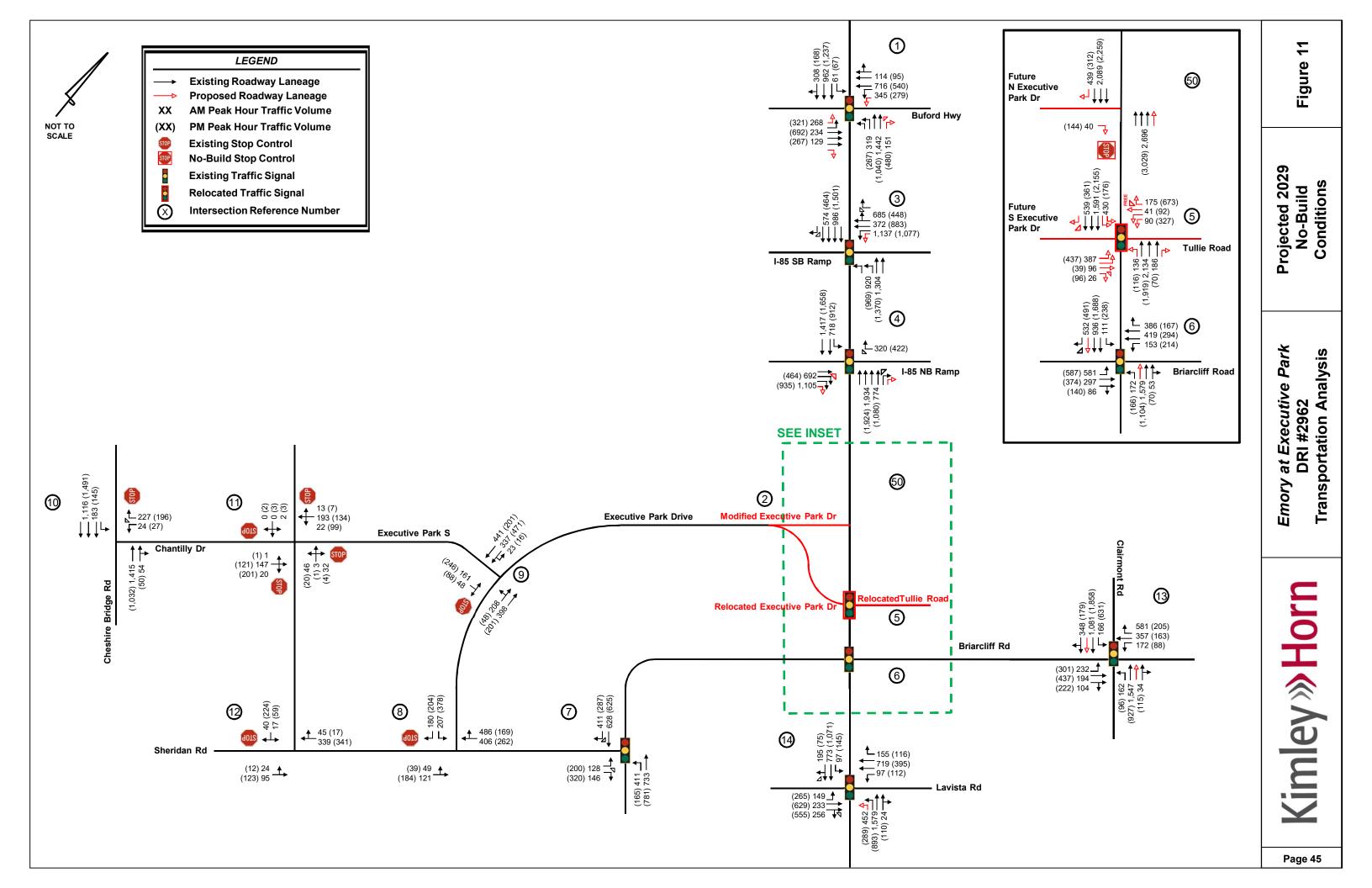
- Intersection #1: North Druid Hills Road (SR 42) @ Buford Highway (SR 13)
 - o Construct one (1) eastbound right-turn lane along Buford Highway (SR 13).
 - Construct one (1) additional eastbound left-turn lane along Buford Highway (SR 13) (creating two (2) eastbound left-turn lanes).
 - o Construct 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 offramp (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 rightturn 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) freeflow 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).

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- 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) | | | | | | | | |
|--|---------|-----------|-----|------------|------------|--|--|--|
| | | Approach/ | LOS | 20 | 29 | | | |
| Intersection Control | Control | Control | | 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 | Е | 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 | Е | E (55.1) | D (52.8) | | | |
| 14 North Druid Hills Road @ Lavista Road (SR 236) | Signal | Overall | D | D (53.9) | D (53.4) | | | |

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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) | | | | | | | | |
|--|------------|----------------------|------|-----------|-----------|--|--|--|
| | | Approach/ | LOS | 2029 | Build | | | |
| Intersection | Control | Approach/ Control | Std. | AM Peak | PM Peak | | | |
| 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 | | Delay | | A (5.2) | A (4.9) | | | |
| Park Drive / Driveway 6 | Roundabout | V/C Ratio | D | 0.31 | 0.29 | | | |
| Taik Billo / Billoway o | | 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) | | | |
| 6. Executive Fair Drive @ Sheridan Noad | 10000 | EBL | D | B (11.5) | A (8.8) | | | |
| 9. Executive Park Drive @ Executive Park South | TWSC | EB | Е | F (*) | F (*) | | | |
| o. Excodition and Brive & Excodition and Coditi | 17700 | 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) | | | |
| | 11100 | 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) | | | |
| | | Delay | | A (3.8) | A (4.0) | | | |
| 16. Relocated Executive Park Drive @ Proposed Dwy 3 | Roundabout | V/C Ratio | D | 0.40 | 0.45 | | | |
| | | SB Queue | | 66' | 80' | | | |

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| Table 9 Continued: Projected 2029 Build LOS Summary LOS (Delay in Seconds) | | | | | | | | | |
|---|-------|-----|---|----------|----------|--|--|--|--|
| | | NBL | D | A (8.9) | A (8.7) | | | | |
| 17. Future South Executive Park Drive @ Proposed Dwy | TWOO | SBL | D | A (0.0) | A (0.0) | | | | |
| 4 / Proposed Dwy 5 | TWSC | 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 / | TWSC | SBL | D | A (9.2) | A (7.9) | | | | |
| Proposed Dwy 12 | 10050 | WB | D | C (21.0) | C (16.1) | | | | |
| 24. Executive Park South @ Proposed Dwy 13 | TWSC | NB | D | B (12.3) | B (12.1) | | | | |
| 24. Executive Park South @ Proposed Dwy 13 | 10030 | WBL | D | A (8.0) | A (8.3) | | | | |
| | | NB | D | B (12.0) | B (12.2) | | | | |
| 26. Executive Park South @ Proposed Dwy 15 / | TWSC | SB | D | A (0.0) | A (0.0) | | | | |
| Proposed Dwy 16 | 10000 | EBL | D | A (0.0) | A (0.0) | | | | |
| | | WBL | D | A (8.0) | A (8.3) | | | | |
| | | NB | D | B (13.3) | B (12.2) | | | | |
| 27. Executive Park South @ Emory University Dwy / | TWCC | SB | D | D (25.5) | C (17.8) | | | | |
| Proposed Dwy 17 | TWSC | 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 <u>overall</u> 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):

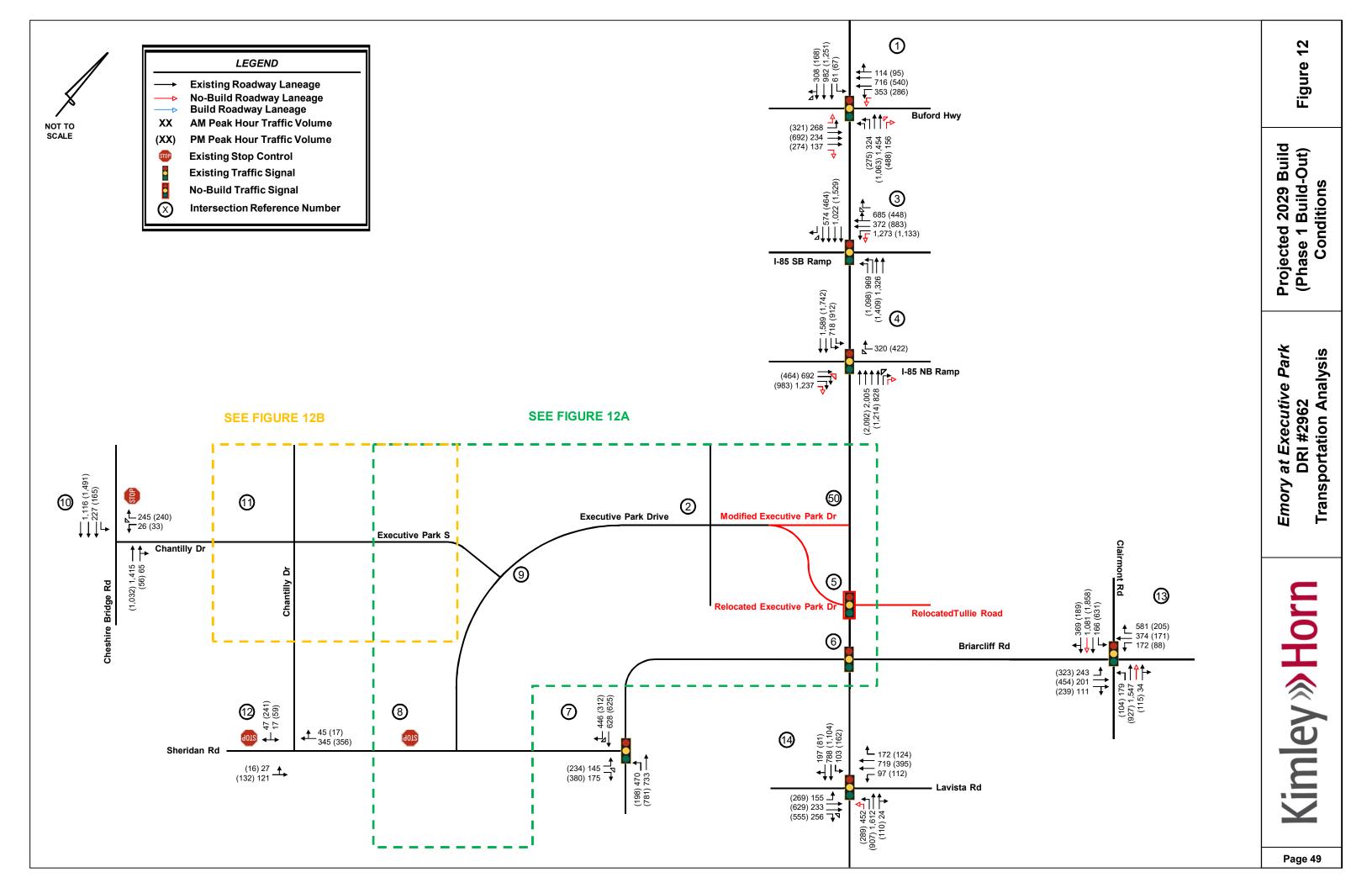
- Intersection #5: North Druid Hills Road (SR 42) @ Relocated Tullie Road / Executive Park Drive
 - Construct one (1) additional northbound left-turn lane along North Druid Hills Road (creating two (2) northbound left-turn lanes).
- Intersection #8: Executive Park Drive @ Sheridan Road
 - Realign Executive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

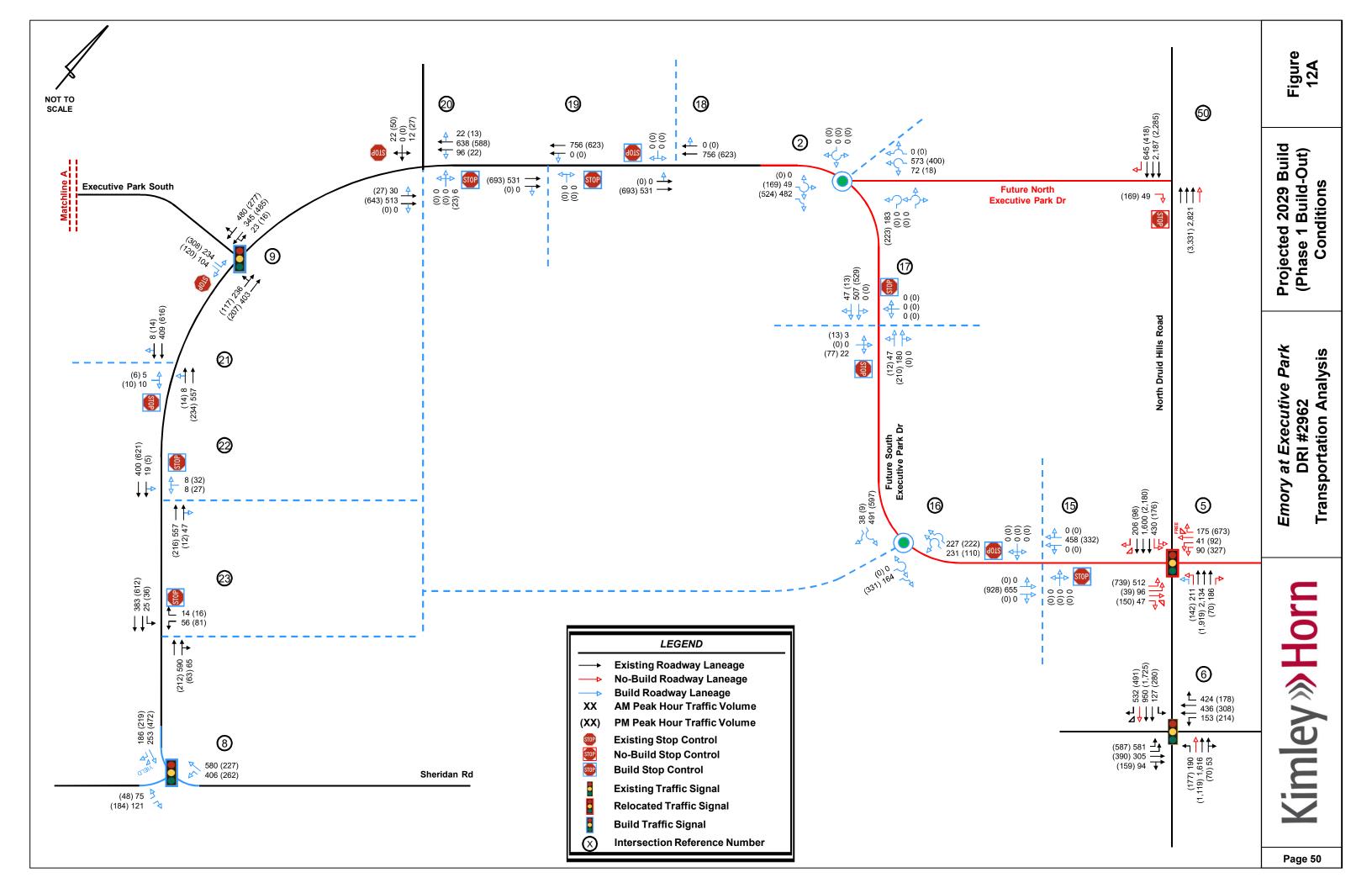
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- Intersection #9: Executive Park Drive @ Executive Park South
 - o Install a traffic signal if warranted.
 - Construct one (1) eastbound right-turn lane along Executive Park South (creating one (1) eastbound right-turn lane and one (1) eastbound left-turn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

| Table 10: Projected 2029 Build Improved LOS Summary LOS (Delay in Seconds) | | | | | | | | | |
|--|---------|-----------|----------------------|-------------|----------|---------|--|--|--|
| | | Annyonah/ | 1.00 | 2029 | Build | | | | |
| Intersection | Control | Control | Approach/ Control | LOS Std. | 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 | Е | 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 | Е | E (55.8) | E (56.7) | | | | |
| 14. North Druid Hills Road @ Lavista Road (SR 236) | Signal | Overall | D | D (54.4) | D (53.6) | | | | |

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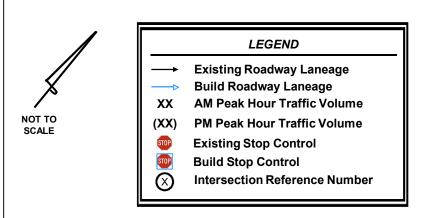


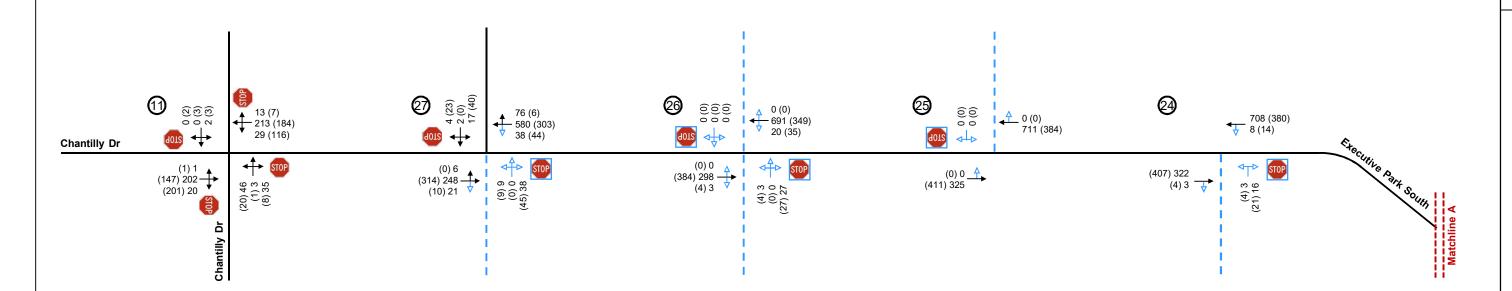


Projected 2029 Build (Phase 1 Build-Out) Conditions

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) | | | | | | | | |
|---|------------------|--------------------------|-------------|------------------------|----------------------|--|--|--|
| | | | 1.00 | 2034 No | o-Build | | | |
| Intersection | Control | Approach | LOS Std. | 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) | | | |
| Relocated Executive Park Drive @ Modified Executive Park Drive / Driveway 6 | Roundabout | Delay V/C Ratio | D | A (5.3) 0.32 | A (5.0) 0.29 | | | |
| 3. North Druid Hills Road (SR 42) @ I-85 SB Ramps | Signal | WB Queue Overall Overall | E E/D | 38' F (145.9) | 25' F (175.1) | | | |
| 4. North Druid Hills Road (SR 42) @ I-85 NB Ramps 5. North Druid Hills Road (SR 42) @ Relocated Tullie Road/Executive Park Drive | Signal Signal | Overall | D | F (233.8) F (100.9) | F (209.9) 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 EBL | D D | F (165.2) B (11.7) | F (202.6) A (8.8) | | | |
| 9. Executive Park Drive @ Executive Park South | TWSC | EB NBL | E D | F (*) B (13.2) | F (*) B (10.3) | | | |
| 10. Cheshire Bridge Road @ Chantilly Drive | TWSC | WB SBL | E/D E/D | F (82.7) F (206.1) | F (61.5) D (27.8) | | | |
| 11. Executive Park South @ Chantilly Drive | AWSC | Overall | D | A (9.8) | A (9.6) | | | |
| 40. Ob antille Drive & Chariden Drive | TWSC | SB | D | B (12.4) | C (18.3) | | | |
| 12. Chantilly Drive @ Sheridan Drive | 10050 | EBL | D | A (8.3) | A (8.2) | | | |
| 13. Clairmont Road (SR 23) @ Briarcliff Road | Signal | Overall | Е | 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 V/C Ratio | D | A (3.9) 0.42 | A (4.1) 0.46 | | | |
| | | SB Queue | | 71' | 85' | | | |

^{*}Delay exceeds 300 sec

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| Table 11 Continued: Projected 2034 No-Build LOS Summary LOS (Delay in Seconds) | | | | | | | | | |
|--|-------|-----|---|----------|----------|--|--|--|--|
| | | NBL | D | A (9.0) | A (8.8) | | | | |
| 17. Future South Executive Park Drive @ Proposed Dwy 4 / | TMOO | SBL | D | A (0.0) | A (0.0) | | | | |
| Proposed Dwy 5 | TWSC | 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 Evacutive Bark Drive @ Bronesed Duny 11 | TWSC | SBL | D | A (9.0) | A (7.8) | | | | |
| 22. Executive Park Drive @ Proposed Dwy 11 | | WB | D | C (15.0) | B (11.7) | | | | |
| 23. Executive Park Drive @ Executive Park West / | TWSC | SBL | D | A (9.3) | A (8.0) | | | | |
| Proposed Dwy 12 | 10030 | WB | D | C (21.7) | C (16.5) | | | | |
| 24. Executive Park South @ Proposed Dwy 13 | TWSC | NB | D | B (12.5) | B (12.4) | | | | |
| 24. Executive Fairk South & Froposed Dwy 15 | 14400 | WBL | D | A (8.1) | A (8.3) | | | | |
| | | NB | D | B (12.2) | B (12.4) | | | | |
| 26. Executive Park South @ Proposed Dwy 15 / Proposed | TWSC | SB | D | A (0.0) | A (0.0) | | | | |
| Dwy 16 | 10000 | EBL | D | A (0.0) | A (0.0) | | | | |
| | | WBL | D | A (8.0) | A (8.3) | | | | |
| | | NB | D | B (13.7) | B (12.4) | | | | |
| 27. Executive Park South @ Emory University Dwy / | TMCC | SB | D | D (26.7) | C (18.8) | | | | |
| Proposed Dwy 17 | TWSC | 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 <u>overall</u> 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):

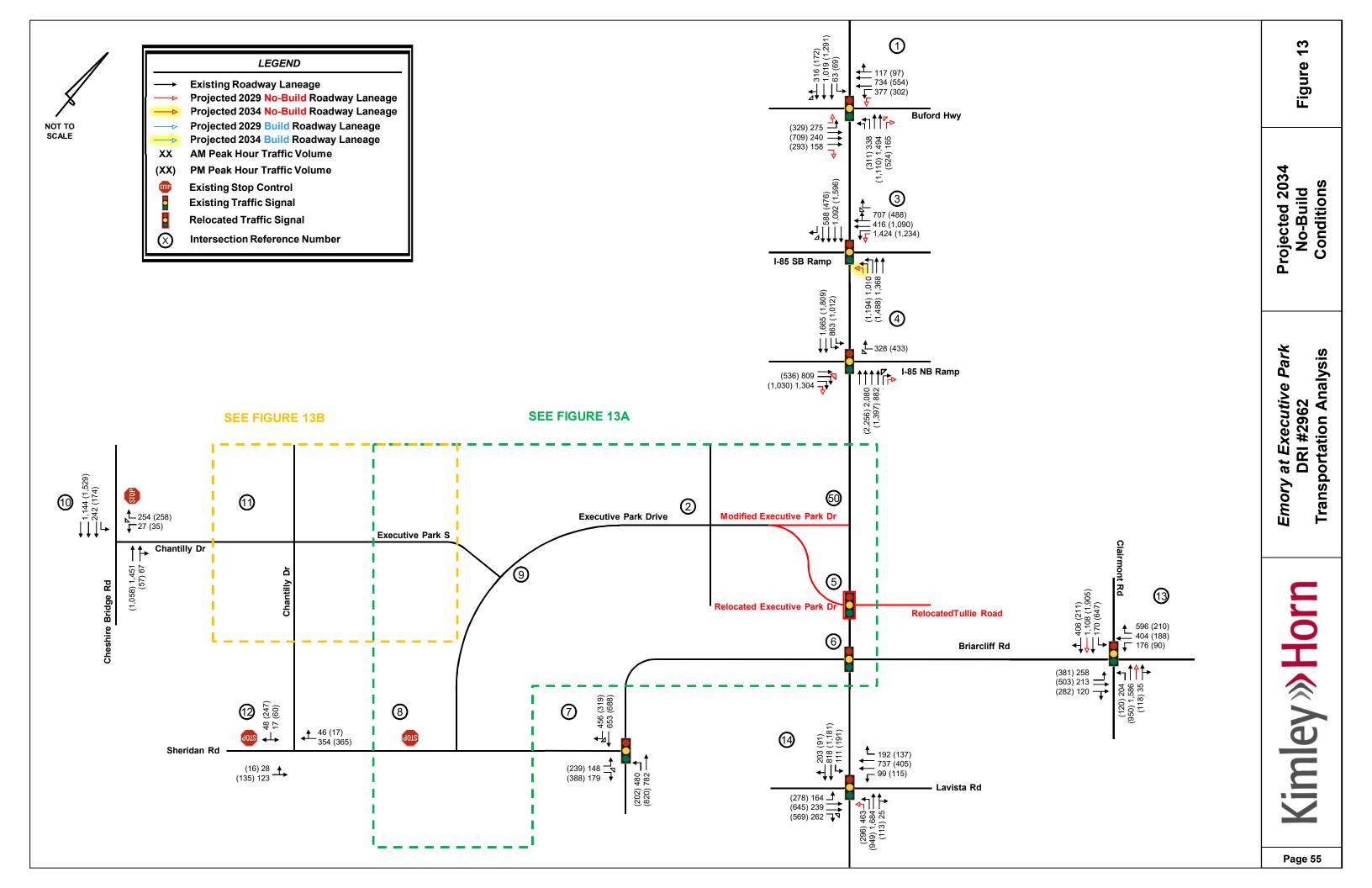
- Intersection #3: North Druid Hills Road (SR 42) @ I-85 SB Ramp
 - Construct one (1) additional northbound left-turn lane along North Druid Hills Road (creating three (3) left-turn lanes to turn onto the I-85 southbound on-ramp).
 - Ensure the I-85 southbound on-ramp is wide enough to receive three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

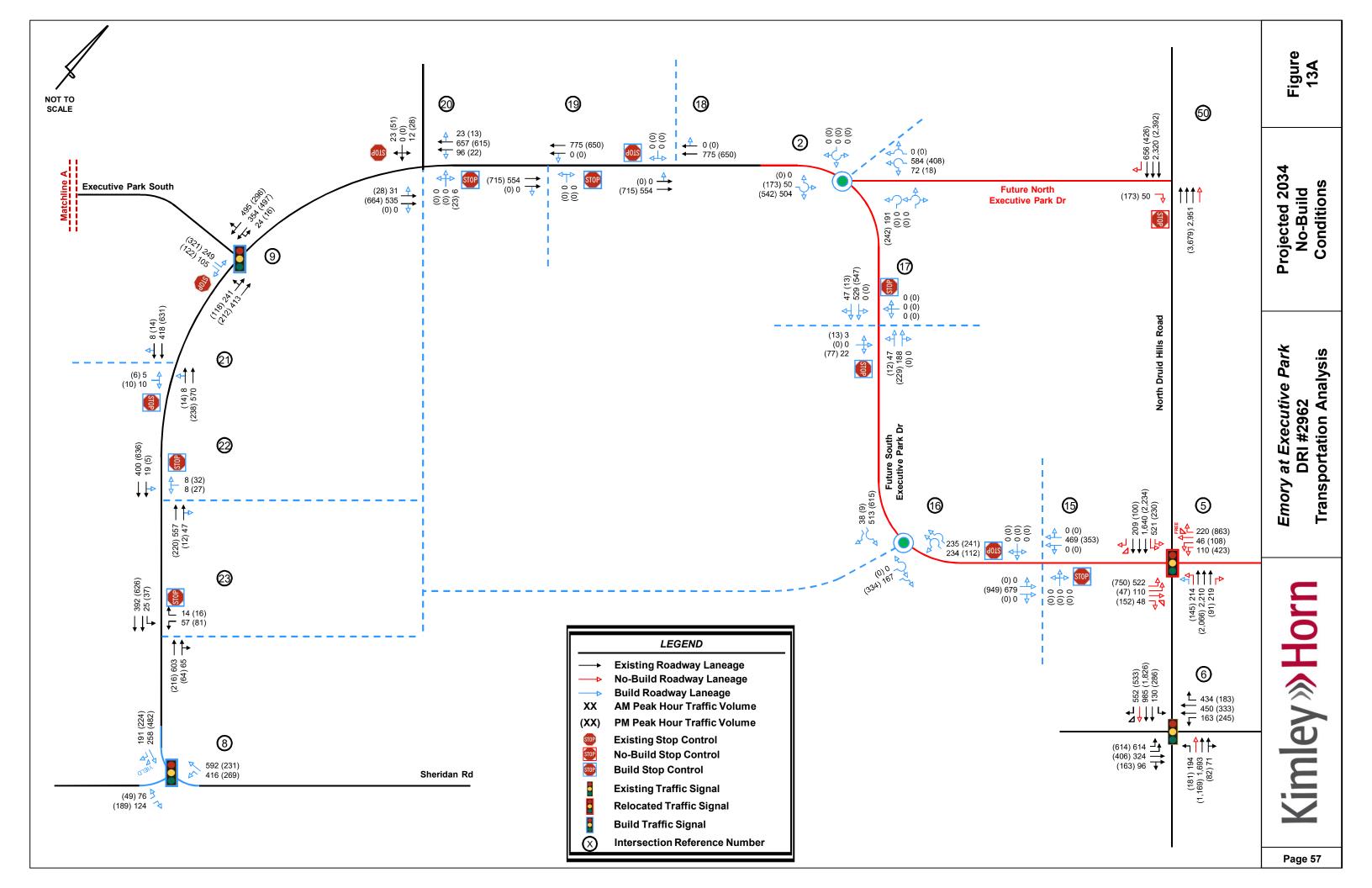
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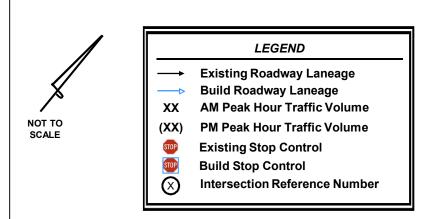
Table 12: Projected 2034 No-Build Improved LOS Summary $LOS\ (Delay\ in\ Seconds)$

| Intersection Control | Approach/ LOS | Approach/ | Approach/ | 1.00 | 2034 No | o-Build | |
|--|----------------------|-------------|-----------|----------|----------|---------|--|
| | Approach/ Control | LOS Std. | AM Peak | PM Peak | | | |
| 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 | Е | 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 | Е | E (66.5) | E (73.8) | | |
| 14. North Druid Hills Road @ Lavista Road (SR 236) | Signal | Overall | D | D (54.6) | D (54.1) | | |

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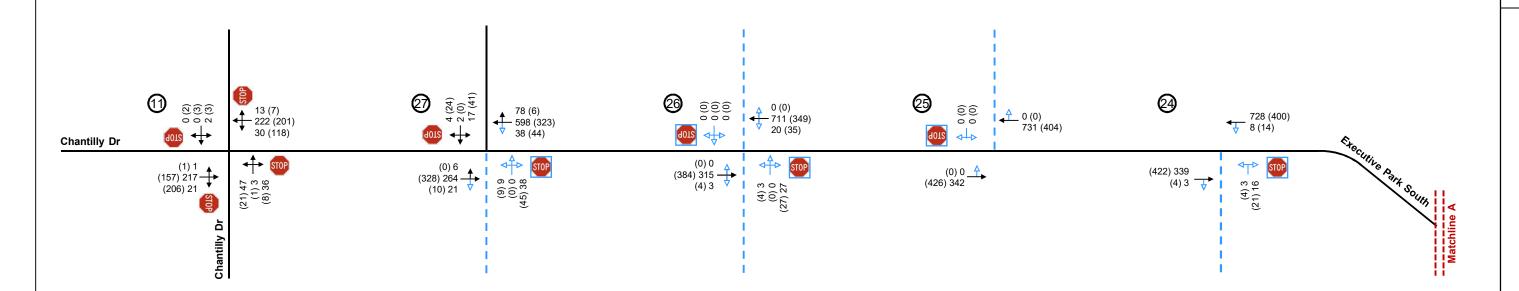


Figure 13B

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 SummaryLOS (Delay in Seconds) | | | | | | | | |
|--|------------|----------------------|-------------|-----------|-----------|--|--|--|
| | | Ammun na h / | 1.00 | 2034 | Build | | | |
| Intersection | Control | Approach/ Control | LOS Std. | 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) | | | |
| O Dalacated Francisina Dada Daire @ Madified Francisina | | Delay | | A (6.8) | A (6.1) | | | |
| 2. Relocated Executive Park Drive @ Modified Executive Park Drive / Driveway 6 | Roundabout | V/C Ratio | D | 0.47 | 0.40 | | | |
| W W | WB Queue | | 67' | 30' | | | | |
| 3. North Druid Hills Road (SR 42) @ I-85 SB Ramps | Signal | Overall | Е | 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 (*) | | | |
| o. Executive Fair Drive @ Offeridan Road | 1000 | EBL | D | B (13.6) | A (9.1) | | | |
| 9. Executive Park Drive @ Executive Park South | TWSC | EB | E | F (*) | F (*) | | | |
| or Exceeding Fairly & Exceeding Fairly Sealing | | 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) | | | |
| , 0 | | 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) | | | |
| | | Delay | | A (4.8) | A (8.2) | | | |
| 16. Relocated Executive Park Drive @ Proposed Dwy 3 | Roundabout | V/C Ratio | D | 0.52 | 0.78 | | | |
| | | SB Queue | | 102' | 347' | | | |

^{*}Delay exceeds 300s

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| Table 13 Continued: Projected 2034 Build LOS Summary LOS (Delay in Seconds) | | | | | | | | | |
|--|-----------|-----|---|----------|-----------|--|--|--|--|
| | | NB | D | C (16.5) | E (35.9) | | | | |
| 15. Future South Executive Park Drive @ Proposed Dwy 1 / | TWSC | SB | D | E (36.1) | F (201.3) | | | | |
| Proposed Dwy 2 | | WBL | D | A (9.6) | C (16.1) | | | | |
| | | NBL | D | A (9.5) | A (9.9) | | | | |
| 17. Future South Executive Park Drive @ Proposed Dwy 4 / Proposed Dwy 5 | TWSC | SBL | D | A (7.9) | A (7.8) | | | | |
| | | EB | D | B (12.6) | C (17.9) | | | | |
| | | WB | D | C (17.2) | D (30.5) | | | | |
| 40 Free setting Dark Drives & Dreamand Drives 7 | TMCC | SB | D | D (34.4) | F (107.6) | | | | |
| 18. Executive Park Drive @ Proposed Dwy 7 | TWSC | EBL | D | B (10.5) | A (9.3) | | | | |
| 10. Executive Park Prive & Prepared Ducy 9 | TWSC | NB | D | C (24.0) | D (26.4) | | | | |
| 19. Executive Park Drive @ Proposed Dwy 8 | 1000 | WBL | D | A (9.2) | A (9.5) | | | | |
| | | NB | D | D (33.3) | F (51.4) | | | | |
| 20. Executive Park Drive @ Proposed Dwy 9 | TWSC | SB | D | C (23.4) | D (25.8) | | | | |
| | 10050 | 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) | | | | |
| 21. Executive Falk Brive @ Froposed Bwy 10 | 10000 | EB | D | B (12.4) | B (14.7) | | | | |
| 22. Executive Park Drive @ Proposed Dwy 11 | TWSC | SBL | D | A (9.6) | A (7.9) | | | | |
| 22. Excoditive Fall Brive (g Freposed B wy Fr | 17700 | WB | D | C (20.0) | C (15.4) | | | | |
| 23. Executive Park Drive @ Executive Park West / Proposed | TWSC | SBL | D | B (10.0) | A (8.2) | | | | |
| Dwy 12 | 17700 | WB | D | D (32.5) | D (27.7) | | | | |
| 24. Executive Park South @ Proposed Dwy 13 | TWSC | NB | D | B (12.6) | B (13.5) | | | | |
| 24. Excoditive Fallic Count to Fronce Bwy 10 | 17700 | WBL | D | A (8.1) | A (8.6) | | | | |
| 25. Executive Park South @ Proposed Dwy 14 | TWSC | SB | D | C (22.6) | C (19.5) | | | | |
| 20. Excounter and count to repeated bwy 14 | 17700 | EBL | D | A (9.9) | A (8.4) | | | | |
| | | NB | D | B (12.9) | B (13.1) | | | | |
| 26. Executive Park South @ Proposed Dwy 15 / Proposed | TWSC | SB | D | D (25.7) | C (21.8) | | | | |
| Dwy 16 | | EBL | D | A (9.7) | A (8.5) | | | | |
| | | WBL | D | A (8.1) | A (8.4) | | | | |
| | | NB | D | C (16.2) | B (13.6) | | | | |
| 27. Executive Park South @ Emory University Dwy / | TWSC | SB | D | D (31.6) | C (24.2) | | | | |
| Proposed Dwy 17 | 1 4 4 5 6 | 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 <u>overall</u> level-of-service standard during at least one peak hour for the Projected 2034 Build conditions.

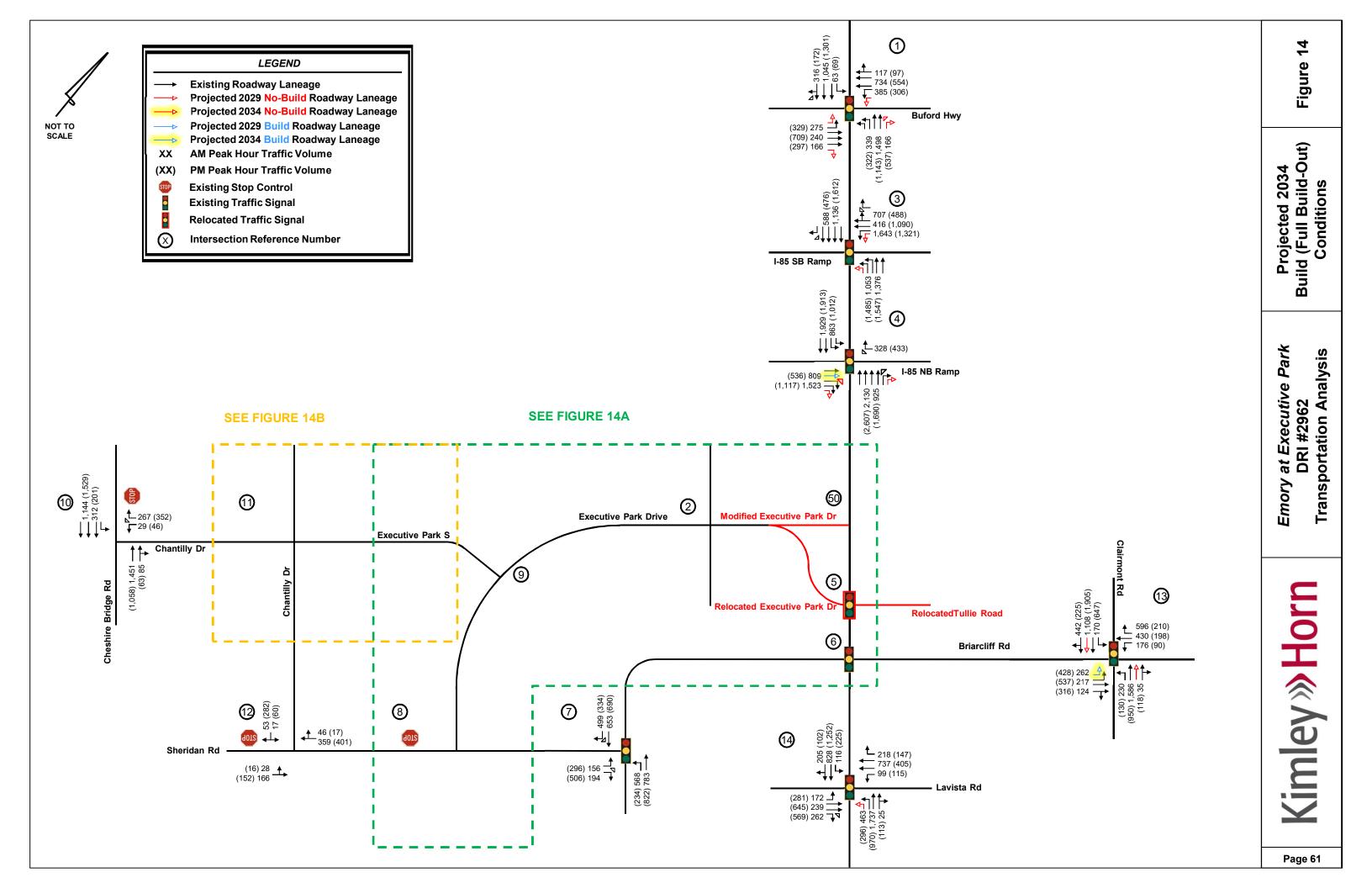
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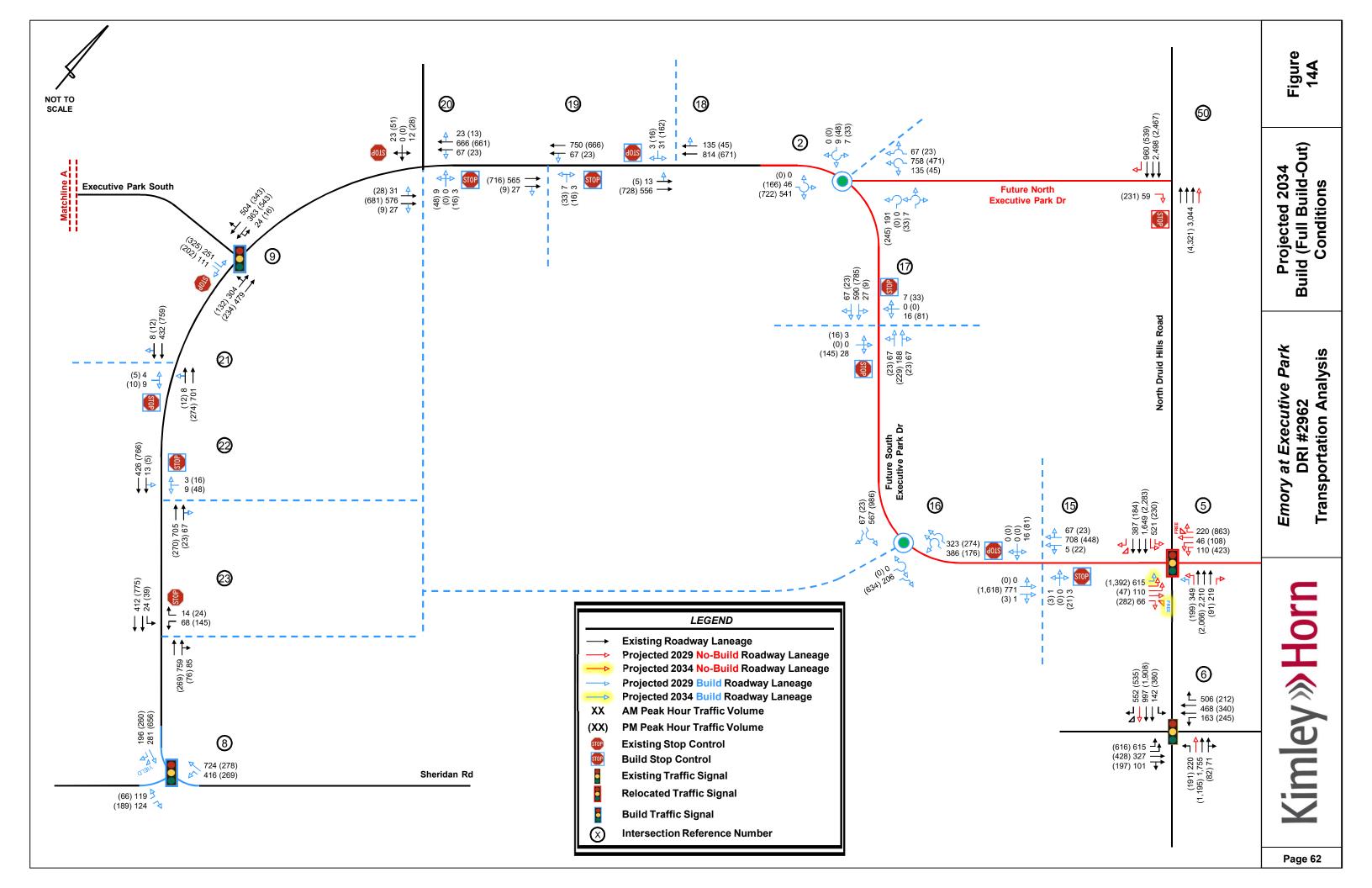
In addition to the system improvements under the Projected 2034 No-Build conditions to serve the background road network traffic, the following system improvements would be required to maintain the desired level of service (alternative improvements are recommended in a later section):

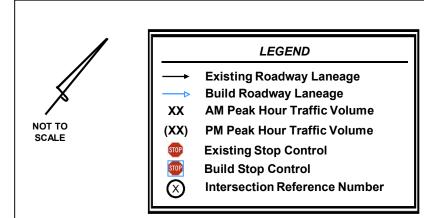
- Intersection #4: North Druid Hills Road (SR 42) @ I-85 NB Ramp
 - Construct one (1) additional eastbound thru lane along the I-85 northbound off-ramp (creating two (2) thru lanes).
- Intersection #5: North Druid Hills Road @ Relocated Tullie Road / Executive Park Drive
 - Construct one (1) additional 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 SummaryLOS (Delay in Seconds) | | | | | | | | | | |
|--|---------|-----------|----------|----------|----------|---------|--|--|--|--|
| | | Approach/ | LOS | 2034 | 4 Build | | | | | |
| Intersection | Control | Control | Trol ' ' | Std. | 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 | Е | 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 | Е | E (73.2) | E (79.4) | | | | | |
| 14. North Druid Hills Road @ Lavista Road (SR 236) | Signal | Overall | D | D (54.7) | D (54.6) | | | | | |

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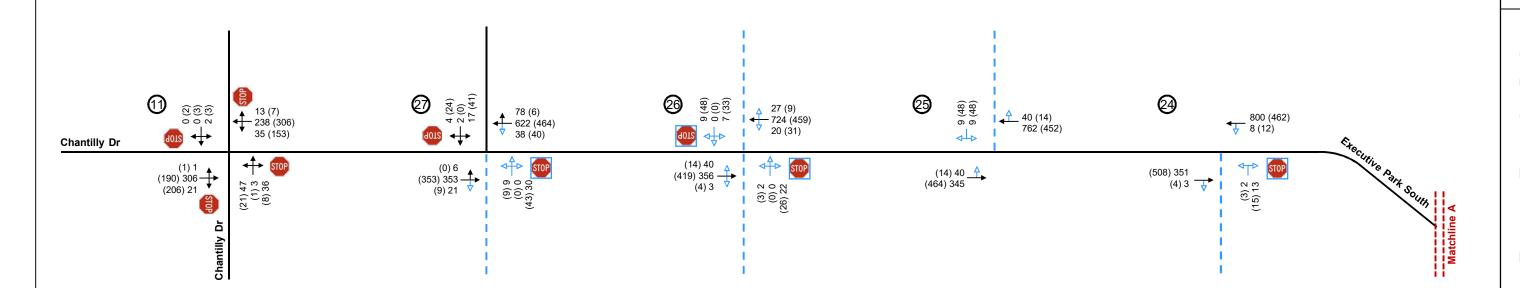


Figure 14B

Projected 2034 Build (Full Build-Out) Conditions

Emory at Executive Park DRI #2962 Transportation Analysis

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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 | Е | 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.

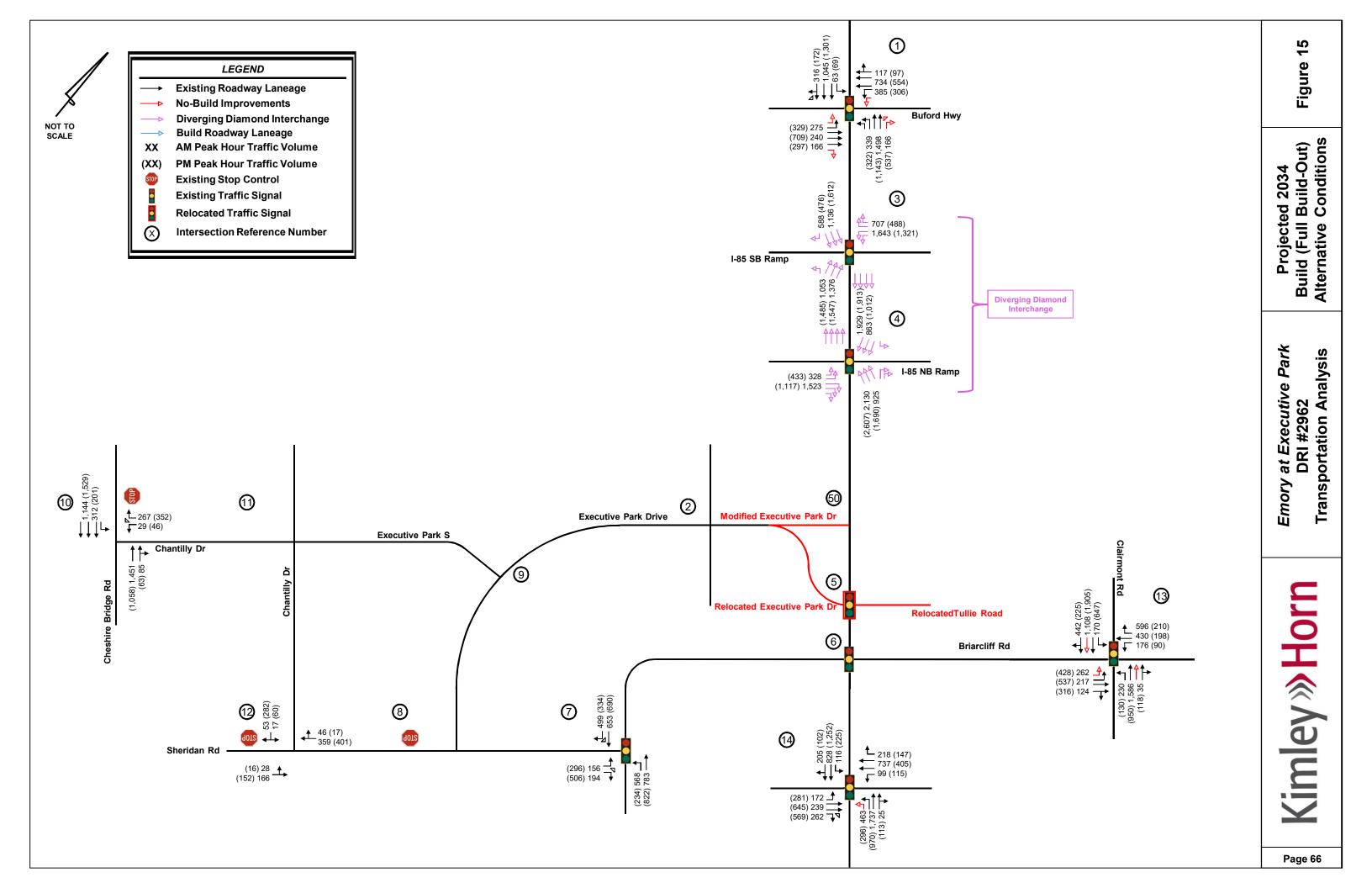
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It should be noted that the Projected 2034 Build Alternative conditions take into account the improvements under the Projected 2034 Build Improved conditions outside of the I-85 interchange along North Druid Hills Road (SR 42).

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.

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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.

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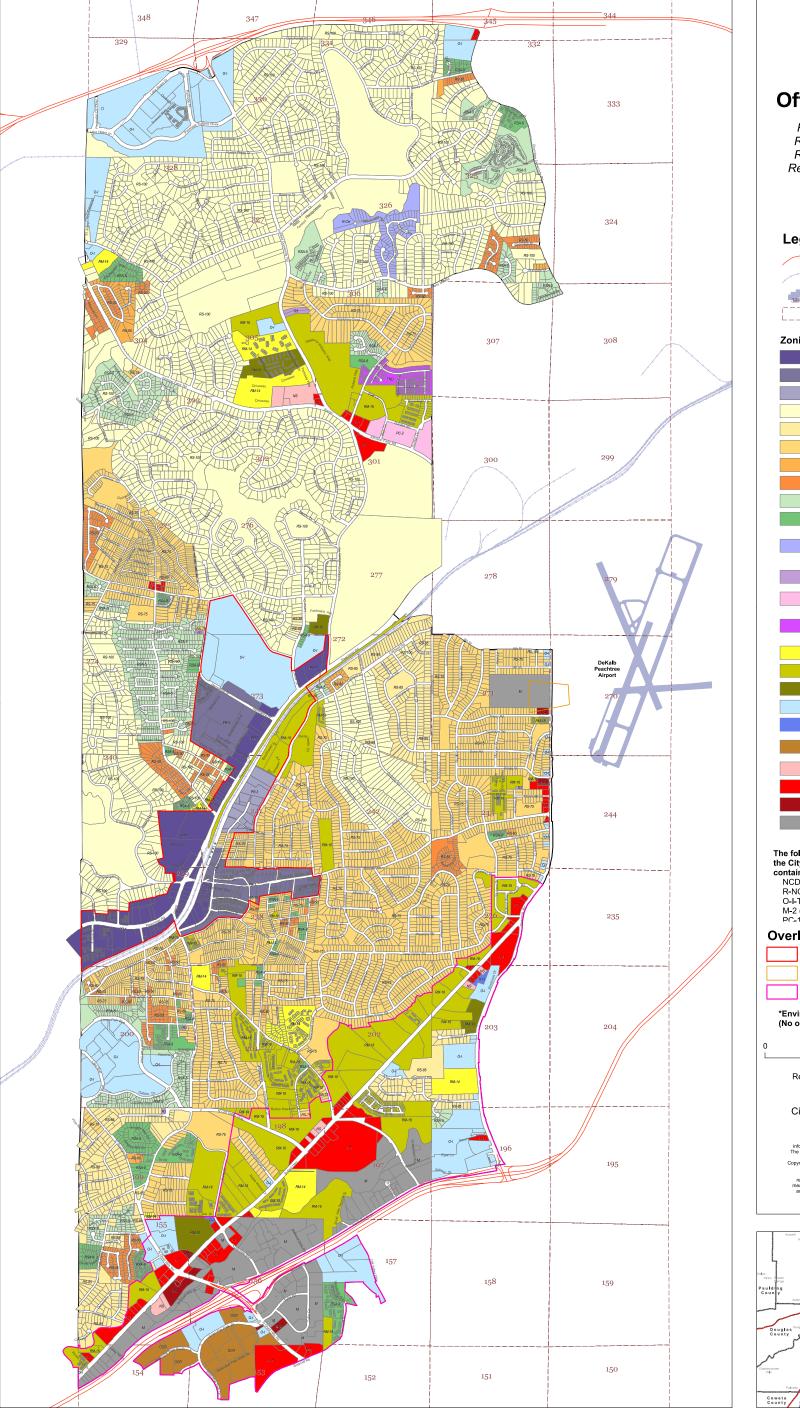
Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses 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.

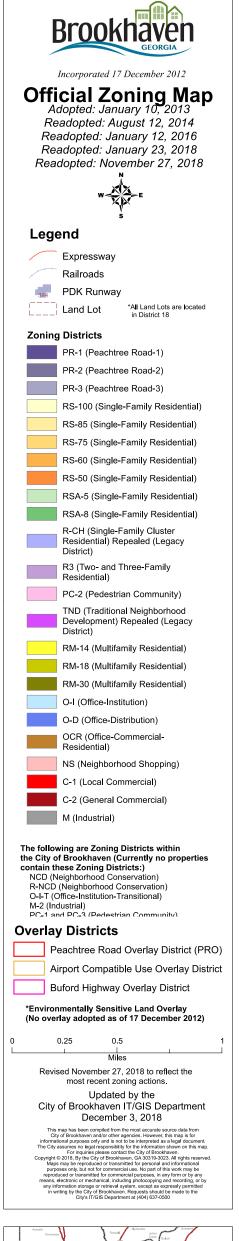
10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

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.

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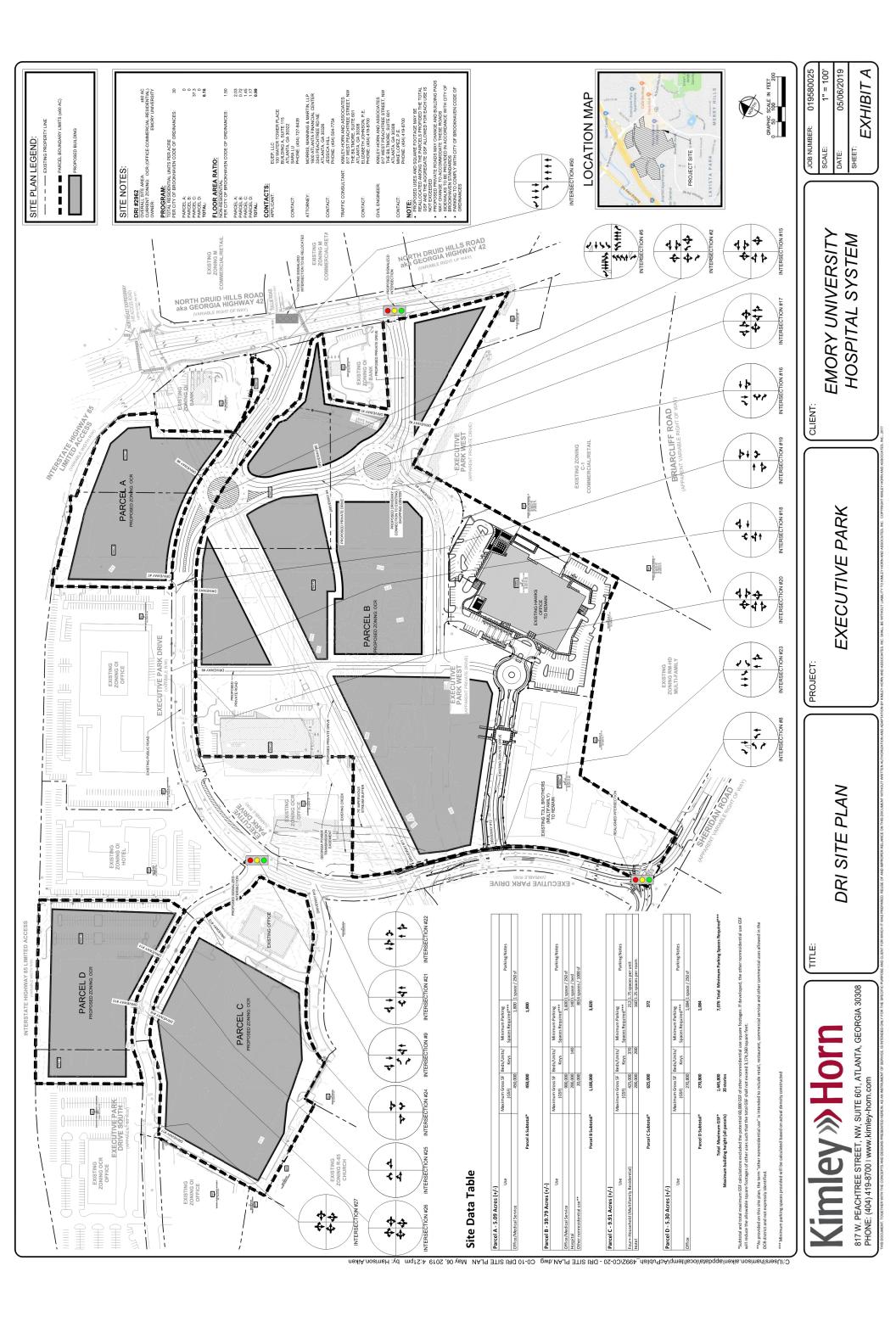
Appendix A Land Use and Zoning Maps







Appendix B Proposed Site Plan



Appendix CTrip 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 | AN | I Peak H | our | PM | Peak H | our |
|--|-----------|--------------------------|--------|-------|----------|-----|-------|--------|-------|
| | | | Trips | 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 | T | 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 |
| rajased other non-residendar rips | | 3,147 | 207 | 207 | 00 | 107 | 32 | 133 |
| Mixed-Use Reductions - TOTAL | ļ | -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 1 N Druid Hills Rd NE & Buford Hwy NE PM PEAK HOUR

| Description | | | uid Hills R | | | uid Hills R | | | ford Hwy | | | ford Hwy | |
|--|---|---|--|---|--|--------------------------------------|--|--|--|-------------------------------------|-------------------------------------|---|-------------------------------------|
| Description State Color State Color State Color State Color State | Description | - | | | _ | | _ | | Eastboung Through | | _ | | _ |
| Existing 2019 Traffic Volumes 12 | | | | | | | | | | | | | _ |
| Reference 6 | | | | | | , , | | | | | | | |
| Conflicting Pelestrians 3 | | | 6 | | | | | | 3 | | | 8 | |
| Ricary Markels 224 276 | Conflicting Pedestrians | 3 | | 8 | 8 | | 3 | 10 | | 6 | 6 | | 10 |
| Peak Hore Factor | Heavy Vehicles | 1 | 11 | 5 | 0 | 19 | 2 | 0 | 20 | 3 | 3 | 13 | 1 |
| Adjustment Adjustment Adjustment Adjustment Adjustment Amount Covery Rate - 2029 0.574 | Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 3% | 2% |
| Adjusted 2019 Volumes | Peak Hour Factor | | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | |
| Annual Growth Rates - 2029 | Adjustment | | | | | | | | | | | | |
| Growth Endewor 2029 Growth Endewor 2020 Growth | Adjusted 2019 Volumes | 182 | 937 | 400 | 64 | 1152 | 160 | 305 | 658 | 223 | 240 | 514 | 90 |
| Total Brinders Development (Halid Geometry) | 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% |
| 2029 Background Traffice (Ruhol Geometry) | | 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 (No-Blaid Geometry) 2 | 1 (3/ | | | | | | | | | | | | |
| 1920 | 2029 Background Traffic (Build Geometry) | 267 | | 480 | | 1,237 | 168 | 321 | 692 | | | | 95 |
| Phase (Year 2029) Project Trips | | | | | | | | | | | | | |
| Trip Distribution NUT Residential Trips 2 | 2029 Background Traffic (No-Build Geometry) | 193 | 990 | 422 | 67 | 1,217 | 168 | 321 | 692 | 238 | 256 | 540 | 95 |
| Trip Distribution NUT Residential Trips 2 | Disease I (V. san 2020) Basis at Trian | | | | | | | | | | | | |
| Trip Distribution OUT | | + | 1 | | | 70/_ | | | | 10/- | 40/- | - | |
| Residental Trips | 1 | 10/- | 70/_ | 10/- | - | /70 | | | | 770 | 770 | | |
| Trip Distribution IN | | | | | 0 | 6 | 0 | n | 0 | 3 | 2 | 0 | 0 |
| Trip Distribution OUT 4% 7% 4% 0% 0% 0% 0% 0% 0% 0 | residential 111ps | + - | - | | 0 | J | J | J | J | 3 | , | J | U |
| Trip Distribution OUT 4% 7% 4% 0% 0% 0% 0% 0% 0% 0 | Trin Distribution IN | 0% | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| Hole Trips 2 | 1 | | | | | | | | | | | | |
| Trip Distribution IN Trip Distribution OUT Trip Distribution IN Office Trips 3 | | | | | | | | | | | | | |
| Trip Distribution OUT 156 | rices inpo | 1 | — | - | - | T | 3 | , | 3 | | | , | U |
| Trip Distribution OUT 156 | Trip Distribution IN | 1 | | | | 3% | | | | 1% | 1% | | |
| Office Trips 3 11 3 0 2 2 0 0 0 0 1 1 1 0 0 0 Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | 1 | 1% | 3% | 1% | | | | | | | 1 | | |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | * | 3 | 11 | | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Trip Distribution OUT 196 396 196 096 | 1 | | | | | | | | | | | | |
| Other Non-Residential Trips 1 | Trip Distribution IN | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 1% | 1% | 0% | 0% |
| Pass-By Trips | Trip Distribution OUT | 1% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Total Project Trips 8 23 8 0 14 0 0 0 7 7 7 0 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% | Other Non-Residential Trips | 1 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Total Project Trips 8 23 8 0 14 0 0 0 7 7 7 0 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% | | | | | | | | | | | | | |
| Phase I (Year 2029) Build-out Total | Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase I (Year 2029) Build-out Total | m · in · · · · · · · · | | 22 | 0 | | | | _ | | - | | | |
| Annual Growth Rate - 2034 | Total Project Trips | 8 | 2.5 | 8 | 0 | 14 | 0 | 0 | 0 | / | / | 0 | 0 |
| Annual Growth Rate - 2034 | Phase I (Veer 2020) Build out Total | 275 | 1062 | 100 | 67 | 1251 | 169 | 221 | 602 | 274 | 286 | 540 | 05 |
| Growth Factor - 2034 | i nase i (Tear 2029) Build-Out Total | 213 | 1003 | 400 | 07 | 1231 | 100 | 321 | 092 | 2/4 | 200 | 340 | 93 |
| Growth Factor - 2034 | 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% |
| DRI #2789 Phase I Project Trips | | | | | | | | | | | | | |
| DRI #2789 Total Project Trips | | | | | | | | | | | | | |
| 2034 Background Traffic (with Phase I Trips) 311 | v 1 | | | | | | 0 | 0 | 0 | | | 0 | 0 |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | 2034 Background Traffic (with Phase I Trips) | 311 | | | 69 | | | 329 | 709 | | | 554 | 97 |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | | | | | | | | | | | | | |
| Trip Distribution OUT Residential Trips 2 3 2 0 5 0 0 0 0 3 3 3 0 0 Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% Trip Distribution OUT 7% 4% 0% 0% 0% 0% 0% 0% 0% 0% 0% Trip Distribution OUT 7% 4% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% Trip Distribution OUT 1% 3% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% Trip Distribution OUT 1% 3% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% Trip Distribution IN Trip Distribution OUT 4% 7% 4% Trip Distribution OUT 5% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | | | | | | | | | | | | | |
| Residential Trips | Trip Distribution IN | | 0% | 0% | 0% | 7% | 0% | 0% | 0% | | 4% | 0% | 0% |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | Trip Distribution OUT | | | | | | | | | | | | |
| Trip Distribution OUT 7% 4% 0% </td <td>Residential Trips</td> <td>2</td> <td>3</td> <td>2</td> <td>0</td> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>3</td> <td>0</td> <td>0</td> | Residential Trips | 2 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Trip Distribution OUT 7% 4% 0% </td <td>Tain Distribution By</td> <td>007</td> <td>00/</td> <td>00/</td> <td>007</td> <td>70/</td> <td>00/</td> <td>00/</td> <td>00/</td> <td>407</td> <td>407</td> <td>00/</td> <td>007</td> | Tain Distribution By | 007 | 00/ | 00/ | 007 | 70/ | 00/ | 00/ | 00/ | 407 | 407 | 00/ | 007 |
| Hotel Trips | | 0% | | | | | | | | | | | |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | 1 | | | | | | | | | | | | |
| Trip Distribution OUT 1% 3% 1% 0% </td <td>Ulatal Tuina</td> <td></td> <td>. 4</td> <td></td> <td>U</td> <td>4</td> <td>U</td> <td>U</td> <td>U</td> <td></td> <td></td> <td>U</td> <td>U</td> | Ulatal Tuina | | . 4 | | U | 4 | U | U | U | | | U | U |
| Trip Distribution OUT 1% 3% 1% 0% </td <td>Hotel Trips</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>l</td> <td>l</td> <td>i</td> <td>00/</td> | Hotel Trips | | - | | | | | | | l | l | i | 00/ |
| Office Trips 15 44 15 0 12 0 0 0 4 4 0 0 Trip Distribution IN Trip Distribution OUT 4% 7% 4% | • | | | 0% | 0% | 30% | 0% | 0% | 0% | 1% | 10% | 0% | (10/2 |
| Trip Distribution IN Trip Distribution OUT Retail Trips 1 1 1 0 1 0 0 0 1 1 0 0 0 Trip Distribution IN Trip Distribution IN Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 11 1 0 0 0 Trip Distribution IN 1% 3% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | Trip Distribution IN | 0% | 0% | | | | | | | | | | |
| Trip Distribution OUT 4% 7% 4% 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 <td>Trip Distribution IN Trip Distribution OUT</td> <td>0%</td> <td>0% 3%</td> <td>1%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> | Trip Distribution IN Trip Distribution OUT | 0% | 0% 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Trip Distribution OUT 4% 7% 4% 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 <td>Trip Distribution IN Trip Distribution OUT</td> <td>0%</td> <td>0% 3%</td> <td>1%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> | Trip Distribution IN Trip Distribution OUT | 0% | 0% 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Retail Trips | Trip Distribution IN Trip Distribution OUT Office Trips | 0% | 0% 3% | 1% | 0% | 0% 12 | 0% | 0% | 0% | 0% 4 | 0% 4 | 0% | 0% |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN | 0% 1% 15 | 0% 3% 44 | 1% 15 | 0% | 0% 12 | 0% | 0% | 0% | 0% 4 | 0% 4 | 0% | 0% |
| Trip Distribution OUT 1% 3% 1% 0 0 | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT | 0% 1% 15 | 0% 3% 44 | 1% 15 4% | 0% | 0% 12 7% | 0% | 0% | 0% | 0% 4 4% | 0% 4 4% | 0% | 0% |
| Non-Residential Trips | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT | 0% 1% 15 | 0% 3% 44 | 1% 15 4% | 0% | 0% 12 7% | 0% | 0% | 0% | 0% 4 4% | 0% 4 4% | 0% | 0% |
| Pass-By Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips | 0% 1% 15 4% | 0% 3% 44 7% | 1% 15 4% 1 | 0% | 7% 11 | 0% | 0% | 0% | 0% 4 4% | 0% 4 4% | 0% | 0% |
| Total Project Trips 19 56 21 0 24 0 0 0 11 11 0 0 | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0% 1% 15 4% 1 | 0% 3% 44 7% 1 | 1% 15 4% 1 | 0% | 0% 12 7% 1 | 0% | 0% | 0% | 0% 4 4% 1 | 0% 4 4% 1 | 0% 0 0 0 0 0 0 0 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 | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0% 1% 15 4% 1 | 0% 3% 44 7% 1 0% 3% | 1% 15 4% 1 0% 1% | 0% 0 0 0 0% 0% | 0% 12 7% 1 3% 0% | 0% 0 0 0 0% 0% | 0% | 0% 0 0 0% 0% 0% | 0% 4 4% 1 1% 0% | 0% 4 4% 1 1% 0% | 0% | 0% |
| | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0% 1% 15 4% 1 | 0% 3% 44 7% 1 0% 3% | 1% 15 4% 1 0% 1% | 0% 0 0 0 0% 0% | 0% 12 7% 1 3% 0% | 0% 0 0 0 0% 0% | 0% | 0% 0 0 0% 0% 0% | 0% 4 4% 1 1% 0% | 0% 4 4% 1 1% 0% | 0% | 0% 0 0 0 0% 0% |
| | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Non-Residential Trips | 0% 1% 15 4% 1 0% 1% | 0% 3% 44 7% 1 0% 3% 4 | 1% 15 4% 1 0% 1% | 0% 0 0 0 0% 0% 0 | 0% 12 7% 1 3% 0% 2 | 0% 0 0 0 0% 0% 0 | 0% 0 0 0 0% 0% 0% | 0% 0 0 0 0% 0% 0% | 0% 4 4% 1 1% 0% 1 | 0% 4 4% 1 1% 0% 1 | 0% 0 0 0 0% 0% 0% | 0% 0 0 0 0% 0% 0% |
| | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Non-Residential Trips Pass-By Trips | 0% 11% 15 4% 1 0% 11% | 0% 3% 44 7% 1 0% 3% 4 | 1% 15 4% 1 0% 1% 1 0 | 0% 0 0 0 0 0% 0% 0 0 | 0% 12 7% 1 3% 0% 2 | 0% 0 0 0 0% 0% 0% 0 | 0% 0 0 0 0% 0% 0% 0 | 0% 0 0 0 0% 0% 0% 0 | 0% 4 4% 1 1% 0% 1 0 0 0 | 0% 4 4% 1 1% 0% 1 | 0% 0 0 0 0 0% 0% 0% 0 | 0% 0 0 0 0% 0% 0 |
| | Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Non-Residential Trips Pass-By Trips | 0% 11% 15 4% 1 0% 11% | 0% 3% 44 7% 1 0% 3% 4 | 1% 15 4% 1 0% 1% 1 0 | 0% 0 0 0 0 0% 0% 0 0 | 0% 12 7% 1 3% 0% 2 | 0% 0 0 0 0% 0% 0% 0 | 0% 0 0 0 0% 0% 0% 0 | 0% 0 0 0 0% 0% 0% 0 | 0% 4 4% 1 1% 0% 1 0 0 0 | 0% 4 4% 1 1% 0% 1 | 0% 0 0 0 0 0% 0% 0% 0 | 0% 0 0 0 0% 0% 0 |

Intersection 2 Executive Park East NE & Executive Park Dr NE PM PEAK HOUR

| Executive Park East Northbound | | | | | ive Park E | | | itive Park I | | | utive Park | |
|---|-------|--|----------|--------|------------|-------|-------|--------------|-------------------|-------|------------|------------|
| Description | Left | Through | Right | Left 5 | Through | Right | Left | Through | <u>I</u> Right | Left | Through | u Right |
| Observed 2018 Traffic Volumes | | 1 inough | | | 1 inough | | | 609 | 16 | | 467 | Rigiit |
| | 3 | 1 | 33 | 2 | 1 | 2 | 3 | | 16 | 16 | | -/ |
| Existing 2019 Traffic Volumes | 3 | _ | 33 | 2 | 1 | 2 | 3 | 612 | 10 | 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 | 1 | 1 | | | | | | 2% | 58% | | 1 | |
| Residential Trips | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 39 | 0 |
| | + ' | - | <u> </u> | L ~ | , | , | L ~ | - | 20 | L ~ | | Ť |
| Trin Distribution IN | 90/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 007 | 00/ | 400/ | 00/ |
| 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 |
| Office Trips | | | 0 | 0 | | - | | 10 | | 10 | 13 | |
| Tuin Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 15% | 20% | 0% |
| Trip Distribution IN | | | | | | | | | | | | |
| 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 |
| Thuse I (I cui 2025) Build out I out | 223 | | • | | • | • | | 107 | 321 | - 10 | 100 | _ |
| 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 | 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 | 1 | | | | | | | | | | | |
| 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% |
| 1 | | 0% | 0% | 0% | 0% | 0% | 0% | 1 | | 0% | | 0% |
| Residential Trips | 6 | U | U | U | U | U | U | 1 | 28 | U | 35 | U |
| | 1 | | | | 061 | | | | | | 1000 | |
| 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 |
| | Ĭ | | | | | | | | | | | |
| Trip Distribution IN | 1 | | | | | | | | 2% | 10% | 20% | 5% |
| Trip Distribution OUT | 1% | 1 | 2% | 2% | 3% | | 1 | 1% | 11% | 2070 | 20.0 | 2.3 |
| 1 | _ | 0 | | | 44 | 0 | 0 | | | 40 | 01 | 20 |
| Office Trips | 15 | 0 | 30 | 30 | 44 | 0 | 0 | 15 | 170 | 40 | 81 | 20 |
| | 4 | ļ | ļ | | | | | | | | ļ | |
| Trip Distribution IN | 1 | ļ | ļ | | | | | | 6% | | ļ | |
| Trip Distribution OUT | 6% | <u> </u> | <u> </u> | | | | | <u> </u> | | | | L |
| Retail Trips | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| - | Ĭ | | | | | | | | | | | |
| 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 | 170 | 0 | 3 | 3 | 4 | 0 | 0 | 1 70 | 16 | 5 | 10 | 3 |
| Ivon-residential Trips | 1 | U | 3 | 3 | 4 | U | U | 1 | 10 | 3 | 10 | 3 |
| | + | <u> </u> | | | | | | | | | ļ | <u> </u> |
| 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 3 N Druid Hills Rd NE & I-85 SB Ramps/Interstate 85 Frontage Rd PM PEAK HOUR

| | N Dr | uid Hills F | Rd NE | N Dr | uid Hills F | Rd NE | B Ramps | /Interstate | 85 Fronta | | | |
|---|-----------|-------------|-------|----------|-------------|-------|---------|-------------|-----------|-------|----------|-------|
| Description | _ | Northbour | | _ | Outhbour | | | Eastboun | | | Westboun | |
| Description 12010 T. C. V. I | Left | Through | | Left | Through | | Left | Through | | Left | Through | |
| Observed 2018 Traffic Volumes | 742 | 1,184 | 0 | 0 | 1,339 | 439 | 0 | 0 | 0 | 830 | 403 | 357 |
| Existing 2019 Traffic Volumes Pedestrians | 746 | 1,190 | 0 | 0 | 1,346 | 441 | 0 | 7 | 0 | 834 | 405 8 | 359 |
| Conflicting Pedestrians | 7 | U | 8 | 8 | 0 | 7 | 0 | / | 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 | 270 | 0.99 | 0,0 | 070 | 0.99 | 2,0 | 0,0 | 0.99 | 0,0 | 2,0 | 0.99 | 270 |
| Adjustment | | | | | | | | | 1 | | | |
| 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% | 1 | 1 | 1570 | 1 | | 1 | | 2070 | 1 | 1 |
| 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 | 250/ | E0/ | | ļ | 5% | | | 1 | | 25% | | 1 |
| Trip Distribution OUT | 25% 79 | 5% 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 16 | 0 | 0 |
| Office Trips | /9 | 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 |
| 1 | | | | | | | | | | | | |
| 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 (Var. 2020) Poild and Tatal | 1098 | 1400 | 0 | 0 | 1520 | 464 | 0 | 0 | 0 | 1122 | 883 | 440 |
| Phase I (Year 2029) Build-out Total | 1098 | 1409 | U | U | 1529 | 404 | U | U | U | 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 1 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 |
| T: D' d' d' d' D' | | | | <u> </u> | 1.507 | | | 1 | | 2007 | | |
| Trip Distribution IN | 150/ | 150/ | - | ! | 15% | - | - | - | ļ | 20% | - | - |
| Trip Distribution OUT | 15% | 15% | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Retail Trips | | | U | U | | U | U | U | U | 3 | U | U |
| 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 |
| · · | | | | | | | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | | | | | | | | | T . | | | |
| | | | | | | | | | | | | |
| Pass-By Trips Total Project Trips | 420 | 98 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 143 | 0 | 0 |
| | | 98 | 0 | 0 | 44 | 0 476 | 0 | 0 | 0 | 143 | 0 | 0 488 |

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

| | | uid Hills I | | | uid Hills F | | | | e 85 Fronta | _ | | |
|---|----------|----------------------|-------|--|---------------------|--|--|---------------------|-------------|--|---------------------|-------|
| Description | Left P | Northbour Through | | Left | outhbour Through | | Left | Eastboun Through | | Left 1 | Westboun Through | |
| 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 | 1 | 30% | 20% | | | 1 | | 1 | 1 | | 1 | 1 |
| Residential Trips | 0 | 15 | 10 | 0 | 29 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| T D C C DI | 001 | 001 | 001 | 001 | 2501 | 001 | 001 | 001 | 1.50 | 001 | 001 | 001 |
| 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 | 1 | 1 | 1 | | 30% | | | | 25% | | | |
| Trip Distribution OUT | 1 | 30% | 25% | 1 | 2370 | 1 | 1 | 1 | 2570 | 1 | 1 | 1 |
| 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 |
| D D T: | | | | | | | 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 1 Project Trips | 0 | 287 | 387 | 1.023 | 64 | 0 | 0 | 1.023 | 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 |
| 200 i Buonground Traine (Williamse Tampo) | | 2250 | 1577 | 1012 | 1007 | | | 550 | 1050 | | | |
| 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 |
| aroter ritpo | | 10 | - 11 | - | ., | , | - | - | 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 |
| Tain Distribution IV | <u> </u> | | | | 250/ | | | | 150/ | | | |
| Trip Distribution IN Trip Distribution OUT | 1 | 30% | 20% | | 35% | | | 1 | 15% | | 1 | 1 |
| Retail Trips | 0 | 5 | 3 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| reemi 111po | · · | , | ر | U | U | U | U | U | - | U | U | · · |
| 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 |
| | | 1 | 1 | I | 1 | ĺ | | 1 | | | | 0 |
| Total Duniant Tring | 0 | 510 | 427 | 0 | 100 | 0 | 0 | Λ | 125 | 0 | | |
| Total Project Trips | 0 | 519 | 427 | 0 | 188 | 0 | 0 | 0 | 135 | 0 | 0 | 0 |
| Total Project Trips 2034 Buildout Total | 0 | 519 | 1,690 | 1,012 | 188 | 0 | 6 | 536 | 135 | 0 | 0 | 433 |

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

| Description | | N Dr | uid Hills R | d NF | N Dr | uid Hills R | d NF | ecutive Ps | ırk Dr NF/ | Tullie Rd | ecutive Pa | ark Dr NF/ | Tullie Rd |
|--|---|----------|-------------|------|----------|-------------|------|--|------------|-----------|------------|------------|-----------|
| Description | | | | | | | | | | | | Westboun | |
| Discrete 2018 Traffix Volumes | ription | _ | | _ | _ | | | | | _ | - | Through | Right |
| Bissing 2019 Traffic Volumes 110 1.585 23 51 1.900 313 377 23 228 200 53 55 50 60 50 50 50 50 50 | * | 109 | 1.577 | | 51 | | | 395 | | | 105 | | 230 |
| Pedestrians | ing 2019 Traffic Volumes | 110 | 1,585 | | | 1,900 | | | | 228 | 106 | 53 | 231 |
| Conflicting Pedestrians | - | | | | | | | | | | | | |
| Heavy Vehicles | | 8 | | 5 | 5 | | 8 | 0 | | 4 | 4 | | 0 |
| Heavy Vehicle 54 | E | | 33 | | | 21 | | | 1 | | | 2 | 4 |
| Peak Hore Factor | | | | | | | | | - | | | | 2% |
| Adjustment | 3 | 370 | | 770 | 270 | | 270 | 270 | | 270 | 270 | | 270 |
| Adjancted 2019 Volumes | | - | 0.99 | | | 0.55 | | | 0.55 | | | 0.55 | |
| Annual Growth Rate - 2029 | | 110 | 1505 | 22 | 51 | 1000 | 225 | 207 | 22 | 220 | 106 | 52 | 231 |
| Growth Fastor - 2029 | | | | | | | | | | | | | 0.5% |
| Toll Brothers Development (Build Geometry) 10 9 0 0 14 9 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | |
| 2029 Background Traffic (Naid Geometry) | | | | | | | | | | | | | 1.051 |
| Toll Brothen Development (No-Build Geometry) 20 9 0 0 14 32 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 1 , | | | | | | | | | | | | 0 |
| 2029 Background Traffic (No-Build Geometry) 116 1,675 24 54 2,011 384 437 24 240 111 56 | | | | | | | | | | | | | 673 |
| Passe I (Year 2029) Project Trips | | | | | | | | | | | | | 0 |
| Trip Distribution IN | Background Traffic (No-Build Geometry) | 116 | 1,675 | 24 | 54 | 2,011 | 384 | 437 | 24 | 240 | 111 | 56 | 243 |
| Trip Distribution IN | | | | | | | | | | | | | |
| Trip Distribution OUT Residential Trips | , , , | | | | | | | | | | | | |
| Residential Trips | | 6% | | | | | 2% | | | | | | |
| Trip Distribution IN | | | | | | 2% | | | | 8% | | | |
| Trip Distribution OUT 0% 0% 0% 0% 0% 0% 50% 50% 50% 0% 8% 0% 0% 0% 0% 10% 1 1 28 0 4 0 0 0 0 1 1 1 28 0 4 0 0 0 0 0 1 1 1 28 0 4 0 0 0 0 0 0 1 1 1 28 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | ential Trips | 5 | 0 | 0 | 0 | 1 | 2 | 26 | 0 | 4 | 0 | 0 | 0 |
| Trip Distribution OUT 0% 0% 0% 0% 0% 0% 50% 50% 50% 0% 8% 0% 0% 0% 0% 10% 1 1 28 0 4 0 0 0 0 1 1 1 28 0 4 0 0 0 0 0 1 1 1 28 0 4 0 0 0 0 0 0 1 1 1 28 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | |
| Hotel Trips | Distribution IN | 6% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | | 0% | 0% | 0% |
| Hotel Trips | Distribution OUT | 0% | 0% | 0% | 0% | 2% | 0% | 50% | 0% | 8% | 0% | 0% | 0% |
| Trip Distribution IN | | 3 | 0 | 0 | 0 | 1 | 1 | 28 | 0 | 4 | 0 | 0 | 0 |
| Trip Distribution OUT | | | | | | | | | | | | | |
| Trip Distribution OUT | Distribution IN | 15% | | | | | 20% | | | | | | |
| Office Trips 10 0 0 0 16 13 174 0 32 0 0 Trip Distribution IN 15% 0% | | | | | | 5% | | 55% | | 10% | | | |
| Trip Distribution IN | | 10 | 0 | 0 | 0 | | 13 | | 0 | 32 | 0 | 0 | 0 |
| Trip Distribution OUT | | | | | | | | | _ | | | | - |
| Trip Distribution OUT | Distribution IN | 15% | 0% | 0% | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% |
| Other Non-Residential Trips 8 0 0 0 7 10 74 0 14 0 0 Pass-By Trips 0 | | | | | | | | | | | | | 0% |
| Pass-By Trips 0 0 0 0 0 0 0 0 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 Annual Growth Rate - 2034 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% | Non Residential Trips | - | Ü | - | Ü | , | 10 | - / - | | | Ů | | Ü |
| 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 Annual Growth Rate - 2034 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% | Ry Trins | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase I (Year 2029) Build-out Total 142 1919 70 176 2180 98 739 39 150 327 92 Annual Growth Rate - 2034 0.5% 0.5 | Бу Пірз | | | | - | - | | - | | • | - | | - |
| Phase I (Year 2029) Build-out Total 142 1919 70 176 2180 98 739 39 150 327 92 Annual Growth Rate - 2034 0.5% 0.5 | Project Trips | 26 | 0 | 0 | 0 | 25 | 26 | 302 | 0 | 54 | 0 | 0 | 0 |
| Annual Growth Rate - 2034 | Hojeet Hips | 20 | Ü | - | 0 | 23 | 20 | 302 | 0 | 51 | | | - |
| Annual Growth Rate - 2034 | L (Vear 2029) Build-out Total | 142 | 1919 | 70 | 176 | 2180 | 98 | 739 | 30 | 150 | 327 | 92 | 673 |
| Growth Factor - 2034 | T (Tear 202) Build out Tour | 112 | 1717 | 70 | 170 | 2100 | 70 | 137 | 37 | 130 | 327 | 72 | 073 |
| Growth Factor - 2034 | al 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% |
| DRI #2789 Phase 1 Project Trips | | | | | | | | | | | | | 1.025 |
| DRI #2789 Total Project Trips | | | | | | | | | | | | | 430 |
| 2034 Background Traffic (with Phase I Trips) 145 2066 91 230 2234 100 750 47 152 423 108 | | | | | | | | | | | | | |
| Full Build-out (Year 2034) Project Trips Trip Distribution IN 6% 0% 0% 0% 0% 2% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | | | | | | | | | | | | | 614 |
| Trip Distribution IN 6% 0% 0% 0% 2% 0% <td>Background Traffic (with Phase I Trips)</td> <td>145</td> <td>2066</td> <td>91</td> <td>230</td> <td>2234</td> <td>100</td> <td>750</td> <td>47</td> <td>152</td> <td>423</td> <td>108</td> <td>863</td> | Background Traffic (with Phase I Trips) | 145 | 2066 | 91 | 230 | 2234 | 100 | 750 | 47 | 152 | 423 | 108 | 863 |
| Trip Distribution IN 6% 0% 0% 0% 2% 0% <td>2.31 (W. 2024) P. 1 (W.</td> <td>├──</td> <td></td> <td></td> <td></td> <td><u> </u></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | 2.31 (W. 2024) P. 1 (W. | ├── | | | | <u> </u> | | | | | | | |
| Trip Distribution OUT 0% 0% 0% 0% 2% 0% 50% 0% 8% 0% 0% Residential Trips 4 0 0 0 1 1 24 0 4 0 0 Trip Distribution IN 6% 0% 0% 0% 2% 0% 0% 0% 0% Trip Distribution OUT 0% 0% 0% 0% 50% 0% 0% 0% Hotel Trips 3 0 0 0 1 1 27 0 4 0 0 Trip Distribution IN 15% 0% 0% 0% 20% 0% <td></td> <td>(0)</td> <td>007</td> <td>007</td> <td>00/</td> <td>001</td> <td>201</td> <td>007</td> <td>007</td> <td>007</td> <td>007</td> <td>001</td> <td>007</td> | | (0) | 007 | 007 | 00/ | 001 | 201 | 007 | 007 | 007 | 007 | 001 | 007 |
| Residential Trips | | | | | | | | | | | | | 0% |
| Trip Distribution IN 6% 0% 0% 0% 0% 2% 0% 0% 0% 0% 0% 0% Trip Distribution OUT 0% 0% 0% 0% 0% 2% 0% 50% 0% 8% 0% 0% Hotel Trips 3 0 0 0 1 1 27 0 4 0 0 Trip Distribution IN 15% 0% 0% 0% 0% 0% 20% 0% 0% 0% 0% 0% 0% 0% Trip Distribution OUT 0% 0% 0% 0% 0% 5% 0% 55% 0% 10% 0% 0% Office Trips 60 0 0 0 0 74 81 811 0 148 0 0 Trip Distribution IN Trip Distribution IN 30% 50% 55% 0% 55% 0% 0% 0% 0% 0% 0% Trip Distribution OUT 0% 0% 0% 0% 0% 5% 0% 55% 0% 10% 0% 0% Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN 15% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | | | | | | | | | | | | | 0% |
| Trip Distribution OUT 0% 0% 0% 0% 0% 50% 0% 8% 0% 0% Hotel Trips 3 0 0 0 1 1 27 0 4 0 0 Trip Distribution IN 15% 0% 0% 0% 20% 0% 0% 0% 0% Trip Distribution OUT 0% 0% 0% 5% 0% 55% 0% 10% 0% 0% Office Trips 60 0 0 0 74 81 811 0 148 0 0 Trip Distribution IN 30% 50% | ential Trips | 4 | 0 | 0 | 0 | 1 | 1 | 24 | 0 | 4 | 0 | 0 | 0 |
| Trip Distribution OUT 0% 0% 0% 0% 0% 50% 0% 8% 0% 0% Hotel Trips 3 0 0 0 1 1 27 0 4 0 0 Trip Distribution IN 15% 0% | | | | | | | | | | | | | |
| Hotel Trips | | | | | | | | | | | | | 0% |
| Trip Distribution IN | | | | | | | | | | | | | 0% |
| Trip Distribution OUT 0% 0% 0% 0% 5% 0% 55% 0% 10% 0% 0% Office Trips 60 0 0 0 74 81 811 0 148 0 0 Trip Distribution IN 30% 50% 50% 30% 50% 30% 70% | Trips | 3 | 0 | 0 | 0 | 1 | 1 | 27 | 0 | 4 | 0 | 0 | 0 |
| Trip Distribution OUT 0% 0% 0% 0% 5% 0% 55% 0% 10% 0% 0% Office Trips 60 0 0 0 74 81 811 0 148 0 0 Trip Distribution IN 30% 50% 50% 30% 50% 30% 70% | | <u> </u> | | | | | | | | | | | |
| Office Trips 60 0 0 0 74 81 811 0 148 0 0 Trip Distribution IN 30% 50% 50% 30% 50% 30% 50% <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0%</td></t<> | | | | | | | | | | | | | 0% |
| Trip Distribution IN 30% 50% | | 0% | | | | | | | | | | | 0% |
| Trip Distribution OUT 50% 30% Retail Trips 5 0 0 0 8 8 0 5 0 0 Trip Distribution IN 15% 0% 0% 0% 20% 0% </td <td>e Trips</td> <td>60</td> <td>0</td> <td>0</td> <td>0</td> <td>74</td> <td>81</td> <td>811</td> <td>0</td> <td>148</td> <td>0</td> <td>0</td> <td>0</td> | e Trips | 60 | 0 | 0 | 0 | 74 | 81 | 811 | 0 | 148 | 0 | 0 | 0 |
| Trip Distribution OUT 50% 30% Retail Trips 5 0 0 0 8 8 0 5 0 0 Trip Distribution IN 15% 0% 0% 0% 20% 0% </td <td></td> | | | | | | | | | | | | | |
| Retail Trips 5 0 0 0 0 8 8 0 5 0 0 Trip Distribution IN 15% 0% 0% 0% 0% 20% 0% <td></td> <td>30%</td> <td></td> <td></td> <td></td> <td></td> <td>50%</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | 30% | | | | | 50% | | | | | | |
| Trip Distribution IN 15% 0% 0% 0% 0% 20% 0% 0% 0% 0% 0% 0% | Distribution OUT | | | | | | | 50% | | 30% | | | |
| | Trips | 5 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 5 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| Trip Distribution OUT 00% 00% 00% 00% 50% 00% 550% 00% 100% 00% 00% | Distribution IN | 15% | 0% | 0% | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% |
| 1 11p Distribution OC 1 | 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 | | 0 |
| | • | l | | | 1 | 1 | | 1 | | | 1 | | |
| Pass-By Trips 0 0 0 0 0 -9 9 0 0 9 0 0 | 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 | Project Trips | 80 | 0 | 0 | 0 | 74 | 110 | 944 | 0 | 184 | 0 | 0 | 0 |
| | <u> </u> | | _ | _ | <u> </u> | 1 | | - | _ | | Ť | - | - |
| 2034 Buildout Total 199 2,066 91 230 2,283 184 1,392 47 282 423 108 | 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

| | N Dr | uid Hills F | Rd NE | N Dr | uid Hills F | Rd NE | ecutive Pa | rk Dr NE/ | Tullie Rd | ecutive Pa | ark Dr NE/ | Tullie Rd |
|---|-------|-------------|-------|----------|-------------|-------|------------|-----------|-----------|------------|------------|-----------|
| | _ | Northbour | | _ | outhboun | | | Eastboun | _ | | Westboun | _ |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2018 Traffic Volumes | | | | | | | | | | | | |
| Existing 2019 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians C. Civic P. Levi | | 4 | | | 0 | | | 8 | | | 5 | |
| Conflicting Pedestrians | 8 | 22 | 5 | 5 | 21 | 8 | 0 | | 4 | 4 | 2 | 0 |
| Heavy Vehicles | 5 | 33 | 1 | 0 | 21 | 3 | 2 | 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 |
| M 1 (V 2020) B ' + T' | | | | | | | | | | | | |
| Phase I (Year 2029) Project Trips | - | | | | 201 | 4007 | | | | | | |
| Trip Distribution IN | - | 500/ | | | 2% | 48% | | | 201 | | | |
| Trip Distribution OUT | | 50% | | | | 20 | | | 2% | _ | | |
| Residential Trips | 0 | 26 | 0 | 0 | 2 | 39 | 0 | 0 | 1 | 0 | 0 | 0 |
| T' D' (T C D) | 007 | 007 | 007 | 007 | 201 | 4007 | 00/ | 007 | 007 | 007 | 007 | 007 |
| 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 |
| m: p: a - py | 1 | | | ! | 2001 | 2501 | | ļ | | | | |
| Trip Distribution IN | 1 | 5501 | | ! | 20% | 35% | | | 501 | | 1 | |
| Trip Distribution OUT | 1 | 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 1 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 |
| <u> </u> | 1 | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| , 1 | 1 | | | | | | | | _ | | | |
| Total Project Trips | 0 | 944 | 0 | 0 | 101 | 219 | 0 | 0 | 83 | 0 | 0 | 0 |
| -United States | Ť | 1 | | <u> </u> | -7. | | Ť | | | Ť | | , |
| 2034 Buildout Total | 0 | 4,321 | 0 | 0 | 2,467 | 539 | 0 | 0 | 231 | 0 | 0 | 0 |
| **** | 1 - | ,,, | | | 7.50 | | | | | | | |

Intersection 6 N Druid Hills Rd NE & Briarcliff Rd NE PM PEAK HOUR

| | N Druid Hills Rd NE Northbound | | | | uid Hills R outhboun | | | iarcliff Rd Eastboun | | | iarcliff Rd | |
|---|---------------------------------|----------|-------|---------|-------------------------|------------|----------|-------------------------|-------|----------|-------------|------------|
| Description | Left | Through | Right | Left | Through | u Right | Left | Through | Right | Left | Through | u 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 | 117 | 9 | 12 | 220 | 8 | 301 | 322 | 6 | 120 | 111 | 6 | 137 |
| 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 | 270 | 0.99 | 270 | 270 | 0.99 | 270 | 270 | 0.99 | 270 | 270 | 0.99 | 270 |
| Adjustment | + | 0.77 | | | 0.77 | | | 0.77 | | | 0.77 | |
| 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 | 1.031 | 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 |
| 1 \ | | 1,047 | 44 | 238 | 1,544 | 418 | 558 | 356 | 140 | 151 | 250 | 165 |
| 2029 Background Traffic (No-Build Geometry) | 166 | 1,047 | 44 | 238 | 1,344 | 418 | 338 | 330 | 140 | 151 | 230 | 103 |
| N 101 2020) D : . T : | | | | | | | | | | | | |
| Phase I (Year 2029) Project Trips | 501 | 501 | | | | | | | | | 001 | 101 |
| Trip Distribution IN | 5% | 5% | | #0.1 | 501 | | <u> </u> | ## T | | | 9% | 1% |
| Trip Distribution OUT | 1 | ļ | | 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 |
| other from residential frips | - - | | | | | | | | | Ť | 1 | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ť | | | | - | - | | | | | | - |
| 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 |
| riase r (rear 2025) Band out rotal | 1// | 1117 | 70 | 200 | 1723 | 171 | 307 | 370 | 137 | 211 | 500 | 170 |
| 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 | 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 |
| 2034 Background Traine (with Fliase I Trips) | 161 | 1109 | 02 | 200 | 1620 | 333 | 014 | 400 | 103 | 243 | 333 | 103 |
| E 11 D 11 1 4 (W 2024) D 1 4 T 1 | | | | | | | | | | | | |
| Full Build-out (Year 2034) Project Trips | 50/ | 50/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 10/ |
| 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 |
| m t product py | | | | | 001 | 001 | | | | | | |
| 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 |
| <u>'</u> | † <u> </u> | 1 | | | | | | | | <u> </u> | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ,ps | Ť | <u> </u> | | Ť | , | , | L ~ | | | l | | , |
| Total Project Trips | 21 | 41 | 0 | 136 | 119 | 2 | 2 | 38 | 53 | 0 | 21 | 40 |
| 10mi 110ject 111ps | 41 | 71 | J | 130 | 117 | - 4 | | 50 | 23 | 0 | 41 | 70 |
| 2034 Buildout Total | 191 | 1,195 | 82 | 380 | 1,908 | 535 | 616 | 428 | 197 | 245 | 340 | 212 |
| 200 . Dundout Total | 1/1 | 1,173 | 02 | 500 | 1,700 | ددد | 010 | 720 | 177 | 273 | JTU | 414 |

INTERSECTION VOLUME DEVELOPMENT Intersection 7 Briarcliff Rd NE & Sheridan Rd NE PM PEAK HOUR

| <u> </u> | Briarcliff Rd NI | | | Bri | iarcliff Rd | NF. | Sh | eridan Rd | NF. | Sh | eridan Rd | NE. |
|---|--|-----------|----------|--|-------------|----------|----------|-----------|-----------|----------|-----------|----------|
| | | Northboun | | | outhboun | | | Eastbound | | | Westboun | |
| Description | 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% | ļ | | | ļ | 14% | | ļ | | | ļ | |
| Trip Distribution OUT | | ļ | | | | | 10% | | 15% | | ļ | |
| 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% |
| * | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 15% | 0% | 0% | 0% |
| Trip Distribution OUT | | | | | | | | 0% | | 0% | | |
| Hotel Trips | 8 | 0 | 0 | 0 | 0 | 8 | 6 | U | 8 | U | 0 | 0 |
| Trip Distribution IN | 10% | | | | | 5% | | | | | | |
| Trip Distribution OUT | | | | i | | | 5% | | 10% | 1 | | |
| 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 |
| р. р. т.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 33 | 0 | 0 | 0 | 0 | 25 | 34 | 0 | 60 | 0 | 0 | 0 |
| Town Troject Trips | - 33 | - | Ů | | | 23 | J. | Ü | - 00 | | | |
| 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 1 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 | 1.50/ | 00/ | 00/ | 00/ | 00/ | 1.407 | 007 | 00/ | 007 | 007 | 00/ | 00/ |
| 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 |
| | 1 | <u> </u> | | Ť | | | | Ť | , i | Ť | <u> </u> | Ť |
| 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 | 1 | | | | 10% | | | | 5% | | | |
| Retail Trips | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Tria Distribution IV | 1007 | 00/ | 00/ | 00/ | 00/ | 50/ | 007 | 00/ | 00/ | 007 | 00/ | 00/ |
| Trip Distribution IN Trip Distribution OUT | 10% | 0% | 0% 0% | 0% 0% | 0% 0% | 5% 0% | 0% 5% | 0% | 0% 10% | 0% 0% | 0% | 0% 0% |
| 1 rip Distribution OU1 Non-Residential Trips | 5 | 0% | 0% | 0% | 0% | 3 | 7 | 0% | 10% | 0% | 0% | 0% |
| Non-residendal Trips | , | U | U | 0 | U | 3 | | 0 | 14 | U | U | U |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 1 | <u> </u> | <u> </u> | _ | _ | | _ | - | Ť | 1 | |
| 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 8 Executive Park Dr NE & Sheridan Rd NE PM PEAK HOUR

| Observed Dist Farific Valuenes | | Execu | itive Park | Dr NE | Execu | tive Park l | Dr NE | Sh | eridan Rd | NE | Sh | eridan Rd | NE |
|--|---|----------|------------|-------|-------|-------------|-------|-------|-----------|-------|--|-----------|-------|
| Observed Dist Farific Valuenes | | _ | | | _ | | | | | _ | _ | | _ |
| Southing 10 0 0 0 0 0 0 0 0 | | | | | | | _ | | | _ | | - 0 | Right |
| Polestrians O | | | | | | | | | | | | | |
| Confineing Pelestrains 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | 0 | | 0 | 332 | | 193 | 32 | | 0 | 0 | | 118 |
| Heavy Vehicles | | | 0 | | | 4 | | | 0 | | | 0 | |
| Heary Vehicles 1s Peace I Hour Peckel Free No. 1999 Adjustment Adjustment Adjustment Aginard 2019 Volumes O | - E | | | | | | | | | | | | |
| Post Note Factor | * | | | | | | | | | | | | |
| Adjustment Amusal Convoluments | J. | 0% | 0% | 0% | 2% | 0% | 2% | 2% | 2% | 0% | 0% | 2% | 4% |
| Adjusted 2019 Volumes | Peak Hour Factor | | 0.89 | | | 0.89 | | | 0.89 | | | 0.89 | |
| Ammal Growth Rate - 2029 | Adjustment | | | | | | | | | | | | |
| Growth Faces - 2029 Growth Fa | Adjusted 2019 Volumes | 0 | 0 | 0 | 332 | 0 | 193 | 32 | 175 | 0 | 0 | 249 | 118 |
| Toll Brotests Development (Halid Geometry) | 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% |
| 2029 Haskground Traiffe (Build Geometry) | 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 (No-Build Geometry) 0 0 0 0 378 0 294 39 184 0 0 0 0 0 262 189 Phase I (Year 2029) Project Trips 10 0 0 0 0 378 0 0 294 39 184 0 0 0 0 262 189 Phase I (Year 2029) Project Trips 10 0 0 0 0 138 0 1 2 28 | Toll Brothers Development (Build Geometry) | 0 | 0 | 0 | 29 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 45 |
| Pase I (ver 2029) Project Trips | 2029 Background Traffic (Build Geometry) | 0 | 0 | 0 | 378 | 0 | 204 | 39 | 184 | 0 | 0 | 262 | 169 |
| 2029 Baskgouau Traffic (bo-Build Geometry) | Toll Brothers Development (No-Build Geometry) | 0 | 0 | 0 | 29 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 45 |
| Passel Year 2029 Project Trips | | 0 | 0 | 0 | 378 | 0 | 204 | 39 | 184 | 0 | 0 | 262 | 169 |
| Tap Distribution N Tap Distribution OUT | | | | | | | | | | | | | |
| Tap Distribution N Tap Distribution OUT | Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Tap Distribution OUT | . , , , , , | 1 | 1 | | | | | 2% | | | 1 | | 29% |
| Residential Trips 0 | 1 | i | | | 25% | | 2% | -/- | | | | | 2770 |
| Trip Distribution N | | 0 | 0 | 0 | | 0 | | 2 | 0 | 0 | 0 | 0 | 24 |
| Tip Distribution OUT | residential Tips | | , | , | 1.5 | 3 | 1 | | J | 3 | | , | 27 |
| Tip Distribution OUT | Trin Distribution IN | 00/- | 00/_ | 00/- | 00/- | 00/- | 00/- | 20/- | 00/- | 00/- | 00/- | 00/- | 200/- |
| Hotel Trips | 1 | | | | | | | | | | | | |
| Trip Distribution IN Trip Distribution OUT Office Trips 0 0 0 0 47 0 9 3 3 0 0 0 0 0 1 15% Trip Distribution OUT Office Trips 0 0 0 0 0 47 0 9 3 3 0 0 0 0 0 0 10 Trip Distribution IN Office Trips 0 0 0 0 0 15% Office Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | |
| Trip Distribution OUT | Hotel Hips | U | U | U | 14 | U | 1 | 1 | U | U | U | U | 10 |
| Trip Distribution OUT | Tain Distribution IN | 1 | | | - | | | 50/ | | | | | 150/ |
| Office Trips Of | 1 | | | | 1.50/ | | 20/ | 5% | | | | | 15% |
| Trip Distribution IN | 1 | | _ | | | | | | | | _ | | 10 |
| Trip Distribution OUT 0% 0% 0% 0% 0% 15% 0%< | Office Trips | 0 | 0 | 0 | 47 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 10 |
| Trip Distribution OUT 0% 0% 0% 0% 0% 15% 0%< | | | | | | 00/ | | | | 00/ | | | |
| Other Non-Residential Trips Other Non-Reside | 1 | | | | | | | | | | | | |
| Pass-By Trips 0 0 0 0 0 0 15 0 0 0 0 0 0 0 0 0 0 0 0 0 | 1 | | | | | | | | | | | | |
| Total Project Trips 0 0 0 0 0 94 0 15 9 0 0 0 0 58 Phase I (Year 2029) Build-out Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Other Non-Residential Trips | 0 | 0 | 0 | 20 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 8 |
| Total Project Trips 0 0 0 0 0 94 0 15 9 0 0 0 0 58 Phase I (Year 2029) Build-out Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | |
| Phase I (Year 2029) Build-out Total | Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase I (Year 2029) Build-out Total | | | | | | | | | | | | | |
| Annual Growth Rate - 2034 | Total Project Trips | 0 | 0 | 0 | 94 | 0 | 15 | 9 | 0 | 0 | 0 | 0 | 58 |
| Annual Growth Rate - 2034 | | | | | | | | | | | | | |
| Growth Factor - 2034 | Phase I (Year 2029) Build-out Total | 0 | 0 | 0 | 472 | 0 | 219 | 48 | 184 | 0 | 0 | 262 | 227 |
| Growth Factor - 2034 | | | | | | | | | | | | | |
| DRI #2789 Phase I Project Trips O O O O O O O O O | 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% |
| DRI #2789 Total Project Trips 0 | 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 |
| 2034 Background Traffic (with Phase I Trips) | DRI #2789 Phase 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2034 Background Traffic (with Phase I Trips) | DRI #2789 Total Project Trips | | | | | | | | | | | | |
| Full Build-out (Year 2034) Project Trips | | 0 | 0 | 0 | 482 | 0 | 224 | 49 | 189 | 0 | 0 | 269 | 231 |
| Trip Distribution IN 0% <td>3 (1 /</td> <td></td> | 3 (1 / | | | | | | | | | | | | |
| Trip Distribution IN 0% <td>Full Build-out (Year 2034) Project Trips</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>l</td> <td></td> <td></td> <td>l</td> <td></td> <td></td> | Full Build-out (Year 2034) Project Trips | 1 | | | | | | l | | | l | | |
| Trip Distribution OUT | | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 29% |
| Residential Trips | 1 | | | | | | | | | | | | |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | | | | | | | | | | | | | |
| Trip Distribution OUT 0% 0% 0% 25% 0% 2% 0%< | residenda Trips | 0 | | J | 14 | J | 1 | 1 | J | J | - 0 | J | 41 |
| Trip Distribution OUT 0% 0% 0% 25% 0% 2% 0%< | Trin Distribution IN | Ω0/ | Ω0/ | 00/ | Ω0/ | 00/ | 00/ | 20/ | 00/ | 00/ | Ω0/ | Ω0/: | 200/ |
| Hotel Trips | | | | | | | | | | | | | |
| Trip Distribution IN O% O | * | | | | | | | | | | | | |
| Trip Distribution OUT 0% </td <td>noter trips</td> <td>U</td> <td>U</td> <td>U</td> <td>14</td> <td>U</td> <td>1</td> <td>1</td> <td>U</td> <td>U</td> <td>U</td> <td>U</td> <td>15</td> | noter trips | U | U | U | 14 | U | 1 | 1 | U | U | U | U | 15 |
| Trip Distribution OUT 0% </td <td>T : D' (3 () D)</td> <td>007</td> <td>001</td> <td>007</td> <td>007</td> <td>007</td> <td>007</td> <td>507</td> <td>007</td> <td>007</td> <td>007</td> <td>007</td> <td>1.507</td> | T : D' (3 () D) | 007 | 001 | 007 | 007 | 007 | 007 | 507 | 007 | 007 | 007 | 007 | 1.507 |
| Office Trips 0 0 0 221 0 44 20 0 0 0 60 Trip Distribution IN 5% | | | | | | | | | | | | | |
| Trip Distribution IN Trip Distribution OUT Retail Trips 0 0 0 1 0 1 1 0 0 0 0 0 1 Trip Distribution IN Trip Distribution IN 0 0 0 1 0 1 1 0 0 0 0 0 1 Trip Distribution IN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | <u> </u> | | | | | | | | | | | | |
| Trip Distribution OUT 5% 5% 5% 0 0 0 1 0 1 1 0 0 0 0 1 Retail Trips 0 0 0 1 0 1 1 0 0 0 0 1 Trip Distribution IN 0% 0% 0% 0% 0% 5% 0% 0% 0% 0% 15% Trip Distribution OUT 0%< | Office Trips | 0 | 0 | 0 | 221 | 0 | 44 | 20 | 0 | 0 | 0 | 0 | 60 |
| Trip Distribution OUT 5% 5% 5% 0 0 0 1 0 1 1 0 0 0 0 1 Retail Trips 0 0 0 1 0 1 1 0 0 0 0 1 Trip Distribution IN 0% 0% 0% 0% 0% 5% 0% 0% 0% 0% 15% Trip Distribution OUT 0%< | | | | | | | | | | | | | |
| Retail Trips | | | | | | | | 5% | | | | | 5% |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 5% 0% 0% 0% 0% 0% 15% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | * | | | | 5% | | 5% | | | | | | |
| Trip Distribution OUT 0% 0% 0% 15% 0% 3% 0 0 | Retail Trips | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Trip Distribution OUT 0% 0% 0% 15% 0% 3% 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 0 0 0 Total Project Trips 0 0 0 268 0 51 26 0 0 0 0 105 | 1 | | | | | | | | | | | | 15% |
| Pass-By Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Trip Distribution OUT | 0% | 0% | 0% | 15% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 0% |
| Pass-By Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | 0 | | | | | | | 8 |
| Total Project Trips 0 0 0 268 0 51 26 0 0 0 0 105 | - | 1 | İ | | | | | İ | | | İ | | |
| Total Project Trips 0 0 0 268 0 51 26 0 0 0 0 105 | Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 1 | | | | | | İ | | | İ | | |
| | Total Project Trips | 0 | 0 | 0 | 268 | 0 | 51 | 26 | 0 | 0 | 0 | 0 | 105 |
| 70.4 Poildout Total | Manager and a second | Ť | | | _50 | | | | | , | <u> </u> | | - 50 |
| (2009-1-1000) 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 | 2034 Buildout Total | 0 | 0 | 0 | 656 | 0 | 260 | 66 | 189 | 0 | 0 | 269 | 278 |

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

| | Exec | utive Park | Dr NE | Execu | itive Park l | Dr NE | Ex | ecutive Par | k S | Ex | ecutive Par | k S |
|---|------------|-------------|-------|------------|--------------|-------------|-------------|-------------|------------|----------|-------------|-------|
| | _ | Northboun | | _ | outhboun | | | Eastbound | - | - | Westboun | _ |
| Description | 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 | 2 | 0 | 0 | 2 | 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 | 20 | 101 | 0 | 1.5 | 126 | 1.57 | 220 | 0 | 7.5 | 0 | 0 | 0 |
| Adjusted 2019 Volumes Annual Growth Rate - 2029 | 39 0.5% | 191 0.5% | 0.5% | 15 0.5% | 426 0.5% | 157 0.5% | 220 0.5% | 0.5% | 75 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 |
| Toll Brothers Development (Build Geometry) | _ | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 9 | 0 | 1.051 | |
| 2029 Background Traffic (Build Geometry) | 7 48 | 201 | 0 | 16 | 471 | 201 | 246 | 0 | 88 | 0 | 0 | 0 |
| Toll Brothers Development (No-Build Geometry) | 48 | 201 | 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 |
| 2029 Background Traine (No-Build Geometry) | 40 | 221 | U | 10 | 400 | 103 | 231 | U | 00 | U | U | U |
| Phase I (Year 2029) Project Trips | + | | | | | | | | | - | | |
| Trip Distribution IN | 21% | | | - | 10% | 46% | - | | | - | | |
| Trip Distribution OUT | ∠170 | 5% | | 1 | 1070 | 4070 | 55% | | 21% | 1 | | |
| Residential Trips | 17 | 3% | 0 | 0 | 8 | 38 | 28 | 0 | 11 | 0 | 0 | 0 |
| residential Trips | 1 / | , | 0 | - 0 | 0 | 50 | 20 | J | 1.1 | - | J | J |
| 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% |
| riotei rrips | 12 | 3 | U | U | U | 43 | 30 | U | 14 | U | U | U |
| Trip Distribution IN | | | | | | | 3% | | 7% | | | |
| Trip Distribution OUT | 9% | | | | | 3% | 370 | | 770 | | | |
| Office Trips | 28 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 5 | 0 | 0 | 0 |
| Office Hips | 20 | U | U | U | 0 | , | | 0 | 3 | U | U | U |
| 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 |
| Other Ivon residential Trips | 12 | - | | Ü | | <u> </u> | | | | Ů | | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| russ By Trips | | | | - | | | · | | - | - | | 0 |
| Total Project Trips | 69 | 6 | 0 | 0 | 14 | 76 | 62 | 0 | 32 | 0 | 0 | 0 |
| J 1 | | | | | | | | | | | | |
| 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 1 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 |
| | | | | | | 40. | | | | | | |
| Total Project Trips | 83 | 28 | 0 | 0 | 60 | 123 | 66 | 0 | 112 | 0 | 0 | 0 |
| 2024 B. 11. 4 T. 4 I | 122 | 1 221 | | <u> </u> | L | 2.12 | 205 | | 202 | <u> </u> | | |
| 2034 Buildout Total | 132 | 234 | 0 | 16 | 543 | 343 | 325 | 0 | 202 | 0 | 0 | 0 |

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

| | | ire Bridge | | | ire Bridge | | | antilly Dr | | | nantilly Dr | |
|---|-----------|----------------------|------------|----------|----------------------|---------------------|-------|----------------------|-------------------|----------|---------------------|-----------|
| Description | Left | Northboun Through | d Right | Left S | Southboun Through | i <u>d</u> Right | Left | Eastboung Through | <u>I</u> Right | Left | Westboun Through | d Righ |
| Observed 2018 Traffic Volumes | Leit 1 | 977 | 45 | 117 | 1,411 | O () | 0 | 0 | () | 21 | 1 mough | 151 |
| Existing 2019 Traffic Volumes | 1 | 982 | 45 | 118 | 1,418 | 0 | 0 | 0 | 0 | 21 | 0 | 151 |
| Pedestrians | - | 1 | | 110 | 0 | Ü | | 0 | | | 6 | 102 |
| 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% | 0.59 |
| Growth Factor - 2029 Toll Brothers Development (Build Geometry) | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.05 |
| 2029 Background Traffic (Build Geometry) | 1 | 1,032 | 50 | 145 | 1,491 | 0 | 0 | 0 | 0 | 27 | 0 | 190 |
| 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 | 16 |
| Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | 2% | 8% | | | | | | | | |
| Trip Distribution OUT | | _ | _ | <u> </u> | _ | _ | | _ | | 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 | 1.02 |
| DRI #2789 Phase 1 Project Trips | 0 | 0 | 1.023 | 1.023 | 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 | 25 |
| 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 Hotel Trips | 0% | 0% | 0% | 0% 4 | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 89 |
| • | | | | | | | | | | | | |
| Trip Distribution IN | 0% | 0% | 2% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Trip Distribution OUT Office Trips | 0% | 0% | 0% 8 | 0% 32 | 0% | 0% | 0% | 0% | 0% | 1% 15 | 0% | 89 11 |
| Trip Distribution IN | | | 5% | 5% | | | | | | | | |
| Trip Distribution OUT | | | | 1 | | | | | | 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% | 89 |
| 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 | 13 |
| 2024 Puildont Total | 1 | 1.050 | 62 | 201 | 1.520 | | | | 0 | AC | 1 ^ | 3.5 |
| 2034 Buildout Total | 1 | 1,058 | 63 | 201 | 1,529 | 0 | 0 | 0 | 0 | 46 | 0 | 35 |

INTERSECTION VOLUME DEVELOPMENT Intersection 11 Chantilly Dr/Emory Orthopedic & Spine Center Dwy & Executive Park S/Chantilly Dr PM PEAK HOUR

| | | | | | | | | | | | Park S/Cl | |
|---|-------|-----------|-------|----------|----------|-------|----------|-----------|-------|-------|-----------|-------|
| B 4 4 | _ | Northboun | | _ | outhboun | | | Eastbound | | | Westbound | |
| Description | 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 | 19 | 4 | 4 | 3 | 1 | | 1 | 1 | 191 | 92 | 3 | / |
| Conflicting Pedestrians | 1 | 4 | 3 | 3 | 1 | 1 | 1 | 1 | 4 | 4 | 3 | 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% |
| , , , , , , , , , , , , , , , , , , , | 2% | | 2% | 2% | 0.97 | 2% | 2% | 0.97 | 2% | 2% | 0.97 | 2% |
| Peak Hour Factor | | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | |
| Adjustment | 10 | , | 4 | 2 | 2 | 2 | | 00 | 101 | 00 | 00 | |
| 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 | | ļ | 3% | | | | | 10% | | | | |
| Trip Distribution OUT | | 1 | | | | | | | | 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 |
| 1 | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 1 | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 26 | 0 | 17 | 50 | 0 |
| J 1 | | | | | | | | | | | | |
| Phase I (Year 2029) Build-out Total | 20 | 1 | 8 | 3 | 3 | 2 | 1 | 147 | 201 | 116 | 184 | 7 |
| That I (I am 2027) Build out I am | | - | | | | | • | | 201 | 110 | | , |
| 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 | 0 | 0 | 1.023 | 0 | 0 | 36 | 0 |
| DRI #2789 Total Project Trips | 0 | U | U | U | U | 0 | 0 | 22 | 0 | 0 | 51 | U |
| 2034 Background Traffic (with Phase I Trips) | 21 | 1 | 8 | 3 | 3 | 2 | 1 | 157 | 206 | 118 | 201 | 7 |
| 2034 Background Traffic (with Flase 1 Trips) | 21 | 1 | 0 | 3 | 3 | | 1 | 137 | 200 | 110 | 201 | / |
| Evil Duild out (Voor 2024) Project Tring | - | - | | | | | | | | | | |
| Full Build-out (Year 2034) Project Trips Trip Distribution IN | 0% | 0% | 3% | 00/ | 0% | 0% | 0% | 100/ | 00/ | 00/ | 0% | 0% |
| 1 | | | | 0% | | | | 10% | 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 |
| Taia Distribution DI | 007 | 007 | 20/ | 00/ | 00/ | 00/ | 00/ | 1007 | 00/ | 007 | 00/ | 007 |
| 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 |
| | 1 | | | | | | | | | | | |
| 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 |
| | 1 | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 10% | | | | |
| Trip Distribution OUT | | | | <u> </u> | | | <u> </u> | | | 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% |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 12 | 0 |
| Non-Residential Trips | | | | | | | | | | | | |
| Non-Residential Trips | | | | | | | | | | | | |
| Non-Residential Trips Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | | | | | | | | | | | | |
| | 0 | 0 | 0 4 | 0 | 0 | 0 | 0 | 59 | 0 | 52 | 0 155 | 0 |

Intersection 12 Chantilly Dr & Sheridan Rd PM PEAK HOUR

| | | Chantilly D | | | Chantilly D | | | Sheridan R | | | Sheridan R | |
|--|---------------|---------------|-------|----------|-------------|--------------|-------|------------|-------|-------|------------|---------------|
| D | _ | Northboun | | _ | outhboun | | - | Eastbound | _ | - | Westboun | _ |
| Description | 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 | U | 0 | 1 | 30 | 9 | 211 | 11 | 0 | U | 1 | 0 | 10 |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 9 | | 0 | 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 |
| T' D' (d . c . D) | 001 | 00/ | 001 | 007 | 007 | 007 | 201 | 20/ | 007 | 001 | 001 | 001 |
| 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 | 1 | | | | | | | 5% | | | | |
| Trip Distribution OUT | 1 | | | - | | 3% | | 0/ د | | | 3% | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 9 | 0 |
| ornee trips | · · | U | U | - | U | 7 | 0 | , | U | U | 7 | U |
| 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 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DRI #2789 Total Project Trips | U | U | U | U | U | U | U | U | U | U | U | U |
| 2034 Background Traffic (with Phase I Trips) | 0 | 0 | 1 | 60 | 0 | 247 | 16 | 135 | 0 | 1 | 365 | 17 |
| 205 i Background Traine (with Fluse F Trips) | | | - | - 00 | Ů | 217 | 10 | 155 | • | - | 303 | 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 | 1 | | | | | | | 50/ | | | - | |
| Trip Distribution IN Trip Distribution OUT | 1 | - | | | | 2% | | 5% | | | 5% | |
| Tub Disgionnon OO I | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5% 1 | 0 |
| Retail Tring | Λ | | U | U | U | U | U | 1 | U | U | 1 | U |
| Retail Trips | 0 | 0 | | | | | | | | | | 1 |
| • | | | 0% | 0% | 0% | 0% | 0% | 50% | 0% | 0% | 0% | 0% |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% 3% | 0% | 5% | 0% | 0% | 0% 3% | 0% |
| Trip Distribution IN Trip Distribution OUT | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 0% | 3% | 0% 0% 0 |
| Trip Distribution IN | 0% | 0% | | | | | | | | | | 0% |
| Trip Distribution IN Trip Distribution OUT | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 0% | 3% | 0% |
| Trip Distribution IN Trip Distribution OUT Non-Residential Trips | 0% 0% 0 | 0% 0% 0 | 0% | 0% | 0% | 3% 4 | 0% | 0% 3 | 0% | 0% | 3% 4 | 0% |
| Trip Distribution IN Trip Distribution OUT Non-Residential Trips | 0% 0% 0 | 0% 0% 0 | 0% | 0% | 0% | 3% 4 | 0% | 0% 3 | 0% | 0% | 3% 4 | 0% |
| Trip Distribution IN Trip Distribution OUT Non-Residential Trips Pass-By Trips | 0% 0% 0 | 0% 0% 0 | 0% | 0% | 0% | 3% 4 0 | 0% | 0% 3 | 0% | 0% | 3% 4 | 0% |

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

| | | mont Rd/U | | | mont Rd/U | | | Briarcliff R | | | Briarcliff R | |
|---|---------------|---------------|---------------|--|-----------|-----------|------------|--------------|--------------|--|--------------|-------|
| D | _ | Vorthboun | _ | _ | outhboun | _ | | Eastbound | _ | | Westboun | |
| Description | 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 | 56 | 7 | 107 | 000 | 3 | 120 | 100 | 4 | 120 | 07 | 7 | 173 |
| 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 |
| DI 1/1/2 2020) D : T : | | | | | | | | | | | | |
| Phase I (Year 2029) Project Trips | 207 | | | | | 407 | | | | | 20/ | |
| Trip Distribution IN | 3% | | | | | 4% | 407 | 20/ | 20/ | . | 3% | |
| Trip Distribution OUT | 2 | 0 | 0 | 0 | 0 | 2 | 4% 2 | 3% | 3% | 0 | 2 | 0 |
| Residential Trips | 2 | U | U | U | U | 3 | 2 | 2 | 2 | U | 2 | U |
| Trip Distribution IN | 3% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 3% | 0% |
| Trip Distribution IN 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% |
| 110to 111ps | | J | J | - 0 | 0 | | | | | | | 0 |
| Trip Distribution IN | 3% | | | | | 4% | | | | | 3% | |
| Trip Distribution OUT | 370 | | | | | 170 | 4% | 3% | 3% | | 370 | |
| Office Trips | 2 | 0 | 0 | 0 | 0 | 3 | 13 | 9 | 9 | 0 | 2 | 0 |
| | | Ŭ | | | - | | 10 | | | | | |
| 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 |
| | | | | | | | | | | 0.707 | | |
| 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 | 32 | 0 | 0 | 0 | 0 | 43 | 125 | 94 | 94 | 0 | 32 | 0 |
| DRI #2789 Total Project Trips 2034 Background Traffic (with Phase I Trips) | 46 120 | 050 | 110 | (47 | 1905 | 62 211 | 179 381 | 134 | 134 282 | 90 | 46 188 | 210 |
| 2034 Background Traine (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 |
| | | , | | , , | , | , | | 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 | 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 |
| | | | | | | | | | | | | |
| | 3% | | · | | | 4% | | | | | 3% | |
| Trip Distribution IN | | | | | | | 4% | 3% | 3% | | | |
| Trip Distribution OUT | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 0 | U | | | | | | | | | | ì |
| Trip Distribution OUT Retail Trips | | | | | | | | | | | | |
| Trip Distribution OUT Retail Trips Trip Distribution IN | 3% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 3% | 0% |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT | 3% | 0% | 0% | 0% | 0% | 0% | 4% | 3% | 3% | 0% | 0% | 0% |
| Trip Distribution OUT Retail Trips Trip Distribution IN | 3% | 0% | 0% | | | | | | | | | |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT Non-Residential Trips | 3% 0% 2 | 0% 0% 0 | 0% 0% 0 | 0% | 0% | 0% 2 | 4% 5 | 3% 4 | 3% 4 | 0% | 0% 2 | 0% |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT | 3% | 0% | 0% | 0% | 0% | 0% | 4% | 3% | 3% | 0% | 0% | 0% |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT Non-Residential Trips Pass-By Trips | 3% 0% 2 | 0% 0% 0 | 0% 0% 0 | 0% | 0% | 0% 2 | 5 | 3% 4 | 3% 4 0 | 0% | 0% 2 0 | 0% |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT Non-Residential Trips | 3% 0% 2 | 0% 0% 0 | 0% 0% 0 | 0% | 0% | 0% 2 | 4% 5 | 3% 4 | 3% 4 | 0% | 0% 2 | 0% |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT Non-Residential Trips Pass-By Trips | 3% 0% 2 | 0% 0% 0 | 0% 0% 0 | 0% | 0% | 0% 2 | 5 | 3% 4 | 3% 4 0 | 0% | 0% 2 0 | 0% |

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

| | <u>N</u> | Druid Hill | <u>d</u> | <u>s</u> | Druid Hill | ı <u>d</u> | 1 | sta Rd/SR Eastbound | <u>d</u> | 7 | ista Rd/SR Westboun | <u>d</u> |
|---|----------|------------|----------|----------|------------|------------|-------|------------------------|----------|---------|------------------------|----------|
| Description | 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 | 2 | 3 | 3 | _ | 16 | 11 | 7 | 6 | 6 | | 11 |
| Heavy Vehicles | 0 | 3 | 0 2% | 2% | 5 | 0 2% | 4 | 7 | 3 2% | 0 2% | 6 | 0 |
| Heavy Vehicle % Peak Hour Factor | 2% | 2% 0.96 | 2% | 2% | 2% 0.96 | 2% | 2% | 2% 0.96 | 2% | 2% | 2% 0.96 | 2% |
| Adjustment | | 0.96 | | | 0.96 | 1 | | 0.96 | | | 0.96 | |
| 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 1 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 | | osed Drive Northbour Through | | | osed Drive outhboun Through | ıd | | Executive Eastboune Through | | | Executive Westboun Through | <u>d</u> |
|---|-------|--|--|--|-----------------------------------|--|-------|-----------------------------------|-------|-------------|--|--|
| - | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians | | | | | | | | | | | | • |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 201 | | 00/ | 001 | | 001 | | 001 | | | | |
| 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 Annual Growth Rate - 2029 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 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) | 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 (Vario 2020) Province Trips | - | | | | | | | | | | | |
| Phase I (Year 2029) Project Trips | + | } | - | 1 | - | - | | - | | - | 00/ | 1 |
| Trip Distribution IN | - | | | | - | | - | 500/ | | | 8% | |
| Trip Distribution OUT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58% 30 | 0 | 0 | 7 | 0 |
| Residential Trips | U | U | U | U | U | U | 0 | 30 | U | Ü | / | U |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% |
| 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% | 0% | 0% | 0% | 0% |
| Trip Distribution OUT | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 32 | 0% | 0% | 0% 4 | 0% |
| Hotel Trips | U | U | U | U | U | U | 0 | 32 | U | U | 4 | 0 |
| Trip Distribution IN | + | } | - | 1 | - | - | - | - | | - | 35% | 1 |
| 1 | - | | | | | | | (50/ | | | 35% | |
| Trip Distribution OUT | | 0 | | | | | | 65% | 0 | | 22 | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 0 | 0 | 23 | 0 |
| T D' (T (D) | 00/ | 0% | 00/ | 0% | 0% | 0% | 0% | 0% | 00/ | 00/ | 250/ | 0% |
| Trip Distribution IN | 0% | | 0% | | | | | | 0% | 0% | 35% | |
| 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 |
| David Davidson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | U | U | U | 0 | U | U | U | 0 | U | U | U |
| T-4-1 Dayler 4 Tring | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 | 0 | 0 | 52 | 0 |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 | 0 | 0 | 52 | 0 |
| N 1 (V 2020) P 11 (T (1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 020 | 0 | 0 | 222 | 0 |
| Phase I (Year 2029) Build-out Total | 0 | U | U | U | 0 | U | U | 928 | 0 | U | 332 | U |
| 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 | |
| DRI #2789 Phase 1 Project Trips | 1.025 | 0 | 0 | 1.025 | 1.025 | 1.025 | 1.025 | 1.023 | 0 | 0 | 36 | 1.025 |
| v i | U | U | U | U | U | U | U | 22 | U | Ü | | U |
| DRI #2789 Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 949 | 0 | 0 | 51 353 | 0 |
| 2034 Background Traffic (with Phase I Trips) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 949 | 0 | 0 | 333 | 0 |
| F11 D114+ (V 2024) Di+ T-i | | | | | | | | | | | | |
| Full Build-out (Year 2034) Project Trips Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% |
| Trip Distribution IN Trip Distribution OUT | 0% | 0% | | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% |
| 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% 28 | 0% | 0% | 6 | 0% |
| Residential Trips | U | U | U | U | U | U | U | 28 | U | U | 0 | U |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 0% |
| Trip Distribution IN Trip Distribution OUT | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 58% | 0% | 0% | 0% | 0% |
| 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | | 0% |
| Hotel Trips | U | U | U | U | U | U | U | 31 | U | U | 4 | U |
| Trip Distribution IN | + | | | | | | | | | | 30% | 5% |
| 1 | + | - | | 50/ | | | | 600/ | | | 30% | 3%0 |
| Trip Distribution OUT | 0 | 0 | 0 | 5% 74 | 0 | 0 | 0 | 60% 885 | 0 | 0 | 121 | 20 |
| Office Trips | U | U | U | /4 | U | U | U | 883 | U | U | 121 | 20 |
| Tain Distribution IN | - | | | | - | | - | - | 200/ | 900/ | | |
| Trip Distribution IN Trip Distribution OUT | 2007 | - | 80% | | | - | - | | 20% | 80% | - | 1 |
| Retail Trips | 20% | _ | | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | _ |
| ician mps | 3 | 0 | 12 | U | 0 | 0 | U | 0 | 3 | 13 | 0 | 0 |
| Tain Distribution IN | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 200/ | 50/ |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 5% |
| Trip Distribution OUT Non-Residential Trips | 0% | 0% | 0% | 5% | 0% | 0% | 0% | 60% 81 | 0% | 0% | 0% | 0% |
| non-residential 1 nps | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 81 | 0 | 0 | 16 | 3 |
| Dogo Dy Tring | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Pass-By Trips | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| Total Design Tries | 2 | 0 | 21 | 01 | | 0 | 0 | 1.025 | 2 | 22 | 1.47 | 22 |
| Total Project Trips | 3 | 0 | 21 | 81 | 0 | 0 | 0 | 1,025 | 3 | 22 | 147 | 23 |
| 2034 Buildout Total | , | 1 ^ | 21 | 81 | l 0 | 0 | 0 | 1 610 | , | 22 | 448 | 23 |
| 2054 Dundout Total | 3 | 0 | 21 | 61 | 0 | U | U | 1,618 | 3 | 22 | 448 | 23 |

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

| | | N/A | | | S Executiv | | | osed Drive | | | e S Executi | |
|---|--------|--|------------|--------|---------------------|-------------------|--|----------------------|-------------------|----------|--|------------|
| Description | Left P | Northboun Through | d Right | Left S | outhboun Through | <u>d</u> Right | Left | Eastbound Through | <u>I</u> Right | Left | Westboun Through | d 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 | + | | | | | | 1 | | | | | 8% |
| Trip Distribution OUT | + - | | | 58% | | | | | | - | | 0.70 |
| Residential Trips | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| residential Trips | U | 0 | J | 30 | J | J | - 0 | U | J | 0 | 0 | , |
| 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 |
| rioter rups | U | J | U | 34 | U | U | U | U | U | U | J | 4 |
| Trip Distribution IN | 1 | | | | | 8% | | | | | 25% | 10% |
| Trip Distribution OUT | 1 | | | 17% | | 070 | | 48% | | | 2370 | 1070 |
| Office Trips | 0 | 0 | 0 | 54 | 0 | 5 | 0 | 152 | 0 | 0 | 16 | 7 |
| omee mps | U | 0 | U | 34 | U | , | · · | 134 | U | U | 10 | , |
| 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 |
| Tron reconcentur Trips | - | | | | | | - · | 0.5 | 0 | Ť | 1.5 | |
| 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 |
| | | | | | | | | | | | L | |
| 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 1 Project Trips | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| DRI #2789 Total Project Trips | | 0 | 0 | 22 | 0 | 0 | | 224 | | | 110 | 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 IN 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 |
| residential Hips | U | U | U | 40 | U | U | J | U | U | U | U | U |
| 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 |
| 110te: 111ps | 0 | 0 | J | J1 | U | J | J | J | J | - 0 | 0 | - |
| Trip Distribution IN | 1 | | | | | 5% | | | | | 20% | 10% |
| Trip Distribution OUT | 1 | 1 | | 28% | | - / 0 | 1 | 32% | | | | - 57.0 |
| Office Trips | 0 | 0 | 0 | 413 | 0 | 20 | 0 | 472 | 0 | 0 | 81 | 40 |
| * | 1 | | | | | | | | <u> </u> | | | |
| Trip Distribution IN | 1 | | | | | | 1 | 14% | | | | |
| Trip Distribution OUT | 1 | | | | | | l | | | | 14% | 6% |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 |
| * | 1 | | | | | | l | | | | | |
| 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% |
| | 0 | 0 | 0 | 38 | 0 | 3 | 0 | 43 | 0 | 0 | 10 | 5 |
| Non-Residential Trips | | 1 | | | | - | | _ | - | <u> </u> | | |
| Non-Residential Trips | | | | | | | | | | | | |
| Non-Residential Trips Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 510 | 0 | 23 | 0 | 517 | 0 | 0 | 93 | 56 |
| Pass-By Trips | | | | | | | | | | | | |

INTERSECTION VOLUME DEVELOPMENT Intersection 17 Future South Executive Park Drive & Proposed Driveway 4/Proposed Driveway 5 PM PEAK HOUR

| | | S Executiv | | | S Executiv | | | osed Drive | | | osed Drive | |
|---|--------------------|--------------------------|--------------------|--------------------|----------------------------|-------------------|---------------|----------------------|-------------------|---------------|---------------------|---------------|
| Description | Left 1 | Northboun Through | d Right | Left S | outhboun Through | <u>d</u> Right | Left | Eastboung Through | <u>I</u> Right | Left | Westboun Through | d 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 | 1 | 0.1.1 | | | | | | | | | | |
| Trip Distribution IN | 1 | 8% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 58% | | | | | | | |
| Residential Trips | 0 | 7 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| m: p: a constant | | 001 | 001 | 001 | 001 | 001 | 001 | 001 | 001 | 001 | 001 | |
| 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 |
| m: p: a a py | | | | ! | 001 | 100 | | | | | | |
| Trip Distribution IN | 10% | | | ! | 8% | 10% | 221 | | 150 | ! | | |
| Trip Distribution OUT | | | | | | | 3% | | 17% | | | |
| Office Trips | 7 | 0 | 0 | 0 | 5 | 8 | 9 | 0 | 54 | 0 | 0 | 0 |
| m: p: a a py | 1007 | 001 | 001 | 001 | 001 | 1001 | 001 | 001 | 001 | 001 | 001 | 001 |
| 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 |
| D D T. | | | | | | | _ | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| T (ID : (T' | 10 | 11 | 0 | | 71 | 1.2 | 12 | 0 | 77 | | 0 | 0 |
| Total Project Trips | 12 | 11 | 0 | 0 | /1 | 13 | 13 | U | // | 0 | 0 | 0 |
| Di I (V 2020) D:11 T1 | 12 | 210 | 0 | 0 | 529 | 13 | 13 | 0 | 77 | 0 | 0 | 0 |
| Phase I (Year 2029) Build-out Total | 12 | 210 | U | U | 329 | 13 | 13 | U | 77 | U | U | U |
| 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 | 36 | 0 | 0 | 1.023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DRI #2789 Total Project Trips | U | 51 | U | U | 22 | U | U | U | U | U | U | U |
| 2034 Background Traffic (with Phase I Trips) | 12 | 229 | 0 | 0 | 547 | 13 | 13 | 0 | 77 | 0 | 0 | 0 |
| 2034 Background Traffic (with Fliase I Trips) | 12 | 229 | U | U | 347 | 13 | 13 | U | // | 0 | U | U |
| 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% |
| Accordential Tripo | , | U | U | · · | 20 | U | , , | V | U | · · | U | · · |
| 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 |
| | + - | | , | | J.1 | , | - T | , | | Ť | , | |
| Trip Distribution IN | 5% | | 5% | 2% | 5% | 5% | 1 | | | 1 | | |
| | 2.0 | 1 | - / 0 | | 14% | - / 0 | 1% | | 9% | 5% | 1 | 2% |
| Trip Distribution OUT | | | | | 227 | 20 | 15 | 0 | 133 | 74 | 0 | 30 |
| Trip Distribution OUT Office Trips | 20 | 0 | 20 | 8 | | | | | | | <u> </u> | |
| Trip Distribution OUT Office Trips | 20 | 0 | 20 | 8 | 227 | | | | | | | |
| Office Trips | 20 | 0 | 20 | 8 | | | | | | | | |
| * | 20 | 6% | 20 | 8 | 6% | | | | | | | |
| Office Trips Trip Distribution IN Trip Distribution OUT | | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Office Trips Trip Distribution IN | 20 | 6% | 0 | | 6% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips | 0 | 6% | 0 | 0 | 6% | | | | | | | |
| Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN | 0 5% | 6% | 0 5% | 0 2% | 1 5% | 5% | 0% | 0% | 0% | 0% | 0% | 0% |
| Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0 5% 0% | 6% 1 0% | 0 5% 0% | 0 2% 0% | 6% 1 5% 14% | 5% | 0% 1% | 0% | 0% 9% | 0% 5% | 0% | 0% 2% |
| Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN | 0 5% | 6% | 0 5% | 0 2% | 1 5% | 5% | 0% | 0% | 0% | 0% | 0% | 0% |
| Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Non-Residential Trips | 0 5% 0% 3 | 6% 1 0% 0% 0 | 0 5% 0% 3 | 0 2% 0% 1 | 6% 1 5% 14% 22 | 5% 0% 3 | 0% 1% 1 | 0% 0% 0 | 0% 9% 12 | 0% 5% 7 | 0% 0% 0 | 0% 2% 3 |
| Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0 5% 0% | 6% 1 0% | 0 5% 0% | 0 2% 0% | 6% 1 5% 14% | 5% | 0% 1% | 0% | 0% 9% | 0% 5% | 0% | 0% 2% |
| Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT Non-Residential Trips Pass-By Trips | 0 5% 0% 3 | 6% 1 0% 0% 0 | 0 5% 0% 3 | 0 2% 0% 1 | 6% 1 5% 14% 22 | 5% 0% 3 | 0% 1% 1 | 0% 0% 0 | 0% 9% 12 | 0% 5% 7 | 0% 0% 0 | 0% 2% 3 |
| Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Non-Residential Trips | 0 5% 0% 3 | 6% 1 0% 0% 0 | 0 5% 0% 3 | 0 2% 0% 1 | 6% 1 5% 14% 22 | 5% 0% 3 | 0% 1% 1 | 0% 0% 0 | 0% 9% 12 | 0% 5% 7 | 0% 0% 0 | 0% 2% 3 |

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

| Description | Left Left | N/A Northbour Through | ıd Right | | osed Drive Southboun Through | ıd | | cutive Par Eastbound Through | 1 | | cutive Par Westboun Through | <u>d</u> |
|---|-----------|--|-------------|-------|------------------------------------|-------|-------|------------------------------------|-------|-------|-----------------------------------|----------|
| | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes | | | | | | | | 508 | | | 157 | |
| Pedestrians | | | | | 1 | | | 1 | 0 | | | |
| Conflicting Pedestrians Heavy Vehicles | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Peak Hour Factor | 070 | 0.92 | 070 | 070 | 0.92 | 070 | 070 | 0.92 | 070 | 070 | 0.92 | 070 |
| Adjustment | | 0.72 | | | 0.52 | | | 0.72 | | | 0.72 | |
| 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% | | | | <u> </u> |
| 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 1 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 | 1 | | | 10% | 1 | 1% | 1 | 2% | | i i | 1% | |
| Office Trips | 0 | 0 | 0 | 148 | 0 | 15 | 4 | 38 | 0 | 0 | 55 | 40 |
| Trip Distribution IN | | - | | | | | | 6% | | | - | |
| Trip Distribution OUT | 1 | | | i e | | | i e | | | l | 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 19 Executive Park Drive & Proposed Driveway 8 PM PEAK HOUR

| Description | | osed Drive Northbour Through | | <u>S</u> Left | N/A outhbour Through | | | Eastboune Through | <u>d</u> | | ecutive Par Westboun Through | <u>d</u> |
|---|----------|------------------------------------|----------|------------------|----------------------------|----------|----------|-------------------|----------|----------|------------------------------------|----------|
| | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes | | | | | | | | 508 | | | 157 | |
| Pedestrians | | | | | | | | 1 | | | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 20/ | 00/ | 00/ | 20/ | 00/ |
| Heavy Vehicle % Peak Hour Factor | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0.92 | 0% | 0% | 0.92 | 0% |
| Adjustment | - | 0.92 | 1 | | 0.92 | | | 0.92 | | | 0.92 | |
| 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) | | Ů | 0 | | 0 | | - | 002 | - | Ů | 311 | Ů |
| 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 | | | | | | | | | | 1 | 56% | <u> </u> |
| Trip Distribution OUT | | _ | | | | | | 60% | | | 1 | |
| 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 Trip Distribution OUT | 0% 0% | 0% 0% | 0% 0% | 0% | 0% 0% | 0% | 0% | 3% 5% | 0% 0% | 0% 0% | 20% 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 1 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 |
| Ti Di di di Di | | | | <u> </u> | | | <u> </u> | 201 | 201 | 507 | 50/ | <u> </u> |
| Trip Distribution IN | 201 | | 101 | <u> </u> | | | <u> </u> | 3% | 2% | 5% | 5% | <u> </u> |
| Trip Distribution OUT | 2% | 0 | 1% | 0 | 0 | 0 | 0 | 1% 27 | 0 | 20 | 2% | 0 |
| Office Trips | 30 | 0 | 15 | 0 | 0 | 0 | 0 | | 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 Trip Distribution OUT | 0% 2% | 0% 0% | 0% 1% | 0% 0% | 0% 0% | 0% 0% | 0% 0% | 3% 1% | 2% 0% | 5% 0% | 5% 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 20 Executive Park Drive & Proposed Driveway 9 PM PEAK HOUR

| | Propo | osed Drive | way 9 | Existing | Private D | riveway | Exec | utive Park | Drive | Exec | utive Park | Drive |
|---|-----------------|------------|-------|--|--|---------|--|------------|-------|--|------------|-------|
| | | Northbour | | | outhboun | | | Eastbound | | | Westboun | |
| Description | 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 | 1 | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | | U | U | | U | U | | U | U | | U |
| Heavy Vehicle % | 0% | 0% | 0% | 2% | 0% | 2% | 2% | 2% | 0% | 0% | 2% | 2% |
| Peak Hour Factor | 0,0 | 0.95 | 070 | 2,0 | 0.95 | 270 | 270 | 0.95 | 0,0 | 0,0 | 0.95 | 270 |
| 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) | 0 | 0 | 0 | 27 | 0 | 50 | 27 | 507 | 0 | 0 | 152 | 12 |
| 2029 Background Traffic (No-Build Geometry) | 0 | 0 | U | 21 | U | 30 | 21 | 307 | U | U | 132 | 13 |
| Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | + | 1 | | | | | | | | | 56% | |
| Trip Distribution OUT | 1 | | | 1 | 1 | | 1 | 60% | | | 5570 | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 46 | 0 |
| , | 1 | | | | 1 | | | | | | | |
| 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 | 1 | | 50. | | | | | 3% | | 20% | 201 | |
| Trip Distribution OUT | | | 5% | | | | | _ | | 10 | 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 |
| Other Non Residential Trips | 0 | | , | | | 0 | | | - | 10 | | - |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 1 | | | | | | | | | | | | |
| 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 |
| 10 10 2021 | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| Annual Growth Rate - 2034 Growth Factor - 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% |
| DRI #2789 Phase 1 Project Trips | 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 Total Project Trips | U | U | U | U | U | U | U | 22 | U | U | 51 | U |
| 2034 Background Traffic (with Phase I Trips) | 0 | 0 | 23 | 28 | 0 | 51 | 28 | 664 | 0 | 22 | 615 | 13 |
| 200 : Buengreuna Traine (mart habe 1 Imps) | Ů | Ů | 20 | 20 | | | 20 | | | | 015 | 10 |
| 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 | - | | 1 | 1 | - | 1 | 5% | 2% | 5% | | |
| Trip Distribution OUT | 3% | 1 | 1% | 1 | 1 | | 1 | 5/0 | ∠/0 | 5/0 | 4% | |
| Office Trips | 44 | 0 | 15 | 0 | 0 | 0 | 0 | 20 | 8 | 20 | 59 | 0 |
| · | 1 '' | Ť | 1 | Ť | <u> </u> | | Ť | | | | | |
| Trip Distribution IN | 1 | | | İ | | | İ | 6% | | | | |
| Trip Distribution OUT | 1 | | | | 1 | | | | | | 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 |
| D D T : | | | | | | | | | | | | |
| 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 |
| 10mi 110ject 111ps | 70 | 3 | 10 | - 3 | 0 | | | 0.5 | , | 23 | 130 | U |
| 2034 Buildout Total | 48 | 0 | 16 | 28 | 0 | 51 | 28 | 681 | 9 | 23 | 661 | 13 |
| | | | | | | | | | | | | |

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

| | | utive Park | | | utive Park | | | sed Drivev | - | | N/A | |
|---|-------|------------|-------|----------|------------|-------|-------|------------|-------|----------|----------|-------|
| D 1.0 | _ | Northboun | _ | _ | outhboun | | | Eastbound | | | Westboun | |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2019 Traffic Volumes | | 150 | | | 525 | | | | | | | |
| Pedestrians | | 150 | | | 323 | | | | | | | l |
| 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 Toll Brothers Development (Build Geometry) | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| 2029 Background Traffic (Build Geometry) | 0 | 7 165 | 0 | 0 | 32 584 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Toll Brothers Development (No-Build Geometry) | 0 | 103 | 0 | U | 304 | 0 | U | 0 | 0 | 0 | U | 0 |
| 2029 Background Traffic (No-Build Geometry) | 0 | 158 | 0 | 0 | 552 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202) Buengreuna Trame (Ne Buna Geemeny) | | 150 | | Ů | 552 | - | | | | | | |
| Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 10% | 21% | | İ | | 10% | | | | İ | | |
| Trip Distribution OUT | Ī | | | | 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 |
| Tain Distribution DI | | | | | 70/ | | | - | | | <u> </u> | |
| Trip Distribution IN Trip Distribution OUT | | 9% | | | 7% | | | | | | | |
| Office Trips | 0 | 28 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Office Trips | 0 | 20 | U | U | 3 | U | U | 0 | 0 | 0 | U | U |
| 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 |
| 1 | | | | | | | - | | | | | |
| 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 |
| 1.0 1.0 2021 | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| Annual Growth Rate - 2034 Growth Factor - 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% |
| DRI #2789 Phase 1 Project Trips | 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 Total Project Trips | U | U | U | U | U | U | U | U | U | U | U | U |
| 2034 Background Traffic (with Phase I Trips) | 14 | 238 | 0 | 0 | 631 | 14 | 6 | 0 | 10 | 0 | 0 | 0 |
| 200 i Buengreuna Tiame (with Timbe Timps) | 1. | 230 | | | 051 | | | | | - | | |
| 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 |
| Tain Diotailaytion IN | - | 100/ | | ! | 20/ | | | | | ! | ļ | |
| Trip Distribution IN Trip Distribution OUT | - | 10% 2% | | | 2% 8% | | | | | | | |
| Office Trips | 0 | 70 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| one mpo | 3 | 70 | U | | 120 | U | - | U | U | Ü | U | J |
| Trip Distribution IN | | | | 1 | 4% | | | | | 1 | | |
| Trip Distribution OUT | + | 4% | | i e | | | | | | l | | |
| 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 |
| | | | | | | | | | | | | |
| | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | U | - 0 | 0 | | | | |
| | | | | | | | | | | | | ^ |
| Pass-By Trips Total Project Trips | 12 | 105 | 0 | 0 | 160 | 12 | 5 | 0 | 10 | 0 | 0 | 0 |

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

| | | utive Park | | | utive Park | | | N/A | | Proposed Driveway 11 | | | |
|--|-------|--|-------|--|------------|-------|--|-----------|-------|----------------------|--|--|--|
| D 1.0 | _ | Northboun | | Southbound Pills | | | | Eastboung | _ | Westbound Pills | | | |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right | |
| Observed 2019 Traffic Volumes | | 150 | | | 525 | | | | | | | | |
| Pedestrians | | 1 | | | | | | 1 | | | 1 | | |
| 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) Toll Brothers Development (No-Build Geometry) | 0 | 165 | 0 | 0 | 584 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2029 Background Traffic (No-Build Geometry) | 0 | 158 | 0 | 0 | 552 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2029 Background Trame (No-Build Geometry) | 0 | 130 | U | 0 | 332 | U | U | U | U | 0 | 0 | - | |
| Phase I (Year 2029) Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | + | 31% | | 1 | 1 | | | | | 1 | 1 | | |
| Trip Distribution OUT | | | | i e | 31% | | | | | l | <u> </u> | | |
| Residential Trips | 0 | 25 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| <u> </u> | | | | İ | | | | | | i e | 1 | | |
| 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 | |
| р. т. | | | 0 | | 0 | 0 | | 0 | 0 | | | <u> </u> | |
| 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 | |
| Total Project 111ps | 0 | 31 | 12 | 3 | 37 | - | - 0 | 0 | 0 | 21 | 0 | 32 | |
| Phase I (Year 2029) Build-out Total | 0 | 216 | 12 | 5 | 621 | 0 | 0 | 0 | 0 | 27 | 0 | 32 | |
| Thase I (I cai 2025) Build out I out | | 210 | 12 | | 021 | | 0 | | • | 27 | | 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 1 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 | |
| mi piut di pi | *** | | | | | | | | 601 | | | | |
| 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 | |
| Trin Distribution IN | | 100/ | 50/ | 1% | 10/ | | | | | - | | | |
| Trip Distribution IN Trip Distribution OUT | - | 10% | 5% | 17/0 | 1% 8% | | | | | 3% | | 1% | |
| Office Trips | 0 | 55 | 20 | 4 | 122 | 0 | 0 | 0 | 0 | 3% 44 | 0 | 1% | |
| onice rips | U | JJ | 20 | - | 122 | J | J | J | J | | 0 | 13 | |
| Trip Distribution IN | + | | | | 4% | | | | | l | <u> </u> | | |
| Trip Distribution OUT | | 4% | | l | .,, | | | | | | | | |
| Retail Trips | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | i i | | | | | | i - | <u> </u> | | |
| 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 23 Executive Park Drive & Proposed Driveway 12 PM PEAK HOUR

| Description | | utive Park Northboun Through | | Executive Park Drive Southbound Left Through Right | | | Left | N/A Eastboun Through | | Proposed Driveway 12 <u>Westbound</u> Left Through Right | | |
|---|-------|------------------------------------|-------|--|-------|-------|-------|--|-------|--|-------|-------|
| | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes | | 150 | | | 525 | | | | | | | |
| Pedestrians | | 1 | | | | | | 1 | | | 1 | |
| Conflicting Pedestrians Heavy Vehicles | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | 070 | 0.92 | 070 | 070 | 0.92 | 070 | 070 | 0.92 | 070 | 070 | 0.92 | 070 |
| Adjustment | | 0.72 | | | 0.52 | | | 0.72 | | | 0.72 | |
| 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 |
| DI 1/V 2020) D 311 (T 1) | | 212 | (2 | 26 | (12 | | 0 | 0 | | 00 | _ | 17 |
| 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 1 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% | 1 | | - | - | | - | | - |
| Trip Distribution OUT | + | 13/0 | 5/0 | 1/0 | 11% | | 1 | 1 | | 7% | | 1% |
| Office Trips | 0 | 60 | 20 | 4 | 162 | 0 | 0 | 0 | 0 | 103 | 0 | 15 |
| Trip Distribution IN | | | 10% | 4% | | | | | | | | |
| Trip Distribution OUT | + | 1 | 10/0 | 7/0 | 1 | | 1 | | | 10% | 1 | 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 IN 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 24 Executive Park South & Proposed Driveway 13 PM PEAK HOUR

| | | sed Drivey | | | N/A | | | utive Park | | Executive Park South | | |
|--|-------|----------------------|------------|--------|----------------------|-------|--|----------------------|-------------------|--|---------------------|-------|
| Description | Left | Northboun Through | d Right | Left S | Southboun Through | | Left | Eastbound Through | <u>I</u> Right | Left | Westboun Through | _ |
| Description | Leit | 1 nrougn | Kigni | Leit | 1 nrougn | Kigni | Leit | 1 nrougn | Kigni | Leit | Inrougn | Right |
| Observed 2019 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians | | I. | | | I. | | | | | | L | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | | | | | 00/ | | | 001 | | | | |
| Heavy Vehicle % Peak Hour Factor | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adjustment | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | l |
| 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) | | 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 | + | | | | | | | | 3% | 10% | 57% | |
| Trip Distribution OUT | 3% | 1 | 15% | | 1 | | | 57% | 5.0 | 10/0 | 3,70 | |
| 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 | | 1 | | | 1 | | | 10% | | | | - |
| Trip Distribution OUT | + | | | | | | | 1070 | | | 12% | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 38 | 0 |
| 1 | | | | | | | | | | | | |
| 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 |
| D B: | | | | | | | 0 | | | 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 |
| Total Project Trips | + - | 0 | 21 | 0 | 0 | - | 0 | 13 | | 17 | 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 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 36 | 0 |
| DRI #2789 Total Project Trips 2034 Background Traffic (with Phase I Trips) | 4 | 0 | 21 | 0 | 0 | 0 | 0 | 22 422 | 4 | 14 | 51 400 | 0 |
| 2034 Background Hamic (with Fliase I Hips) | 4 | U | 21 | U | U | 0 | U | 422 | | 14 | 400 | U |
| 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 Hotel Trips | 3% | 0% | 15% | 0% | 0% | 0% | 0% | 57% 31 | 0% | 0% | 30 | 0% |
| Hotel Trips | | U | 8 | U | U | 0 | U | 31 | 2 | 5 | 30 | 0 |
| Trip Distribution IN | | | | | | | | 4% | | | 5% | |
| Trip Distribution OUT | 1 | | | | | | | 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 |
| 2027 Dallavat I Viai | | U | 13 | U | U | U | U | 200 | + | 1.2 | +02 | U |

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

| Description | N/A Northbound Left Through Right | | | Proposed Driveway 14 Southbound Left Through Right | | | | utive Park Eastboune Through | <u>d</u> | Executive Park South Westbound Left Through Right | | |
|---|-----------------------------------|--|----------|---|--|----------|----------|------------------------------|----------|---|----------|----------|
| | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians | | • | | | • | | | | | | • | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | | 001 | | 00/ | 00/ | 001 | 001 | 001 | | 00/ | 001 | |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.92 | 1 | | 0.92 | 1 | | 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 | 249 | 0 |
| Toll Brothers Development (No-Build Geometry) | Ů | 0 | 0 | 0 | | 0 | - | 331 | | 0 | 217 | - |
| 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 | 1 | | - | ļ | | | ļ | 3% | | | 57% | |
| Trip Distribution OUT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57% | 0 | 0 | 3% 49 | 0 |
| Residential Trips | 0 | U | U | U | U | U | U | 31 | U | U | 49 | U |
| 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 |
| Total Project Trips | U | U | 0 | U | 0 | U | U | 77 | 0 | U | 155 | 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 1 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 | 1 | - | | | - | | 3% | 4% | | | 2% | 3% |
| Trip Distribution OUT | 1 | | | 3% | | 3% | 370 | 2% | | | 6% | 570 |
| Office Trips | 0 | 0 | 0 | 44 | 0 | 44 | 12 | 46 | 0 | 0 | 97 | 12 |
| Trip Distribution IN | | | | | | | | 10% | | | | |
| Trip Distribution IN Trip Distribution OUT | 1 | 1 | | | 1 | - | | 10% | | | 10% | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| • | | | | | | | | | | | | |
| Trip Distribution IN Trip Distribution OUT | 0% | 0% 0% | 0% 0% | 0% 3% | 0% 0% | 0% 3% | 3% 0% | 4% 2% | 0% 0% | 0% 0% | 2% 6% | 3% 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 |
| | 0 | 0 | 0 | 48 | 0 | 48 | 14 | 115 | 0 | 0 | 183 | 14 |
| Total Project Trips | U | U | U | | U | | 14 | 115 | U | U | 183 | |
| 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

| | | sed Drivev | | - | sed Drivev | | | utive Park | | Executive Park South | | |
|---|--|----------------------|------------|--|---------------------|-------------------|-------|----------------------|-------------------|----------------------|---------------------|-------------------|
| Description | Left P | Northboun Through | d Right | Left S | outhboun Through | <u>d</u> Right | Left | Eastbound Through | <u>I</u> Right | Left | Westboun Through | <u>d</u> Right |
| - 100-4 | 1 | l l | | | l | | | | | | l l | |
| Observed 2019 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians | | | | | | | | | | | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 00/ | 00/ | | | 00/ | | 0.07 | | | | 00/ | |
| 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 | 1 |
| Adjustment | | 0 | 0 | | 0 | 0 | | | | | 0 | |
| Adjusted 2019 Volumes 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 | 249 | 0 |
| Toll Brothers Development (No-Build Geometry) | 0 | U | U | 0 | U | U | U | 334 | U | 0 | 249 | 0 |
| 2029 Background Traffic (No-Build Geometry) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202) Buckground Traine (100 Build Geometry) | - | | | · | | | - | | | | | - |
| Phase I (Year 2029) Project Trips | 1 | | | 1 | | | | | | 1 | | |
| Trip Distribution IN | 1 | | | | | | | 3% | 3% | 25% | 32% | |
| Trip Distribution OUT | 3% | | 25% | l | | | | 32% | | | 3% | |
| Residential Trips | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 18 | 2 | 21 | 28 | 0 |
| 1 | | _ | - | Ť | | | | - | - | | - | - |
| 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 |
| ± | 1 | | | | | | | | | l | | |
| Trip Distribution IN | 1 | | | 1 | | | | 10% | | 1 | | |
| 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 |
| 10 10 2021 | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| 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 | 0 | 0 | 15 | 0 | 0 | 36 | 0 |
| DRI #2789 Total Project Trips | 4 | 0 | 27 | 0 | 0 | 0 | 0 | 22 399 | 4 | 25 | 51 | 0 |
| 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 | 3% | 0% | 12 | 0% | 0% | 0% | 0% | 17 | 2 | 18 | 24 | 0% |
| residential Tips | 1 | , | 12 | - | 3 | 3 | , | 1/ | | 10 | 27 | - 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 |
| Tr." | | | | Ť | | 7 | | | | | | Ŭ |
| Trip Distribution IN | 1 | | | l | | | 3% | 7% | | l | | 2% |
| Trip Distribution OUT | 1 | | | 2% | | 3% | | | | | 9% | |
| Office Trips | 0 | 0 | 0 | 30 | 0 | 44 | 12 | 28 | 0 | 0 | 133 | 8 |
| * | 1 | | | 1 | | | | | | 1 | | |
| 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 |
| | 1 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Total Project Trips | 3 | 0 | 26 | 33 | 0 | 48 | 14 | 70 | 4 | 31 | 190 | 9 |
| Total Project Trips 2034 Buildout Total | 3 | 0 | 26 | 33 | 0 | 48 | 14 | 70 | 4 | 31 | 190 | 9 |

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

| | Propo | sed Drivey | vay 17 | Pri | vate Drive | way | Exec | utive Park | South | Executive Park South | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------|--|---------------|--|
| | | Northboun | | Southbound | | | - | Eastbound | _ | Westbound | | | |
| Description | 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 Adjustment | | 0.92 | | | 0.92 | | | 0.92 | 1 | | 0.92 | 1 | |
| 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% | | | | | 070 | , , , 0 | J2/0 | 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 | + | 1 | | | | | - | 10% | | | | | |
| Trip Distribution OUT | + | | | | | | | 10/0 | | | 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 | |
| r ass-by Trips | 0 | U | 0 | 0 | U | 0 | 0 | U | 0 | 0 | U | 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 | |
| | | | | | 0.507 | | | | | | | | |
| Annual Growth Rate - 2034 Growth Factor - 2034 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | |
| DRI #2789 Phase 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.025 | 0 | 0 | 36 | 0 | |
| DRI #2789 Total Project Trips | - | U | 0 | 0 | 0 | 0 | - 0 | 22 | 0 | U | 51 | U | |
| 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% 4 | 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 | | | | | | | - | 40 | | | 12% | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 177 | 0 | |
| Trip Distribution IN | + | + | | | | | - | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | -379 | | | 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 | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Pass-By Trips | 0 | | | | | | Ÿ | L ~ | - v | | , v | ⊢ Ť | |
| Pass-By Trips | 0 | U | | | | | | | | | | | |
| Pass-By Trips Total Project Trips | 7 | 0 | 32 | 0 | 0 | 0 | 0 | 54 | 9 | 40 | 201 | 0 | |
| | | | 32 | 0 | 0 | 0 24 | 0 | 54 353 | 9 | 40 | 201 | 0 | |

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

| | T ND | | 1277 | NIP | | 1277 | | C 1XX | TTD | | C 177 | N.T.P. |
|--|---------|----------------------------------|---------|------------|--------------------------|-------|----------|------------------------|-------|----------|-----------------------|--------------|
| | | uid Hills F Northbou r | | | uid Hills R Southboun | | | iford Hwy Eastbound | | | ıford Hwy Westboun | |
| Description | Left | Through | | Left | Through | | Left | Through | Right | Left | Through | |
| 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 (Wass 2020) Product Tries | - | | | | | | | | | | | - |
| Phase I (Year 2029) Project Trips Trip Distribution IN | - | | | | 7% | | | | 4% | 4% | 1 | |
| Trip Distribution IN Trip Distribution OUT | 4% | 7% | 4% | | / 70 | | - | | 470 | 470 | - | 1 |
| Residential Trips | 3 | 7% | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| residential Tips | , | | , | - 0 | | J | U | J | 1 | 1 | 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 |
| 1 | T i | - - | | Ť | | | T T | _ | | <u> </u> | <u> </u> | |
| 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 |
| DI 1/V 2020) D 11 (T (1 | 224 | 1454 | 156 | <i>C</i> 1 | 002 | 200 | 260 | 224 | 127 | 252 | 716 | 114 |
| 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 1 Project Trips | 1.023 | 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 |
| 203 : Buenground Trame (with Finance Firips) | 550 | 1.,, | 100 | - 03 | 1017 | 310 | 275 | 2.0 | 150 | 5,, | ,,,, | 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 |
| | | ļ | | | | | | | | | ļ | |
| 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 |
| Trin Distribution DI | 1 | | | | 70/ | | | | 407 | 407 | | 1 |
| Trip Distribution IN | 407 | 70/ | 40/ | | 7% | | | | 4% | 4% | <u> </u> | 1 |
| Trip Distribution OUT Retail Trips | 4% 0 | 7% 0 | 4% 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ixeian mps | U | U | U | U | U | U | 0 | U | U | 0 | 0 | U |
| 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 / 0 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| omer two residential trips | + - | - | 1 | - | 3 | , | | 3 | | | - | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| , , | Ť | <u> </u> | _ | Ť | - | _ | <u> </u> | | - | 1 | <u> </u> | |
| Total Project Trips | 6 | 16 | 6 | 0 | 46 | 0 | 0 | 0 | 16 | 16 | 0 | 0 |
| | 1 | 1 | | | | | | | | 1 | 1 | |
| 2034 Buildout Total | 339 | 1,498 | 166 | 63 | 1,045 | 316 | 275 | 240 | 166 | 385 | 734 | 117 |
| | | | | | | | | | | | | |

Intersection 2

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

| | | tive Park E | | | ive Park E | | | itive Park | | | itive Park | |
|---|--------------|-------------|-------|--|------------|-------|----------|------------|-------|----------|------------|-------|
| n | | Northboun | | | outhboun | | | Eastbound | | | Westboun | |
| Description | Left | Through | | 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 | 0 | 0 | 0 | 1 | 1 | 12 | 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 | | | ** | | | | | | | | 04.0 | |
| 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 | 1 | | | <u> </u> | | | | | 3% | 15% | 20% | |
| Trip Distribution OUT | 3% | | | | | | | 5% | | | | 1 |
| 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 |
| Other Non-Residential Trips | 2 | U | U | U | U | 0 | 0 | 4 | 0 | 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 |
| | | | | 0 | | | | | 29 | 0 | 0 | |
| DRI #2789 Phase 1 Project Trips | 11 | 0 | 0 | U | 0 | 0 | 0 | 0 | | U | U | 0 |
| DRI #2789 Total Project Trips | 15 | 0 | 0 | 0 | 0 | 0 | | 50 | 41 | 72 | 504 | - 0 |
| 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 | 1 | | | | | | | | | | | |
| 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 |
| 1 | T − − | | - | Ť | | | Ť | | | Ť | | |
| 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 |
| Tain Distailaution IN | | | | | | | | | 20/ | 100/ | 200/ | 50/ |
| Trip Distribution IN | 10/ | | 20/ | 20/ | 20/ | | . | 10/ | 2% | 10% | 20% | 5% |
| Trip Distribution OUT | 1% | _ | 2% | 2% | 3% | | ^ | 1% | 11% | 11.5 | 220 | 57 |
| Office Trips | 2 | 0 | 5 | 5 | 7 | 0 | 0 | 2 | 48 | 115 | 230 | 57 |
| Trip Distribution IN | 1 | | | | | | <u> </u> | | 6% | <u> </u> | | |
| 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 |
| y ***po | | | | | | | | | | | | |
| 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 |
| | | | , | · · | | · | | | J.1 | 100 | ,50 | |

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

| | N.D. | : a TEH- D | LAND | N.D. | : 3 TEH- D | ANE | D D | // | 0.5 Et. | D D | /T++- | 0.5 E4 |
|---|-------|---------------------------------|-------|--|--------------------------|-------|-------|--------------------------|---------|----------|-------------------------|-------------------|
| | | uid Hills R Northboun | | | uid Hills R Southboun | | | /Interstate Eastbound | | _ | /Interstate Westboun | |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | | Left | Through | <u>u</u> Right |
| Observed 2018 Traffic Volumes | 818 | 1,200 | () | 0 | 824 | 543 | 0 | 0 | () | 782 | 269 | 638 |
| Existing 2019 Traffic Volumes | 822 | 1,206 | 0 | 0 | 828 | 546 | 0 | 0 | 0 | 786 | 270 | 641 |
| Pedestrians | 022 | 0 | - | | 0 | 5.0 | | 1 | | 700 | 3 | 0.1 |
| 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 |
| 202) Buengreund Traine (Te Bund Geemen)) | 0,, | 1,201 | - | | 0,0 | 57. | | | | 032 | 20. | 07. |
| Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 1 | 1 | | | 15% | | 1 | | | 20% | | |
| Trip Distribution OUT | 15% | 15% | | | 13/0 | | 1 | | | 20/0 | | |
| Residential Trips | 13% | 13% | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| residential 111ps | 12 | 12 | U | U | 4 | U | U | U | U | U | U | U |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| 1 | | | | | | | | | | | | |
| 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 |
| m: p: a a py | 1 | | | <u> </u> | 501 | | | | | 0.507 | | |
| Trip Distribution IN | 0.707 | 501 | | <u> </u> | 5% | | | | | 25% | | |
| Trip Distribution OUT | 25% | 5% | | <u> </u> | | | | | | | | _ |
| 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 | 1 | | | i | | | | | | i | | |
| 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 |
| residential 111ps | 12 | 12 | U | U | 7 | U | · · | U | U | - | U | U |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Trip Distribution IN Trip Distribution OUT | 15% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| * | 15% | 15% | 0% | 0% | 8 | 0% | 0% | 0% | 0% | 10 | 0% | 0% |
| Hotel Trips | 1 | 1 | U | U | ٥ | U | U | U | U | 10 | U | U |
| Tuin Distailaution DI | 007 | 00/ | 00/ | 007 | £0/ | 00/ | 007 | 00/ | 00/ | 250/ | 00/ | 00/ |
| 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 |
| T D C C D | 1 | <u> </u> | | | 1.50 | | | | | 2001 | - | |
| Trip Distribution IN | | 4.500 | | | 15% | | | | | 20% | 1 | |
| Trip Distribution OUT | 15% | 15% | | | | | | | | <u> </u> | | |
| Retail Trips | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | 1 | | | | | | | | | <u> </u> | | |
| 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 |
| | 1 | | | | | | | | | | | |
| 2034 Buildout Total | 1,053 | 1,376 | 0 | 0 | 1,136 | 588 | 0 | 0 | 0 | 1,643 | 416 | 707 |
| | | | | | • | | | | | | | |

Intersection 4 N Druid Hills Rd NE & I-85 NB Ramps/Interstate 85 Frontage Rd AM PEAK HOUR

| | N Dr | uid Hills R | d NE | N Dr | uid Hills R | d NE | B Ramps | /Interstate | 85 Front | B Ramps | /Interstate | 85 Front |
|---|--------------|-------------|----------|--|-------------|----------|--|-------------|----------|--|-------------|----------|
| | <u>1</u> | Northboun | <u>d</u> | <u>s</u> | outhboun | <u>d</u> | _ | Eastbound | | _ | Westboun | |
| Description | 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 | | | | *** | 1010 | | | 400 | 0.50 | | | |
| 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 IN Trip Distribution OUT | + | 30% | 20% | | 0/ در | | 1 | | 13/0 | 1 | | |
| Residential Trips | 0 | 24 | 16 | 0 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| residential Trips | 0 | 24 | 10 | - 0 | 10 | U | - 0 | U | - | 0 | J | J |
| 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 |
| now mps | U | 0 | J | U | 10 | U | | J | o | 0 | J | J |
| Trip Distribution IN | 1 | | | | 30% | | | | 25% | | | |
| Trip Distribution OUT | 1 | 30% | 25% | | 5070 | | | | 20.0 | | | |
| Office Trips | 0 | 15 | 12 | 0 | 83 | 0 | 0 | 0 | 69 | 0 | 0 | 0 |
| omee mps | - | 13 | 12 | 0 | 0.5 | | | | 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 |
| other from Residential Trips | - | 21 | - 21 | 0 | 01 | | | | 31 | - | | 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 |
| | | | | | | 06: | | 06: | | | | |
| 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 |
| T. D. C. D. | <u> </u> | | | | 2.507 | | <u> </u> | | 1.501 | <u> </u> | | |
| Trip Distribution IN | | 2001 | 2001 | | 35% | | ! | | 15% | | | |
| Trip Distribution OUT | | 30% | 20% | | | | | | • | | | |
| Retail Trips | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Toin Distribution DV | 007 | 00/ | 00/ | 007 | 2007 | 007 | 007 | 007 | 2501 | 007 | 00/ | 00/ |
| 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 |
| Dogo Dry Tuing | | | 0 | | 0 | Λ. | | 0 | Λ. | | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | | | | | | | | | <u> </u> | | 0 |
| Total Project Trins | 0 | 121 | 0.7 | 0 | 126 | Λ | Λ | Λ | | | | |
| Total Project Trips | 0 | 121 | 97 | 0 | 436 | 0 | 0 | 0 | 351 | 0 | 0 | U |
| Total Project Trips 2034 Buildout Total | 0 | 2,130 | 97 | 863 | 1,929 | 0 | 3 | 809 | 1,523 | 0 | 0 | 328 |

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

| | N.D. | : 4 TT:11- T | LAND | N.D. | : a TEH- T | ANE | | - I- D- NE/ | TIII. D.J | | al- DaNE/ | TIII. D.: |
|---|----------------|--|-------|----------|--------------------------|-------|-------|-------------------------------|-------------------|--|-----------|-----------|
| | | uid Hills R Northboun | | | uid Hills F Southboun | | | ark Dr NE/ Eastboun | | | Westboun | |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | <u>.</u> Right | Left | Through | |
| 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 | | | | | | | | | | i | | |
| Trip Distribution IN | 6% | | | | | 2% | | | | l | | |
| Trip Distribution OUT | | | | | 2% | | 50% | | 8% | i | | |
| Residential Trips | 2 | 0 | 0 | 0 | 2 | 1 | 40 | 0 | 6 | 0 | 0 | 0 |
| | t - | Ť | | Ť | <u> </u> | - | | Ŭ | - | Ť | | |
| 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 |
| Tipo | - | 0 | 3 | - | 1 | 1 | 17 | U | | - | U | |
| Trip Distribution IN | 15% | | | 1 | 1 | 20% | 1 | 1 | | | 1 | |
| Trip Distribution OUT | 15/0 | | | 1 | 5% | 2070 | 55% | 1 | 10% | | 1 | |
| Office Trips | 40 | 0 | 0 | 0 | 2 | 55 | 27 | 0 | 5 | 0 | 0 | 0 |
| Office Trips | 40 | 0 | J | U | | JJ | - 41 | U | , | U | U | 3 |
| 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 |
| Other Non-Residential Trips | 30 | U | U | U | 4 | 41 | 44 | U | | 0 | U | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 ass-by 111ps | 0 | U | U | U | U | U | U | U | U | 0 | U | - |
| Total Project Trips | 75 | 0 | 0 | 0 | 9 | 98 | 125 | 0 | 21 | 0 | 0 | 0 |
| Total Project Trips | 13 | 0 | 0 | U | , | 76 | 123 | U | 21 | U | U | - |
| Phase I (Year 2029) Build-out Total | 211 | 2134 | 186 | 430 | 1600 | 206 | 512 | 96 | 47 | 90 | 41 | 175 |
| Thase I (Tear 2027) Build-out Total | 211 | 2134 | 100 | 430 | 1000 | 200 | 312 | 70 | 77 | 70 | 71 | 173 |
| 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 | 54 | 71 | 1.023 | 0 | 0 | 0 | 29 | 0 | 45 | 11023 | 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 |
| 2034 Background Traine (with Fhase I Trips) | 214 | 2210 | 219 | 321 | 1040 | 209 | 322 | 110 | 40 | 110 | 40 | 220 |
| Full Duild out (Voor 2024) Project Tring | 1 | | | 1 | | | 1 | | | - | | — |
| Full Build-out (Year 2034) Project Trips Trip Distribution IN | 6% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% |
| 1 | 0% | 0% | 0% | 0% | 2% | | 50% | 0% | 8% | 0% | 0% | 0% |
| Trip Distribution OUT | 2 | | | | 2% | 0% | | | | | 0% | |
| Residential Trips | <u> </u> | 0 | 0 | 0 | | 1 | 40 | 0 | 6 | 0 | U | 0 |
| Trin Distribution IN | 60/ | 0% | 00/ | 00/ | 00/ | 2% | 0% | 00/ | 0% | 00/ | 0% | 0% |
| Trip Distribution IN | 6% | | 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 |
| Trin Distribution IN | 150/ | 00/ | 00/ | 00/ | 00/ | 200/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ |
| 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 |
| Taia Distribution DI | 200/ | 1 | | - | 1 | 500/ | - | ļ | | . | ļ | |
| Trip Distribution IN | 30% | . | | ! | 1 | 50% | 500/ | 1 | 200/ | . | 1 | |
| Trip Distribution OUT | 2 | 0 | 0 | 0 | 0 | 2 | 50% | 0 | 30% | 0 | 0 | 0 |
| Retail Trips | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 |
| T. D. C. L. C. DI | 1.50/ | 007 | 007 | 007 | 007 | 2007 | 007 | 007 | 007 | 007 | 007 | 007 |
| 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 |
| | <u> </u> | | | | | | | | | | | |
| 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 |
| 2024 D. D. L. T. C. | 1 | | | | | | | | | | | |
| 2034 Buildout Total | 349 | 2,210 | 219 | 521 | 1,649 | 387 | 615 | 110 | 66 | 110 | 46 | 220 |

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

| Description | | uid Hills R Iorthboun Through | ı <u>d</u> | | uid Hills R Southboun Through | <u>d</u> | | rk Dr NE/ Eastbound Through | <u>1</u> | | rk Dr NE/ Westboun Through | d |
|--|--|--|---|---|---|--|---|---|---|--|---|--|
| Observed 2018 Traffic Volumes | i | | | | | - | | | - | | | |
| Existing 2019 Traffic Volumes | + | | | | | | | | | | | |
| · | | | | | 0 | | | | | | 2 | |
| 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 | 1 | 50% | | | | | | | 2% | | | |
| Residential Trips | 0 | 40 | 0 | 0 | 1 | 14 | 0 | 0 | 2 | 0 | 0 | 0 |
| reordonau 111po | | 70 | U | , , , , , , , , , , , , , , , , , , , | 1 | 17 | , , | · · | - | | | , · |
| T D O O D | 001 | 007 | 001 | 001 | 201 | 4007 | 001 | 007 | 007 | 001 | 001 | 007 |
| 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 | 1 | | | | 20% | 35% | | | | | | |
| Trip Distribution OUT | + | 55% | | | 2070 | 5570 | | | 5% | | | |
| 1 | 0 | | 0 | 0 | | 97 | 0 | 0 | 2 | 0 | 0 | 0 |
| Office Trips | 0 | 27 | 0 | 0 | 55 | 9/ | 0 | U | 2 | U | 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 |
| 1 | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| rass-by rrips | - 0 | U | U | 0 | U | 0 | 0 | U | 0 | U | U | U |
| m - 1 B - 1 m 1 | _ | 105 | | | 0.0 | 206 | _ | | 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 1 Project Trips | 0 | 153 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DRI #2789 Total Project Trips | V | 219 | U | U | 282 | 0 | U | U | U | U | U | U |
| v 1 | _ | | _ | | | | _ | | | | | |
| 2034 Background Traffic (with Phase I Trips) | | | | 0 | | 656 | 0 | 0 | | | | |
| | 0 | 2951 | 0 | Ü | 2320 | 050 | | Ů | 50 | 0 | 0 | 0 |
| Full Build-out (Year 2034) Project Trips | 0 | 2951 | 0 | Ů | 2320 | 050 | | Ů | 50 | 0 | 0 | 0 |
| | 0 | | 0 | | | | | | | | 0 | 0 |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 2% | 48% | 0% | 0% | 0% | 0 | 0 | 0% |
| Trip Distribution IN Trip Distribution OUT | | | | | | | 0% | | | | | - |
| Trip Distribution OUT | 0% | 0% | 0% | 0% | 2% | 48% | | 0% | 0% | 0% | 0% | 0% |
| | 0% | 0% 50% | 0% | 0% | 2% 0% | 48% | 0% | 0% | 0% 2% | 0% | 0% | 0% |
| Trip Distribution OUT Residential Trips | 0% 0% 0 | 0% 50% 40 | 0% 0% 0 | 0% 0% 0 | 2% 0% 1 | 48% 0% 13 | 0% | 0% 0% 0 | 0% 2% 2 | 0% 0% 0 | 0% 0% 0 | 0% 0% 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN | 0% 0% 0 | 0% 50% 40 | 0% 0% 0 | 0% 0% 0 | 2% 0% 1 | 48% 0% 13 | 0% | 0% 0% 0% | 0% 2% 2 | 0% 0% 0 | 0% 0% 0 | 0% 0% 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT | 0% 0% 0 0 | 0% 50% 40 0% 50% | 0% 0% 0 0 | 0% 0% 0 0 | 2% 0% 1 2% 0% | 48% 0% 13 48% 0% | 0% 0 0% 0% | 0% 0% 0 0 | 0% 2% 2 0% 2% | 0% 0% 0 0 | 0% 0% 0 0 | 0% 0% 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN | 0% 0% 0 | 0% 50% 40 | 0% 0% 0 | 0% 0% 0 | 2% 0% 1 | 48% 0% 13 | 0% | 0% 0% 0% | 0% 2% 2 | 0% 0% 0 | 0% 0% 0 | 0% 0% 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips | 0% 0% 0 0 | 0% 50% 40 0% 50% 5 | 0% 0% 0 0 | 0% 0% 0 0 | 2% 0% 1 2% 0% | 48% 0% 13 48% 0% 24 | 0% 0 0% 0% 0% | 0% 0% 0 0 0% 0% | 0% 2% 2 0% 2% 0 | 0% 0% 0 0 0% 0% | 0% 0% 0 0 | 0% 0% 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT | 0% 0% 0 0 | 0% 50% 40 0% 50% | 0% 0% 0 0 | 0% 0% 0 0 | 2% 0% 1 2% 0% | 48% 0% 13 48% 0% | 0% 0 0% 0% | 0% 0% 0 0 | 0% 2% 2 0% 2% | 0% 0% 0 0 | 0% 0% 0 0 | 0% 0% 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips | 0% 0% 0 0 0% 0% | 0% 50% 40 0% 50% 5 | 0% 0% 0 0 0% 0% | 0% 0% 0 0 0% 0% | 2% 0% 1 2% 0% | 48% 0% 13 48% 0% 24 | 0% 0 0% 0% 0% | 0% 0% 0 0 0% 0% | 0% 2% 2 0% 2% 0 | 0% 0% 0 0 0% 0% | 0% 0% 0 0 0% 0% | 0% 0% 0 0 0% 0% |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0% 0% 0% 0 0 0% 0% 0% | 0% 50% 40 0% 50% 5 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0% | 2% 0% 1 2% 0% 1 20% | 48% 0% 13 48% 0% 24 35% 0% | 0% 0 0% 0% 0 0 0 0% | 0% 0% 0 0 0% 0% 0% 0 0% | 0% 2% 2 0% 2% 0 0 0% 5% | 0% 0% 0 0 0% 0% 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN | 0% 0% 0% 0 0 0% 0% 0% | 0% 50% 40 0% 50% 5 | 0% 0% 0 0 0% 0% 0% | 0% 0% 0 0 0% 0% 0 | 2% 0% 1 2% 0% 1 | 48% 0% 13 48% 0% 24 | 0% 0 0% 0% 0% | 0% 0% 0 0 0% 0% 0% | 0% 2% 2 0% 2% 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 | 0% 0% 0 0 0% 0% 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips | 0% 0% 0% 0 0 0% 0% 0% | 0% 50% 40 0% 50% 5 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0% | 2% 0% 1 2% 0% 1 20% 0% 20% 230 | 48% 0% 13 48% 0% 24 35% 0% | 0% 0 0% 0% 0 0 0 0% | 0% 0% 0 0 0% 0% 0% 0 0% | 0% 2% 2 0% 2% 0 0 0% 5% | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution OUT | 0% 0% 0% 0 0 0% 0% 0% | 0% 50% 40 0% 50% 5 50% 5 127 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0% | 2% 0% 1 2% 0% 1 20% | 48% 0% 13 48% 0% 24 35% 0% | 0% 0 0% 0% 0 0 0 0% | 0% 0% 0 0 0% 0% 0% 0 0% | 0% 2% 2 0% 2% 0 0 0% 5% | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0% 0% 0 0 0% 0% 0 0 0% 0 0% | 0% 50% 40 0% 50% 5 5 0% 55% 127 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0 0% 0% 0 0 0% | 2% 0% 1 2% 0% 1 20% 0% 20% 230 | 48% 0% 13 48% 0% 24 35% 0% 402 | 0% 0 0% 0% 0% 0 0 0% 0% 0% | 0% 0% 0 0 0% 0% 0 0 0% 0 0 0% | 0% 2% 2 0% 2% 0 0 0 0 5% 12 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 0 0 | 0% 0% 0 0 0 0% 0% 0 0 0 0 0 0 0 | 0% 0% 0% 0 0 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution OUT | 0% 0% 0% 0 0 0% 0% 0% | 0% 50% 40 0% 50% 5 50% 5 127 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0% | 2% 0% 1 2% 0% 1 20% 0% 20% 230 | 48% 0% 13 48% 0% 24 35% 0% | 0% 0 0% 0% 0 0 0 0% | 0% 0% 0 0 0% 0% 0% 0 0% | 0% 2% 2 0% 2% 0 0 0% 5% | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips | 0% 0% 0 0 0% 0% 0 0 0% 0 0% | 0% 50% 40 0% 50% 5 5 0% 55% 127 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0 0% 0% 0 0 0% | 2% 0% 1 2% 0% 1 20% 0% 20% 230 | 48% 0% 13 48% 0% 24 35% 0% 402 | 0% 0 0% 0% 0% 0 0 0% 0 0 0 | 0% 0% 0% 0 0% 0% 0 0 0 0 0 0 | 0% 2% 2 0% 0 0 0% 5% 12 0 0 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 0 0 | 0% 0% 0 0 0 0% 0% 0 0 0 0 0 0 0 | 0% 0% 0% 0 0 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0% 0% 0 0 0% 0% 0 0 0% 0 0% | 0% 50% 40 0% 50% 5 5 0% 55% 127 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0 0% 0% 0 0 0% | 2% 0% 1 2% 0% 1 20% 0% 20% 0% 230 | 48% 0% 13 48% 0% 24 35% 0% 402 | 0% 0 0% 0% 0% 0 0 0% 0% 0% | 0% 0% 0 0 0% 0% 0 0 0% 0 0 0% | 0% 2% 2 0% 2% 0 0 0 0 5% 12 | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 0 0 | 0% 0% 0 0 0 0% 0% 0 0 0 0 0 0 0 | 0% 0% 0% 0 0 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution OUT | 0% 0% 0% 0 0 0% 0% 0% 0% 0% 0 0 0 0 0 0 | 0% 50% 40 0% 50% 5 5 0% 55% 127 | 0% 0% 0 0 0% 0% 0 0 0% 0 0 0 | 0% 0% 0 0 0 0% 0% 0 0 0 0 0 0 | 2% 0% 1 2% 0% 1 20% 0 20% 230 50% | 48% 0% 13 48% 0% 24 35% 0% 402 | 0% 0 0% 0% 0% 0 0 0% 0 0 0 | 0% 0% 0% 0 0% 0% 0 0 0 0 0 0 | 0% 2% 2 0% 0 0 0% 5% 12 0 0 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0% 0 0 0 0 0 | 0% 0% 0 0 0% 0% 0% 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution OUT Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0% 0% 0% 0% | 0% 50% 40 0% 50% 5 5 0% 55% 127 50% 2 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 | 2% 0% 1 2% 0% 1 20% 0 3 3 3 | 48% 0% 13 48% 0% 24 35% 0% 402 | 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 | 0% 2% 2% 0% 2% 0% 2% 0 0% 5% 12 0 0% 5% 5% | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution OUT | 0% 0% 0 0 0% 0% 0 0 0 0 0 0 | 0% 50% 40 0% 50% 5 5 0% 55% 127 | 0% 0% 0% 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 | 2% 0% 1 2% 0% 1 20% 0 3 20% 3 3 | 48% 0% 13 48% 0% 24 35% 402 | 0% 0 0% 0% 0% 0 0 0% 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 | 0% 2% 2 0% 2% 0% 2% 0 0% 5% 12 | 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 | 0% 0% 0 0 0 0% 0% 0 0 0 0 0 0 | 0% 0% 0% 0 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Other Non-Residential Trips | 0% 0% 0% 0% 0% 0% 0% 0 0% 0% 0% 0% 0% 0 0 0 | 0% 50% 40 0% 50% 50% 50% 5 127 50% 2 0% 55% 44 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0% 1 2% 0% 1 20% 0% 230 50% 3 20% 41 | 48% 0% 13 48% 0% 24 35% 0% 402 0 35% 0 71 | 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | 0% 2% 2 0% 2% 0% 0% 5% 12 0 0% 4 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0% 0% 0% 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution OUT Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT | 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0% 0% 0% 0% | 0% 50% 40 0% 50% 5 5 0% 55% 127 50% 2 | 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 | 2% 0% 1 2% 0% 1 20% 0 3 3 3 | 48% 0% 13 48% 0% 24 35% 0% 402 | 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 | 0% 2% 2% 0% 2% 0% 2% 0 0% 5% 12 0 0% 5% 5% | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Other Non-Residential Trips Pass-By Trips | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | 0% 50% 40 0% 50% 50% 50% 5 0% 55% 127 50% 2 0% 55% 44 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 | 2% 0% 1 2% 0% 1 20% 0% 230 50% 3 20% 0% 41 | 48% 0% 13 48% 0% 24 35% 0% 402 0 35% 0% 71 | 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 2% 2 0% 2% 0% 5% 12 0 0% 5% 4 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Other Non-Residential Trips | 0% 0% 0% 0% 0% 0% 0% 0 0% 0% 0% 0% 0% 0 0 0 | 0% 50% 40 0% 50% 50% 50% 5 127 50% 2 0% 55% 44 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0% 1 2% 0% 1 20% 0% 230 50% 3 20% 41 | 48% 0% 13 48% 0% 24 35% 0% 402 0 35% 0 71 | 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | 0% 2% 2 0% 2% 0% 0% 5% 12 0 0% 4 | 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0% 0% 0% 0 |
| Trip Distribution OUT Residential Trips Trip Distribution IN Trip Distribution OUT Hotel Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Other Non-Residential Trips Pass-By Trips | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | 0% 50% 40 0% 50% 50% 50% 5 0% 55% 127 50% 2 0% 55% 44 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 | 2% 0% 1 2% 0% 1 20% 0% 230 50% 3 20% 0% 41 | 48% 0% 13 48% 0% 24 35% 0% 402 0 35% 0% 71 | 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0% 2% 2 0% 2% 0% 5% 12 0 0% 5% 4 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 | 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 |

INTERSECTION VOLUME DEVELOPMENT Intersection 6 N Druid Hills Rd NE & Briarcliff Rd NE AM PEAK HOUR

| | N Dr | uid Hills R | d NE | N Dr | uid Hills R | d NE | Br | iarcliff Rd | NE | Br | iarcliff Rd | NE |
|---|-------|-------------|-------|-------|-------------|-------|-------|-------------|-------------|--|-------------|-------|
| | | Northboun | | | Southboun | | Di | Eastbound | | | Westboun | |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | | Left | Through | |
| 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% | | <u> </u> | |
| 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 | 50. | 50.1 | 001 | 001 | 001 | 001 | 0.2.4 | 001 | 001 | 001 | 001 | 101 |
| 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 IN 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 | 1 | 10/0 | | 10% | 10% | 10% | 10/0 | 1 | | | 1 | 10/0 |
| 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 7 Briarcliff Rd NE & Sheridan Rd NE AM PEAK HOUR

| | | 1:00 D 1 | NIE | D : | L'CCD 1 | NIE | CI | 11 D.1 | NIE | CI | 11 D.11 | NIE I |
|---|---------------|--------------------------|---------------|---------------|------------------------|---------------|--|------------------------|---------------|--|-----------------------|---------------|
| | | iarcliff Rd Northboun | | | arcliff Rd outhboun | | | eridan Rd Eastbound | | | eridan Rd Westboun | |
| Description | Left | Through | u Right | Left | Through | u Right | Left | Through | | 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 | 207 | (2) | | | 57.4 | 201 | 0.2 | | 127 | _ | | |
| Adjusted 2019 Volumes Annual Growth Rate - 2029 | 387 0.5% | 626 0.5% | 0.5% | 0.5% | 574 0.5% | 381 0.5% | 93 0.5% | 0.5% | 127 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 | 1.031 | 30 | 0 | 1.031 | 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 |
| T. D. C. D. | 100/ | | | | | 507 | <u> </u> | | | <u> </u> | | |
| Trip Distribution IN Trip Distribution OUT | 10% | | | | | 5% | 50/ | | 100/ | | | |
| Office Trips | 27 | 0 | 0 | 0 | 0 | 14 | 5% | 0 | 10% | 0 | 0 | 0 |
| Office Trips | 21 | U | U | U | U | 14 | | U | 3 | U | 0 | U |
| 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 |
| I I I I I I I I I I I I I I I I I I I | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| Annual Growth Rate - 2034 Growth Factor - 2034 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 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 |
| 203 i Background Traine (with Flase 1 Trips) | 100 | 702 | | | 033 | 150 | 110 | 0 | 1// | | | |
| 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 |
| T. D. C. D. | 100/ | 007 | 007 | 007 | 007 | 507 | 007 | 007 | 007 | 007 | 007 | 007 |
| Trip Distribution IN Trip Distribution OUT | 10% | 0% 0% | 0% | 0% | 0% | 5% 0% | 0% 5% | 0% | 0% 10% | 0% 0% | 0% 0% | 0% |
| Office Trips | 0% 115 | 0% | 0% | 0% | 0% | 57 | 12 | 0% | 23 | 0% | 0% | 0% |
| Office Trips | 113 | U | U | U | U | 31 | 12 | U | 23 | U | U | U |
| Trip Distribution IN | 5% | 10% | | | | | | | | l | | |
| Trip Distribution OUT | 570 | 1070 | | - | 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 |
| T. I.D. i T. | 1 | ⊢ | | | | 5 0 | | | 4. | | | |
| 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 |
| 2007 Ballabat Total | 200 | 100 | U | U | 055 | マクラ | 150 | U | 1.74 | U | V | U |

Intersection 8

Executive Park Dr NE & Sheridan Rd NE AM PEAK HOUR

| | | | AM PE | AK HO | UR | | | | | | | |
|---|---------------|--|---------------|---------------|---------------|---------------|---------------|--|---------------|--|--|---------------|
| | Execu | itive Park | Dr NE | Execu | tive Park | Dr NE | Sh | eridan Rd | NE | Sh | eridan Rd | NE |
| Description | _ | Northbour Through | | | outhbour | | | Eastboun | | _ | Westboun | |
| Description Observed 2018 Traffic Volumes | Left 0 | 1 nrougn | Right 0 | Left 155 | Through 0 | Right 168 | Left 45 | Through 114 | Right 0 | Left 0 | Through 384 | Right 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 % Peak Hour Factor | 0% | 0% | 0% | 4% | 0% | 2% | 2% | 2% 0.91 | 0% | 0% | 2% 0.91 | 2% |
| Adjustment | 1 | 0.91 | | | 0.91 | | | 0.91 | 1 | | 0.91 | |
| 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 | 43 207 | 0 | 2 180 | 2 49 | 121 | 0 | 0 | 406 | 15 486 |
| 2029 Background Traffic (No-Build Geometry) | 0 | U | U | 207 | U | 180 | 49 | 121 | U | U | 406 | 480 |
| Phase I (Year 2029) Project Trips | 1 | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 2% | | | | | 29% |
| Trip Distribution OUT | | İ | | 25% | | 2% | | İ | | | İ | |
| 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% 1 | 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 |
| 1 ass By Trips | Ť | | Ů | - | 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 |
| L 10 4 D 4 2024 | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| Annual Growth Rate - 2034 Growth Factor - 2034 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 |
| DRI #2789 Phase 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DRI #2789 Total Project Trips | · | Ü | Ü | | Ü | Ü | Ü | · · | V | Ů | Ü | · |
| 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 IN Trip Distribution OUT | + | | 1 | 5% | | 5% | 5/0 | | | | | 370 |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - | | İ | | | | İ | | İ | | | İ | |
| 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 |
| Dace Dy Trine | - | Δ. | 0 | 0 | 0 | Λ. | 0 | 0 | 0 | Λ | Δ. | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | i | 1 | | ı | ı | | ı | 1 | I | 1 | 226 |
| Total Project Trips | 0 | 0 | 0 | 69 | 0 | 11 | 69 | 0 | 0 | 0 | 0 | 226 |
| Total Project Trips | 0 | 0 | 0 | 69 | 0 | 11 | 69 | 0 | 0 | 0 | 0 | 226 |

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

| <u></u> | Evan | utive Park | D. NE | Even | itive Park | D _n NE | Ev | ecutive Par | alr C | Ev | ecutive Pa | ulr C |
|--|-------|------------|-------|----------|------------|-------------------|--------------|-------------|-------|-------|------------|-------|
| | | Northboun | | | Southboun | | | Eastbound | | | Westboun | |
| Description | Left | Through | | Left | Through | Right | Left | Through | | Left | Through | |
| 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 | 2.0 | 0.88 | 0,0 | 570 | 0.88 | 2.0 | .,,, | 0.88 | 570 | 0.0 | 0.88 | 0,0 |
| Adjustment | 1 | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| 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) | 11031 | 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 |
| 2029 Background Traffic (No-Build Geometry) | 200 | 420 | U | 23 | 340 | 430 | 132 | U | 40 | U | 0 | U |
| DI LAZ 2020) D T | | | | | | | | | | | | |
| Phase I (Year 2029) Project Trips | 2101 | ļ | | | 1007 | 4.607 | | ļ | | | | |
| Trip Distribution IN | 21% | 501 | | <u> </u> | 10% | 46% | 5.507 | | 0107 | | <u> </u> | |
| Trip Distribution OUT | 1 | 5% | | | | | 55% | | 21% | | <u> </u> | |
| Residential Trips | 6 | 4 | 0 | 0 | 3 | 13 | 44 | 0 | 17 | 0 | 0 | 0 |
| m. n. u. n. | 1 | | | | , | | | | | | | |
| 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 |
| Thase I (I can 2025) Band out I can | 250 | 105 | | | 5.5 | .00 | 25. | | | · | | |
| 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 DRI #2789 Total Project Trips | U | U | U | U | U | 15 | 41 | U | U | U | U | U |
| | 241 | 413 | 0 | 24 | 354 | 495 | 249 | 0 | 105 | 0 | 0 | 0 |
| 2034 Background Traffic (with Phase I Trips) | 241 | 413 | 0 | 24 | 334 | 493 | 249 | U | 103 | U | U | U |
| E II D 111 | + | | | | | | | | | | | |
| Full Build-out (Year 2034) Project Trips | 210/ | 00/ | 00/ | 00/ | 100/ | 4.007 | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ |
| 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 |
| | 1 | | | | | | | | | | | |
| 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% | | L | |
| Trip Distribution OUT | 2% | | | | 3% | 4% | | | 5% | | | |
| Office Trips | 62 | 57 | 0 | 0 | 7 | 9 | 23 | 0 | 35 | 0 | 0 | 0 |
| | 1 | | | | | | | | | | | |
| Trip Distribution IN | 1 | | | | | | 6% | | 4% | | İ | |
| Trip Distribution OUT | 4% | | | | | 6% | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u> </u> | 1 | | | l | | | l | | | 1 | 1 | |
| 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 |
| outer non-residential trips | 12 | 10 | U | 0 | | , | - | U | 0 | 0 | - 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 000-DY 111P2 | U | U | U | U | U | U | U | U | U | U | U | U |
| Total Brainst Trins | 0.1 | 71 | 0 | 0 | 17 | 48 | 75 | 0 | 62 | 0 | | 0 |
| Total Project Trips | 91 | /1 | U | U | 1 / | 48 | 75 | U | 62 | 0 | 0 | U |
| 2024 Buildout Total | 204 | 470 | 0 | 24 | 262 | 504 | 251 | | 111 | ^ | Α | ^ |
| 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

| Northbound Southbound Eastbound Westbound | | Chech | ire Bridge | RA NE | Chech | ire Bridge | P4 NE | CF | antilly Dr | NE | Cl | nantilly Dr | NE |
|--|---|-------|------------|-------|-------|------------|-------|-------|------------|-------|-------|-------------|-------|
| Description Leaf | | | _ | | | _ | | | - | | | | |
| Existing 2019 Traffic Volumes O | Description | | | | | | | | | | | | |
| Polserians | Observed 2018 Traffic Volumes | 0 | 1,339 | 48 | 146 | 1,057 | 0 | 0 | 0 | 0 | 21 | 0 | 199 |
| Confisional Pedestrians 0 | Existing 2019 Traffic Volumes | 0 | 1,346 | 48 | 147 | 1,062 | 0 | 0 | 0 | 0 | 21 | 0 | 200 |
| Risony Vehicles | Pedestrians | | 0 | | | 0 | • | | 0 | | | 2 | |
| Heary Vehicle % One 27% 27% 27% 27% 27% 07% | Conflicting Pedestrians | 0 | | 2 | 2 | | 0 | 0 | | 0 | 0 | | 0 |
| Post Note Factor Adjusted 2019 Volumes 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.9 | Heavy Vehicles | 0 | 22 | 1 | 2 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Adjustment Adjustment Adjustment Algored 2019 Volumes 0 | Heavy Vehicle % | 0% | 2% | 2% | 2% | 4% | 0% | 0% | 0% | 0% | 2% | 0% | 2% |
| Adjusted 2019 Volumes | Peak Hour Factor | | 0.95 | | | 0.95 | • | | 0.95 | | | 0.95 | |
| Amanal Growth Rate - 2029 0.5% 0. | Adjustment | | | | | | | | | | | | |
| Growth Factor - 2029 1.051 | Adjusted 2019 Volumes | 0 | 1346 | 48 | 147 | 1062 | 0 | 0 | 0 | 0 | 21 | 0 | 200 |
| Total Brothers Development (Halidi Geometry) | 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% |
| 2029 Backgound fraffic Build Geometry | 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 Brothern Development (Ne-Build Geometry) 0 | Toll Brothers Development (Build Geometry) | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 2029 Baskgswand Traffic (Ne-Baild Geometry) | 2029 Background Traffic (Build Geometry) | 0 | 1,415 | 54 | 183 | 1,116 | 0 | 0 | 0 | 0 | 24 | 0 | 227 |
| Passe I Year 2029 Project Trips | Toll Brothers Development (No-Build Geometry) | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| Trip Distribution OUT Residential Trips 0 0 0 1 1 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2029 Background Traffic (No-Build Geometry) | 0 | 1,415 | 51 | 157 | 1,116 | 0 | 0 | 0 | 0 | 23 | 0 | 217 |
| Trip Distribution OUT Residential Frips O O O O O O O O O O O O O | Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Residential Trips 0 | | | | 2% | 8% | | | | | | | | |
| The Distribution IN | • | | | | | | | | | | 1% | | 8% |
| Trip Distribution OUT | Residential Trips | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| Trip Distribution OUT | | | | | | | | | | | | | |
| Hotel Trips | • | | | | | | | | | | | | |
| Trip Distribution IN | | 0% | | 0% | 0% | 0% | 0% | | 0% | 0% | 1% | 0% | 8% |
| Trip Distribution OUT 0 5 22 0 0 0 0 0 4 Office Trips 0 0 5 22 0 | Hotel Trips | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Trip Distribution OUT 0 5 22 0 0 0 0 0 4 Office Trips 0 0 5 22 0 | Trip Distribution IN | 1 | | 2% | 8% | | | | | | | <u> </u> | |
| Office Trips Of | | 1 | | | | | | i | | | 1% | <u> </u> | 8% |
| Trip Distribution OUT Office Non-Residential Trips Office Non-Residential | 1 | 0 | 0 | 5 | 22 | 0 | 0 | 0 | 0 | 0 | | 0 | |
| Trip Distribution OUT Office Non-Residential Trips Office Non-Residential | Trip Distribution IN | 0% | 0% | 2% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Other Non-Residential Trips Other Non-Reside | • | | | | | 0% | 0% | 0% | 0% | | | | 8% |
| Pass-By Trips 0 0 0 11 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 1 | _ | | | | | | | | | | | |
| Total Project Trips | • | | | | | | | | | | | | |
| Phase I (Year 2029) Build-out Total 0 | Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate - 2034 | Total Project Trips | 0 | 0 | 11 | 44 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 |
| Growth Factor - 2034 | Phase I (Year 2029) Build-out Total | 0 | 1415 | 65 | 227 | 1116 | 0 | 0 | 0 | 0 | 26 | 0 | 245 |
| Growth Factor - 2034 | 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% |
| DRI #2789 Phase I Project Trips | | | | | | | | | | | | | |
| DRI #2789 Total Project Trips | | | | | | | | | | | | | |
| 2034 Background Traffic (with Phase I Trips) | | | - | | | | | | | | | | |
| Trip Distribution IN 0% 0% 2% 8% 0% <td></td> <td>0</td> <td>1451</td> <td></td> <td></td> <td>1144</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td></td> | | 0 | 1451 | | | 1144 | 0 | 0 | 0 | 0 | | 0 | |
| Trip Distribution IN 0% 0% 2% 8% 0% <td>Full Build-out (Year 2034) Project Trips</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | Full Build-out (Year 2034) Project Trips | | | | | | | | | | | | |
| Trip Distribution OUT 0% 0% 0% 0% 0% 0% 0% 0 | | 0% | 0% | 2% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Residential Trips | | | | | | | | | | | | | |
| Trip Distribution OUT 0% </td <td>* · · · · · · · · · · · · · · · · · · ·</td> <td></td> <td></td> <td>-</td> <td>_</td> <td></td> <td>0</td> <td>^</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>-</td> | * · · · · · · · · · · · · · · · · · · · | | | - | _ | | 0 | ^ | 0 | 0 | | 0 | - |
| Trip Distribution OUT 0% </td <td>Trip Distribution IN</td> <td>0%</td> <td>0%</td> <td>2%</td> <td>8%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> | Trip Distribution IN | 0% | 0% | 2% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Hotel Trips | | | | | | | | | | | | | |
| Trip Distribution OUT 0% </td <td>*</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | * | | | | | | | | | | | | |
| Trip Distribution OUT 0% </td <td>Trin Distribution DI</td> <td>00/</td> <td>00/</td> <td>20/</td> <td>00/</td> <td>00/</td> <td>00/</td> <td>00/</td> <td>00/</td> <td>00/</td> <td>00/</td> <td>00/</td> <td>00/</td> | Trin Distribution DI | 00/ | 00/ | 20/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ |
| Office Trips 0 0 23 92 0 0 0 0 2 0 18 Trip Distribution IN 5% </td <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | • | | | | | | | | | | | | |
| Trip Distribution IN Trip Distribution OUT Retail Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | |
| Trip Distribution OUT Solu | 1 | | | | | | | | | | | | |
| Retail Trips 0 <t< td=""><td>1</td><td>1</td><td></td><td>3%</td><td>3%</td><td></td><td></td><td>1</td><td> </td><td></td><td>20/</td><td><u> </u></td><td>50/</td></t<> | 1 | 1 | | 3% | 3% | | | 1 | | | 20/ | <u> </u> | 50/ |
| Trip Distribution IN | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | |
| Trip Distribution OUT 0% 0 </td <td>_</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | _ | | | | | | | | | | | | |
| Other Non-Residential Trips 0 0 4 16 0 0 0 0 0 1 0 6 Pass-By Trips 0 31 0 | | | | | | | | | | | | | |
| Total Project Trips 0 0 29 114 0 0 0 0 0 4 0 31 | 1 | | | | | | | | | | | | |
| Total Project Trips 0 0 29 114 0 0 0 0 0 4 0 31 | Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| 2034 Buildout Total 0 1,451 85 312 1,144 0 0 0 0 29 0 267 | 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

| | | Orthopedic | | | | | | | | | | |
|---|---------|------------|-------|-------|----------|-------|-------|----------------------|-------|----------|-----------|-------|
| D | | Northboun | | _ | outhboun | | _ | Eastboung Through | | _ | Westboun | |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2019 Traffic Volumes | 44 | 3 | 30 | 2 | 0 | 0 | 1 | 109 | 19 | 18 | 166 | 12 |
| Pedestrians | | 3 | 50 | | 5 | | - | 1 | | - 10 | 1 | - 12 |
| 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 Toll Brothers Development (Build Geometry) | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| 2029 Background Traffic (Build Geometry) | 0 46 | 0 | 32 | 2 | 0 | 0 | 0 | 3 147 | 20 | 3 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 |
| 2029 Background Traine (No-Build Geometry) | 40 | | 32 | | U | U | 1 | 110 | 20 | 22 | 102 | 13 |
| Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 1 | | 3% | | | | | 10% | | | 1 | |
| Trip Distribution OUT | 1 | | 3.0 | | | | | -0.0 | | 4% | 9% | |
| Residential Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 7 | 0 |
| * | 1 | | | | | | | | | | | |
| 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 |
| D D T-i | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | U | U | U | 0 | 0 | - 0 | U | U | U | U | U |
| Total Project Trips | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 55 | 0 | 7 | 20 | 0 |
| Total Hoject Hips | Ů | Ů | 3 | - | | | - | 33 | | | 20 | - |
| 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 1 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 |
| Tain Distribution DI | 00/ | 00/ | 20/ | 007 | 007 | 007 | 007 | 100/ | 007 | 00/ | 00/ | 00/ |
| Trip Distribution IN Trip Distribution OUT | 0% | 0% | 3% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 0% | 0% |
| 1 | 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 IN 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 |
| | 1 | , | , | , | | , | , | 110 | , | | | , |
| Trip Distribution IN | 1 | | | | | | | 10% | | | 1 | |
| Trip Distribution OUT | 1 | | | | | | | | | 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 |
| | 1 | 1 | | | l | | | 1 | | | | |
| | - | | | | | | | | | | - | |
| Total Project Trips | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 144 | 0 | 12 | 36 | 0 |
| Total Project Trips 2034 Buildout Total | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 306 | 0 | 12 35 | 36 238 | 13 |

INTERSECTION VOLUME DEVELOPMENT Intersection 12 Chantilly Dr & Sheridan Rd AM PEAK HOUR

| | 1 (| Chantilly D |)e | | Chantilly D |) e | C | Sheridan R | A | | Sheridan R | A |
|--|-------|-------------|-------|-------|-------------|---------|-------|------------|-------|-------------|------------|---------|
| | | Northboun | | | outhboun | | | Eastbound | | | Westbound | |
| Description | Left | Through | | Left | Through | | Left | Through | | Left | Through | _ |
| • | | | Ü | | | Ü | | | Ü | | | Ŭ |
| 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 | 17 | 0 | 3 40 | 24 | 2 95 | 0 | 0 | 339 | 0 45 |
| 2029 Background Traffic (No-Build Geometry) | U | U | U | 1/ | U | 40 | 24 | 93 | 0 | U | 339 | 43 |
| Phase I (Veen 2020) Present Tring | | | | | | | | | | | | |
| Phase I (Year 2029) Project Trips Trip Distribution IN | 1 | | | | | | 3% | 2% | | 1 | | |
| Trip Distribution IN Trip Distribution OUT | 1 | | | | | 4% | 370 | ∠70 | | 1 | 2% | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2% | 0 |
| residential Tips | 0 | J | J | J | J | J | 1 | 1 | U | , , | | J |
| 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 |
| Hotel Hips | Ů | 0 | • | | | - | | - | | | | - |
| Trip Distribution IN | | | | | | | | 5% | | 1 | | |
| Trip Distribution OUT | 1 | | | | | 3% | | | | i | 3% | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 1 | 0 |
| 1 | | | | | | | | | | | | |
| 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 |
| L | | | | | | | | | | | | |
| 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 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DRI #2789 Total Project Trips | U | U | U | U | U | U | U | U | U | U | U | U |
| 2034 Background Traffic (with Phase I Trips) | 0 | 0 | 0 | 17 | 0 | 48 | 28 | 123 | 0 | 0 | 354 | 46 |
| 2034 Background Traine (with Thase Timps) | U | U | 0 | 17 | U | 40 | 20 | 123 | U | 0 | 334 | 40 |
| 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 |
| 1 | Ť | - | - | _ | | - | | | - | | - | - |
| 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 |
| | | | 0.7. | 0.0 | 0.5 | | | | | | 0.7.1 | |
| 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 |
| Dana Day Taina | | | 0 | 0 | 0 | 0 | | 0 | 0 | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 1 | | | 1 | | | | | | | 0 |
| Total Project Trins | Λ | Λ | Λ | Λ | Λ | 12 | 2 | 60 | Λ | Λ | 11 | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 69 | 0 | 0 | 11 | U |
| Total Project Trips 2034 Buildout Total | 0 | 0 | 0 | 17 | 0 | 53 | 28 | 166 | 0 | 0 | 359 | 46 |

Intersection 13 Clairmont Rd/US-23 & Briarcliff Rd

| Description Observed 2019 Traffic Volumes Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Adjustment Adjusted 2019 Volumes Annual Growth Rate - 2029 Frowth Factor - 2029 Foll Brothers Development (Build Geometry) Toll Brothers Development (No-Build Geometry) Toll Brothers Development (No-Build Geometry) Toll Brothers Development (No-Build Geometry) | 103 103 2% 103 0.5% 1.051 | mont Rd/Vorthbour Through 1,472 5 15 2% 0.97 | Right 32 2 1 | | Through | Right | | Briarcliff R Eastbound Through | <u>d</u> | | Briarcliff R Westboun Through | <u>d</u> |
|--|---|--|--------------|---------|----------|---------|----------|--------------------------------------|----------|----------|-------------------------------------|--|
| Observed 2019 Traffic Volumes Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Adjustment Adjusted 2019 Volumes Annual Growth Rate - 2029 Growth Factor - 2029 Grow | 103 1 0 2% 103 0.5% 1.051 | 1,472 5 15 2% 0.97 | 32 | 158 | | | Left | Through | Right | Left | Through | Right |
| Pedestrians Conflicting Pedestrians leavy Vehicles leavy Vehicles leavy Vehicle % Peak Hour Factor Adjustment Adjusted 2019 Volumes Annual Growth Rate - 2029 Growth Factor - 2029 Growth Factor - 2029 Goll Brothers Development (Build Geometry) Toll Brothers Development (No-Build Geometry) | 1 0 2% 103 0.5% 1.051 | 5 15 2% 0.97 | 2 | | 1,028 | 261 | | | | | | |
| Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Heavy | 0 2% 103 0.5% 1.051 | 15 2% 0.97 | 1 | 2 | | 264 | 194 | 165 | 79 | 164 | 289 | 553 |
| Heavy Vehicles Heavy Vehicles Heavy Vehicle % Peak Hour Factor Adjustment Adjusted 2019 Volumes Annual Growth Rate - 2029 Growth Factor - 2029 Toll Brothers Development (Build Geometry) Toll Brothers Development (No-Build Geometry) | 0 2% 103 0.5% 1.051 | 2% 0.97 | 1 | 2 | 2 | | | 1 | | | 2 | |
| leavy Vehicle % Peak Hour Factor Adjustment Adjusted 2019 Volumes Annual Growth Rate - 2029 Growth Factor - 2029 Toll Brothers Development (Build Geometry) Toll Brothers Development (No-Build Geometry) | 103 0.5% 1.051 | 2% 0.97 | | | 2.5 | 1 | 2 | | 5 | 5 | | 2 |
| Peak Hour Factor Adjustment Adjusted 2019 Volumes Annual Growth Rate - 2029 Growth Factor - 2029 Toll Brothers Development (Build Geometry) Toll Brothers Development (No-Build Geometry) | 103 0.5% 1.051 | 0.97 | | 3 2% | 25 2% | 5 2% | 6 3% | 7 4% | 4 5% | 5 3% | 6 2% | 5 |
| Adjustment Adjusted 2019 Volumes Annual Growth Rate - 2029 Growth Factor - 2029 Growth Factor - 2029 Goll Brothers Development (Build Geometry) Goll Brothers Development (No-Build Geometry) | 0.5% 1.051 | | 3% | 270 | 0.97 | 2% | 3% | 0.97 | 3% | 3%0 | 0.97 | 2% |
| Adjusted 2019 Volumes Annual Growth Rate - 2029 Growth Factor - 2029 Foll Brothers Development (Build Geometry) Foll Brothers Development (Build Geometry) Foll Brothers Development (No-Build Geometry) | 0.5% 1.051 | | | | 0.57 | | | 0.57 | | | 0.57 | |
| Growth Factor - 2029 Foll Brothers Development (Build Geometry) Foll Brothers Development (Build Geometry) Foll Brothers Development (No-Build Geometry) | 1.051 | 1472 | 32 | 158 | 1028 | 264 | 194 | 165 | 79 | 164 | 289 | 553 |
| Toll Brothers Development (Build Geometry) 2029 Background Traffic (Build Geometry) Toll Brothers Development (No-Build Geometry) | _ | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| 029 Background Traffic (Build Geometry) Coll Brothers Development (No-Build Geometry) | | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| Coll Brothers Development (No-Build Geometry) | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 0 | 1 | 0 |
| | 162 | 1,547 | 34 | 166 | 1,081 | 348 | 232 | 194 | 104 | 172 | 357 | 581 |
| 1029 Background Trame (No-Build Geometry) | 109 | 1,547 | 0 34 | 166 | 1,081 | 279 | 207 | 3 176 | 3 86 | 0 172 | 305 | 0 581 |
| | 109 | 1,347 | 34 | 100 | 1,001 | 219 | 207 | 170 | 00 | 1/2 | 303 | 361 |
| Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| rip Distribution IN | 3% | | | | | 4% | | | | | 3% | |
| Crip Distribution OUT | 1 | | | | | | 4% | 3% | 3% | | | L |
| Residential Trips | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 1 | 0 |
| rip Distribution IN | 3% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 3% | 0% |
| Crip 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 |
| Sila Distribution DI | 20/ | | | | | 40/ | | | | | 20/ | |
| rip Distribution IN rip Distribution OUT | 3% | | | | | 4% | 4% | 3% | 3% | | 3% | |
| Office Trips | 8 | 0 | 0 | 0 | 0 | 10 | 2 | 1 | 1 | 0 | 8 | 0 |
| | | | | | | | | | | | | |
| rip Distribution IN | 3% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 3% | 0% |
| rip 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 |
| otal 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 | 0.50/ | 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 | 0.5% | 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 | 53 | 0 | 0 | 0 | 0 | 69 | 25 | 1.023 | 1.023 | 0 | 52 | 0 |
| ORI #2789 Total Project Trips | 75 | Ü | · · | Ü | Ü | 99 | 35 | 26 | 25 | 0 | 74 | |
| 034 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 | 20/ | 00/ | 00/ | 00/ | 00/ | 40/ | 00/ | 00/ | 00/ | 00/ | 20/ | 00/ |
| rip Distribution IN rip Distribution OUT | 3% 0% | 0% | 0% | 0% | 0% | 4% | 0% 4% | 0% | 0% 3% | 0% | 3% 0% | 0% |
| Residential Trips | 1 | 0% | 0% | 0% | 0% | 0% 1 | 3 | 3% | 2 | 0% | 1 | 0% |
| | <u> </u> | | | | | | | | <u> </u> | , | <u> </u> | Ŭ |
| rip Distribution IN | 3% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 3% | 0% |
| rip 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 |
| rip 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 |
| rip Distribution IN | 3% | | | 1 | | 4% | | | | | 3% | |
| Trip Distribution OUT | 1 | | | | | 1 | 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% | 20/ | 0% |
| rip Distribution IN rip Distribution OUT | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 3% | 3% | 0% | 3% 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 |
| Otal Project Trips | 43 | 0 | 0 | 0 | 0 | 57 | 15 | 11 | 11 | 0 | 43 | 0 |
| 034 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

| | N | Druid Hill | DA | N | Druid Hill | DA | Lov | ista Rd/SR | 226 | Lov | ista Rd/SR | 226 |
|---|-------|------------|-------|-------|------------|-------|-------|------------|-------|-------|------------|---------|
| | | Northboun | | | Southboun | | Lav | Eastbound | | | Westboun | |
| Description | Left | Through | | Left | Through | | Left | Through | | Left | Through | |
| OL 12010 T. CT. V. I | 420 | 1 40 4 | 22 | 77 | 706 | 101 | 120 | 222 | 244 | 0.2 | 604 | 100 |
| Observed 2019 Traffic Volumes Pedestrians | 430 | 1,424 | 23 | 77 | 706 | 181 | 129 | 222 | 244 | 92 | 684 | 108 |
| Conflicting Pedestrians | 2 | 2 | 2 | 2 | 3 | 2 | 3 | 2 | 2 | 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 | 270 | 0.97 | 770 | 370 | 0.97 | 370 | 270 | 0.97 | 270 | 270 | 0.97 | 270 |
| Adjustment | 1 | 0.77 | | | 0.77 | l | | 0.57 | | | 0.57 | |
| 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 | 1 | 6% | | l | | | 1% | | | | | 3% |
| Trip Distribution OUT | 1 | | | 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 1 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 |
| 200 . Duliuvut 10tal | COT | 1,131 | 23 | 110 | 020 | 203 | 1/4 | 237 | 202 | 17 | 131 | 210 |

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

| Description | - | osed Drive Northboun Through | <u>d</u> | | osed Drive Southboun Through | ı <u>d</u> | | Executive Eastboune Through | <u>d</u> | | Executive Westboun Through | <u>d</u> |
|--|-------|------------------------------------|----------|--|------------------------------------|------------|--|-----------------------------------|----------|----------|----------------------------------|----------|
| | | | | | | | | | | | | |
| 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 |
| 202) Buonground Traine (Band Scenierly) | - | | - | Ů | | | | 507 | | | 200 | |
| Phase I (Year 2029) Project Trips | + | | | | | | | | | | | |
| | + | | | | | | | | | | 00/ | |
| Trip Distribution IN | + | | | | | | | 500/ | | | 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 | 1 | | | | | | | | | | 35% | |
| Trip Distribution OUT | 1 | | | i | | | i | 65% | | İ | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 96 | 0 |
| onice mps | | 0 | - | 0 | 0 | 0 | 0 | 32 | 0 | | 70 | • |
| 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% |
| 1 | _ | | | | | | | | | | | |
| 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 1 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 |
| 2034 Background Trame (with Flase 1 111ps) | U | U | U | U | U | U | U | 0/9 | U | U | 409 | U |
| F II D 11 1 (W 2024) D 1 1 T | + | | | | | | | | | | | |
| Full Build-out (Year 2034) Project Trips | 001 | 00/ | 001 | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ |
| 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 |
| - | 1 | | | | | | | | | | | |
| Trip Distribution IN | 1 | | | | | | | | | | 30% | 5% |
| Trip Distribution OUT | 1 | | | 5% | 1 | 1 | 1 | 60% | 1 | 1 | | - / 0 |
| Office Trips | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 139 | 0 | 0 | 345 | 57 |
| Omeo Tipo | 0 | | J | 14 | 0 | | - 0 | 137 | 3 | 0 | 543 | ا د |
| Trip Distribution IN | 1 | - | | | - | - | | | 20% | 80% | | |
| 1 | 200/ | | 000/ | 1 | | - | 1 | | ∠∪%0 | 0U% | | |
| Trip Distribution OUT | 20% | | 80% | | | | <u> </u> | <u> </u> | | <u> </u> | L | |
| Retail Trips | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 |
| | 1 | | | | | | | | | | | |
| 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 |
| <u> </u> | 1 | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| · . | 1 | | - | <u> </u> | | · · | | · · | · · | | · · | |
| Total Project Trips | 1 | 0 | 3 | 16 | 0 | 0 | 0 | 238 | 1 | 5 | 412 | 67 |
| Total Troject Trips | 1 | | 3 | 10 | | 0 | - | 230 | 1 | , | 714 | 07 |
| 2034 Buildout Total | 1 | 0 | 3 | 16 | 0 | 0 | 0 | 771 | 1 | 5 | 708 | 67 |
| 4037 Dulluvut 10tai | 1 | U | 3 | 10 | U | U | U | //1 | 1 | ی | 700 | 07 |

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

| Description | Left | N/A Northboun Through | | | S Executi Southbour Through | ı <u>d</u> | _ | osed Drive Eastbound Through | <u>d</u> | | S Execut Westboun Through | <u>d</u> |
|--|-------|-----------------------------|-------|-------|-----------------------------------|------------|-------|------------------------------------|----------|-------|---------------------------------|----------|
| | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians C. divi. P. L. di | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Conflicting Pedestrians | U | | U | U | | U | U | | U | U | | U |
| Heavy Vehicles | 00/ | 00/ | 0% | 0% | 00/ | 0% | 0% | 00/ | 00/ | 0% | 00/ | 00/ |
| Heavy Vehicle % Peak Hour Factor | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | 0.92 | | | 0.92 | | | 0.92 | 1 | | 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 | 1.031 | 0 | 0 | 3 | 0 |
| 2029 Background Traffic (Build Geometry) | 0 | 0 | 0 | 407 | 0 | 0 | 0 | 102 | 0 | 0 | 111 | 174 |
| 2029 Background Hame (Build Geometry) | 0 | 0 | U | 407 | U | U | U | 102 | U | U | 111 | 1/4 |
| Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | + | | | | | | | | | - | | 8% |
| Trip Distribution OUT | | | | 58% | | | | | | | | 070 |
| Residential Trips | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Toolsendar Tripe | 0 | 0 | U | 70 | | U | - | 0 | | - | | |
| 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 |
| The state of the s | 0 | | | 10 | - 0 | - " | | | | - | - | |
| Trip Distribution IN | | | | | | 8% | | | | | 25% | 10% |
| Trip Distribution OUT | | | | 17% | - | 070 | | 48% | | | 2370 | 10/0 |
| Office Trips | 0 | 0 | 0 | 8 | 0 | 22 | 0 | 24 | 0 | 0 | 69 | 27 |
| onice mps | | 0 | - | - | · | | | | - | | 0, | / |
| 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 |
| other from Residential Trips | | 0 | - | | | 10 | | 30 | - | | - 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 |
| Town Troject Trips | Ť | Ů | Ů | · · | - | 50 | | - 02 | | | 120 | |
| 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 1 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 |
| | | | | | | | | | <u></u> | | | |
| 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 | | S Executi Northboun Through | ı <u>d</u> | | S Executi Southboun Through | <u>d</u> | | sed Drive Eastbound Through | <u>1</u> | | osed Drive Westboun Through | <u>d</u> |
|---|---|---|--|--|--|--------------------------------------|---|---|--|--------------------------------|-----------------------------------|-------------------------------|
| | | | | | | | | | | | | |
| 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 | | 070 | | | 58% | | | | | | | |
| Residential Trips | 0 | 2 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential Hips | U | | U | U | 70 | U | U | U | U | U | 0 | U |
| Tain Distribution IV | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ |
| 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 |
| 1 | | | | | | | | | | | | |
| 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 |
| Total Floject Trips | - 1/ | 0 | U | U | 100 | - 1/ | | U | LL | - 0 | 0 | U |
| Phase I (Year 2029) Build-out Total | 47 | 180 | 0 | 0 | 507 | 47 | 3 | 0 | 22 | 0 | 0 | 0 |
| Filase I (Teal 2029) Build-out Total | 47 | 100 | U | U | 307 | 4/ | 3 | U | 22 | U | U | U |
| 1.0 d.D. (2024 | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| 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 | 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% |
| | 070 | 070 | 070 | | | | | 0% | 0% | 0% | 0% | 0% |
| Trip Distribution OUT | 0% | 0% | 0% | 0% | 58% | 0% | 0% | 0 / 0 | | | | |
| * | _ | | | | 58% 5 | 0% | 0% | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution OUT Hotel Trips | 0% | 0% | 0% | 0% | | | | | | 0 | 0 | 0 |
| Hotel Trips | 0% | 0% | 0% | 0% | 5 | 0 | | | | 0 | 0 | 0 |
| Hotel Trips Trip Distribution IN | 0% | 0% | 0% | 0% | 5% | | 0 | | 0 | | 0 | |
| Hotel Trips Trip Distribution IN Trip Distribution OUT | 0% 0 | 0% | 0% 0 | 0% 0 | 5 5% 14% | 5% | 1% | 0 | 9% | 5% | | 2% |
| Hotel Trips Trip Distribution IN | 0% | 0% | 0% | 0% | 5% | 0 | 0 | | 0 | | 0 | |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips | 0% 0 | 0% | 0% 0 | 0% 0 | 5 5% 14% 89 | 5% | 1% | 0 | 9% | 5% | | 2% |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN | 0% 0 | 0% 4 | 0% 0 | 0% 0 | 5 5% 14% | 5% | 1% | 0 | 9% | 5% | | 2% |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT | 0% 0 5% 57 | 0% 4 | 0% 0 5% 57 | 0% 0 2% 23 | 5 5% 14% 89 6% | 5% | 1% 2 | 0 | 9% 21 | 5% 12 | 0 | 2% |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN | 0% 0 | 0% 4 | 0% 0 | 0% 0 | 5 5% 14% 89 | 5% | 1% | 0 | 9% | 5% | | 2% |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips | 0% 0 5% 57 | 0% 4 | 0% 0 5% 57 | 0% 0 2% 23 | 5 5% 14% 89 6% | 5% | 0 1% 2 | 0 | 9% 21 | 5% 12 | 0 | 2% 5 |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN | 0% 0 5% 57 0 5% | 0% 4 | 0% 0 5% 57 0 | 0% 0 2% 23 0 | 5 5% 14% 89 6% | 5% 57 0 | 0 1% 2 0 | 0 0 0% | 0 9% 21 0 | 5% 12 0 | 0 0 0% | 2% 5 |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN | 0% 0 5% 57 0 0 5% 0% | 0% 4 0 0 6% 0 0% | 0% 0 5% 57 0 5% 0% | 0% 0 2% 23 0 24 0% | 5 5% 14% 89 6% 0 5% 14% | 5% 57 0 5% 0% | 0 1% 2 | 0 | 9% 21 | 5% 12 0 0% 5% | 0 0 0% 0% | 2% 5 |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN | 0% 0 5% 57 0 5% | 0% 4 | 0% 0 5% 57 0 | 0% 0 2% 23 0 | 5 5% 14% 89 6% | 5% 57 0 | 0 1% 2 0 | 0 0 0% | 0 9% 21 0 | 5% 12 0 | 0 0 0% | 2% 5 |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN | 0% 0 5% 57 0 0 5% 0% | 0% 4 0 0 6% 0 0% | 0% 0 5% 57 0 5% 0% | 0% 0 2% 23 0 24 0% | 5 5% 14% 89 6% 0 5% 14% | 5% 57 0 5% 0% | 0 1% 2 0 0% 1% | 0 | 0 9% 21 0 0% 9% | 5% 12 0 0% 5% | 0 0 0% 0% | 2% 5 0 0% 2% |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN | 0% 0 5% 57 0 0 5% 0% | 0% 4 0 0 6% 0 0% | 0% 0 5% 57 0 5% 0% | 0% 0 2% 23 0 24 0% | 5 5% 14% 89 6% 0 5% 14% | 5% 57 0 5% 0% | 0 1% 2 0 0% 1% | 0 | 0 9% 21 0 0% 9% | 5% 12 0 0% 5% | 0 0 0% 0% | 2% 5 0 0% 2% |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Other Non-Residential Trips | 0% 0 5% 57 0 0 57 0 10 | 0% 4 0 0 6% 0 0 0% 0% | 0% 0 5% 57 0 5% 0% 10 | 0% 0 2% 23 0 0 2% 0% 4 | 5 5% 14% 89 6% 0 5% 14% 21 | 0 5% 57 0 5% 0% 10 | 0 1% 2 0 0% 1% 1 | 0 0 0 0 0% 0% 0% | 0 9% 21 0 0% 9% 7 | 5% 12 0 0% 5% 4 | 0 0 0% 0% 0% | 2% 5 0 0% 2% 2 |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Other Non-Residential Trips Pass-By Trips | 0% 0 5% 57 0 0 5% 0% 10 | 0% 4 0 0 6% 0 0 0% 0% 0% 0 0 0 0 | 0% 0 5% 57 0 5% 0% 10 | 0% 0 2% 23 0 23 0 2% 0% 4 | 5 5% 14% 89 6% 0 5% 14% 21 | 0 5% 57 0 5% 0% 10 | 0 1% 2 0 0 0% 1% 1 | 0 0 0 0 0% 0% 0% 0 | 0 9% 21 0 0 0% 9% 7 | 5% 12 0 0% 5% 4 | 0 0 0% 0% 0% 0 | 2% 5 0 0% 2% 2 |
| Hotel Trips Trip Distribution IN Trip Distribution OUT Office Trips Trip Distribution IN Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Other Non-Residential Trips | 0% 0 5% 57 0 0 57 0 10 | 0% 4 0 0 6% 0 0 0% 0% | 0% 0 5% 57 0 5% 0% 10 | 0% 0 2% 23 0 0 2% 0% 4 | 5 5% 14% 89 6% 0 5% 14% 21 | 0 5% 57 0 5% 0% 10 | 0 1% 2 0 0% 1% 1 | 0 0 0 0 0% 0% 0% | 0 9% 21 0 0% 9% 7 | 5% 12 0 0% 5% 4 | 0 0 0% 0% 0% | 2% 5 0 0% 2% 2 |

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

| | | N/A | | Propo | sed Drive | way 7 | Exe | cutive Par | k Dr | Exe | ecutive Par | k Dr |
|---|--|--|--------|-------|---------------------|--------|----------|---------------------|--------|-------|---------------------|----------|
| Description | Left 1 | Northboun Through | | Left | outhbour Through | | Left | Eastboun Through | _ | Left | Westboun Through | |
| Description | Len | Tillough | Kigiit | Len | Tillough | Kigiit | Len | Tillough | Kigiit | Leit | Tillough | Kigiit |
| 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% | 0.92 | 0% | 0% | 0.92 | 0% | 0% | 0.92 | 0% | 0% | 0.92 | 0% |
| Adjustment | | 0.72 | | | 0.72 | | | 0.72 | | | 0.72 | |
| 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 |
| Total Project Trips | - 0 | 0 | U | U | U | U | U | 04 | U | 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 1 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% | 1/0 | 2% | | | 1% | 10/0 |
| Office Trips | 0 | 0 | 0 | 23 | 0 | 2 | 11 | 28 | 0 | 0 | 117 | 115 |
| Trip Distribution IN | | | | | | | | <i>C</i> 0/ | | | | |
| Trip Distribution IN Trip Distribution OUT | <u> </u> | | | | - | - | | 6% | - | | 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 Other Non-Residential Trips | 0% | 0% | 0% | 10% | 0% | 1% | 2 | 2% 6 | 0% | 0% | 1% 21 | 0% 20 |
| Other Ivon-Residential Hips | - · | U | U | 0 | U | 1 | | U | U | U | ۷1 | 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 19 Executive Park Drive & Proposed Driveway 8 AM PEAK HOUR

| Description | Description | | osed Drive Northboun Through | ı <u>d</u> | <u>S</u> Left | N/A outhboun Through | | | cutive Par Eastbound Through | <u>d</u> | | cutive Par Westboun Through | <u>d</u> |
|--|---|-------|------------------------------------|------------|------------------|----------------------------|----------|-------|------------------------------------|----------|-------|-----------------------------------|-------------|
| Policy P | | | | | | | | | | | | | |
| Combining Pedestrians Combining Pedestrians Combi | | | | | | | | | 306 | | | 517 | |
| Heary Vehicles 1 | | | | | | | | | | | | | |
| Brasy Vehicle 1sh Only O | ŭ | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Post Note Factor 1972 1975 19 | • | | | | | | | | | | | | |
| Adjusted 2019 Volumes | | 0% | | 0% | 0% | | 0% | 0% | | 0% | 0% | | 0% |
| Adjusted 2019 Volumes | Peak Hour Factor | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | |
| Amenial Crown Rate - 2029 | Adjustment | | | | | | | | | | | | |
| Growth Factor - 2029 | Adjusted 2019 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 306 | 0 | 0 | 517 | 0 |
| Total Horsen-Development (Halisd Geometry) | 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% |
| 2029 Base (Vera 2029) Project Trips | 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 |
| 2029 Base (Vera 2029) Project Trips | Toll Brothers Development (Build Geometry) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| Trip Distribution N Residential Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 447 | 0 | 0 | 613 | 0 |
| Trip Distribution N Residential Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | |
| Trip Distribution N Residential Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Phase I (Year 2029) Project Trips | | | | | | | | | | | | |
| Trip Distribution OUT Residential Trips O O O O O O O O O 48 O O O O O O O O O O | | | | | | | | | | | | 56% | |
| Residential Trips 0 | 4 | | | | | | | | 60% | | | 2070 | |
| Trip Distribution IN | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 16 | 0 |
| Trip Distribution OUT 0% </td <td></td> <td>Ť</td> <td>-</td> <td>,</td> <td>Ľ</td> <td></td> <td>L ~</td> <td>Ľ</td> <td></td> <td>-</td> <td>⊢ Ť</td> <td></td> <td></td> | | Ť | - | , | Ľ | | L ~ | Ľ | | - | ⊢ Ť | | |
| Trip Distribution OUT 0% </td <td>Trin Distribution IN</td> <td>Ω0/</td> <td>Ω0/</td> <td>Λ0/</td> <td>Ω0/</td> <td>00/</td> <td>Ω0/</td> <td>Ω0/</td> <td>Ω0/</td> <td>00/</td> <td>00/</td> <td>560/</td> <td>Ω0/</td> | Trin Distribution IN | Ω0/ | Ω0/ | Λ0/ | Ω0/ | 00/ | Ω0/ | Ω0/ | Ω0/ | 00/ | 00/ | 560/ | Ω0/ |
| Botel Trips | | | | | | | | | | | | | |
| Trip Distribution IN | 1 | | | | | | | | | | | | |
| Tirp Distribution OUT Image: Control of the control of t | noter 1rtps | U | U | U | 0 | U | U | 0 | 16 | U | 0 | 28 | U |
| Tirp Distribution OUT Image: Company of the company of t | m' b' ' b' ' b' | | | | | | | | 201 | | | 0001 | |
| Office Trips Of | | 1 | 1 | | | | | | | | | | igspace |
| Trip Distribution IN | 1 | | | | | | | | | | | | |
| Trip Distribution OUT 0% 0% 0% 0% 0% 0% 5% 0% 0% 3% 0% Other Non-Residential Trips 0 | Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 56 | 0 |
| Trip Distribution OUT 0% 0% 0% 0% 0% 0% 5% 0% 0% 3% 0% Other Non-Residential Trips 0 | | | | | | | | | | | | | |
| Other Non-Residential Trips Other Non-Reside | Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 20% | 0% |
| Pass-By Trips | Trip Distribution OUT | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 0% | 3% | 0% |
| Total Project Trips 0 | Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 43 | 0 |
| Total Project Trips 0 | - | | | | | | | | | | | | |
| Phase I (Year 2029) Build-out Total 0 0 0 0 0 0 0 0 0 0 0 756 0 Annual Growth Rate - 2034 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% | Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase I (Year 2029) Build-out Total 0 0 0 0 0 0 0 0 0 0 0 756 0 Annual Growth Rate - 2034 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% | • | | | | | | | | | | | | |
| Phase I (Year 2029) Build-out Total 0 0 0 0 0 0 0 0 0 0 0 756 0 Annual Growth Rate - 2034 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% 0.5% | Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 143 | 0 |
| Annual Growth Rate - 2034 | J 1 | | | | | | | | | | | | |
| Annual Growth Rate - 2034 | Phase I (Year 2029) Build-out Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 531 | 0 | 0 | 756 | 0 |
| Growth Factor - 2034 | | | _ | | _ | - | _ | - | | | _ | | |
| Growth Factor - 2034 | 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% |
| DRI #2789 Phase I Project Trips | | | | | | | | | | | | | |
| DRI #2789 Total Project Trips 0 | | | | | | | | | | | | | |
| 2034 Background Traffic (with Phase I Trips) | v i | 0 | U | U | U | U | U | U | | U | U | | U |
| Full Build-out (Year 2034) Project Trips Full Build-out (Year 2034) Project Trips Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | v 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 |
| Trip Distribution IN 0% <td>2034 Background Traine (with Phase I Trips)</td> <td>U</td> <td>U</td> <td>U</td> <td>U</td> <td>U</td> <td>U</td> <td>U</td> <td>334</td> <td>U</td> <td>U</td> <td>113</td> <td>U</td> | 2034 Background Traine (with Phase I Trips) | U | U | U | U | U | U | U | 334 | U | U | 113 | U |
| Trip Distribution IN 0% <td>F II D '11 4 (W 2024) B ' 4 T '</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ļ</td> <td></td> | F II D '11 4 (W 2024) B ' 4 T ' | | | | | | | | | | | ļ | |
| Trip Distribution OUT | , , , | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 5.00/ | 00/ |
| Residential Trips | 1 | | | | | | | | | | | | |
| Trip Distribution IN 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0 | * | | | | | | | | | | | | |
| Trip Distribution OUT 0% </td <td>Residential Trips</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>47</td> <td>0</td> <td>0</td> <td>16</td> <td>0</td> | Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 16 | 0 |
| Trip Distribution OUT 0% </td <td></td> <td>1</td> <td></td> <td></td> <td>L</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>igsquare</td> | | 1 | | | L | | | | | | | | igsquare |
| Hotel Trips | 1 | | | | | | | | | _ | | | |
| Trip Distribution IN | | | | | | | | | | | | | |
| Trip Distribution OUT 2% 1% 1% 1% 2% Office Trips 5 0 2 0 0 0 36 23 57 62 0 Trip Distribution IN 0 | Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 28 | 0 |
| Trip Distribution OUT 2% 1% 1% 1% 2% Office Trips 5 0 2 0 0 0 36 23 57 62 0 Trip Distribution IN 0 | | | | | | | | | | | | | |
| Office Trips 5 0 2 0 0 0 36 23 57 62 0 Trip Distribution IN Image: Control of the project Trips 0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>2%</td><td>5%</td><td></td><td></td></t<> | | | | | | | | | | 2% | 5% | | |
| Trip Distribution IN Trip Distribution OUT Retail Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Trip Distribution OUT | 2% | | 1% | | | | | 1% | | | 2% | |
| Trip Distribution OUT 6% Retail Trips 0 | Office Trips | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 36 | 23 | 57 | 62 | 0 |
| Trip Distribution OUT 6% Retail Trips 0 | | | | | | | | | | | | | |
| Trip Distribution OUT 6% Retail Trips 0 | Trip Distribution IN | İ | | | | | | | 6% | | | | |
| Retail Trips 0 <t< td=""><td></td><td>1</td><td></td><td></td><td>İ</td><td>İ</td><td>İ</td><td>İ</td><td></td><td></td><td>İ</td><td>6%</td><td></td></t<> | | 1 | | | İ | İ | İ | İ | | | İ | 6% | |
| Trip Distribution IN | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| Trip Distribution OUT 2% 0% 1% 0% 0% 0% 1% 0% 0% 0% 1% 0 0 | 1 | T - | | | Ť | | <u> </u> | Ť | - | | Ť | Ť | |
| Trip Distribution OUT 2% 0% 1% 0% 0% 0% 1% 0% 0% 0% 1% 0 0 | Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 2% | 5% | 5% | 0% |
| Other Non-Residential Trips 2 0 1 0 0 0 7 4 10 12 0 Pass-By Trips 0 | | | | | | | | | | | | | |
| Pass-By Trips 0 0 0 0 0 0 0 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 | Oner Non-Residendar Hips | | U | 1 | U | U | U | U | , | + | 10 | 12 | U |
| Total Project Trips 7 0 3 0 0 0 0 95 27 67 118 0 | Pace By Trine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | n | 0 | 0 | 0 |
| | 1 ass-Dy 111ps | U | U | U | U | U | U | U | U | U | U | U | U |
| | T-4-1 Paris -4 Tria- | | _ | - 1 | 0 | 0 | 0 | _ | 0.5 | 27 | (7 | 110 | |
| | Total Project Trips | 7 | 0 | 3 | 0 | U | 0 | 0 | 95 | 27 | 67 | 118 | U |
| 2034 Buildout Total 7 0 3 0 0 0 0 565 27 67 750 0 | 2024 P. 11. 4 T. 4 I | 1 | | | | | | | 5/5 | 25 | (5 | 750 | |

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

| | _ | sed Drive | | _ | g Private D | | | utive Park | | | utive Park | |
|---|---------------|----------------------|---------------|--|---------------------|---------------|---------------|----------------------|---------------|---------------|---------------------|---------------|
| Description | Left L | Northbour Through | | Left | outhboun Through | | Left | Eastboune Through | | Left | Westboun Through | |
| Description | Leit | Inrougn | Kigni | Leit | Inrougn | Kigni | Leit | Inrougn | Kigni | Leit | Inrougn | Kigni |
| 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 | 00/ | 0.07 | 00/ | | 00/ | | 201 | 201 | 00/ | 00/ | 201 | |
| Heavy Vehicle % | 0% | 0% | 0% | 2% | 0% | 2% | 2% | 2% | 0% | 0% | 2% | 2% |
| Peak Hour Factor Adjustment | | 0.85 | | | 0.85 | 1 | | 0.85 | 1 | | 0.85 | |
| 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 | - | 1 | 5% | 1 | 1 | | 1 | 370 | | 2070 | 3% | |
| Office Trips | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 55 | 1 | 0 |
| Office Trips | - | 0 | | 0 | 0 | 0 | - | 0 | 0 | 33 | 1 | |
| 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 |
| 1 and By The | Ů | | | | v | Ŭ | | Ů | Ů | | | |
| 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 |
| A 10 4 D 4 2024 | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| Annual Growth Rate - 2034 Growth Factor - 2034 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 |
| DRI #2789 Phase 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 1.023 | 0 |
| DRI #2789 Total Project Trips | U | U | U | U | U | U | U | 41 | U | U | 15 | U |
| 2034 Background Traffic (with Phase I Trips) | 0 | 0 | 6 | 12 | 0 | 23 | 31 | 535 | 0 | 96 | 657 | 23 |
| 203 i Buckground Traine (with Finase F Trips) | | Ü | | 12 | 0 | 23 | 31 | 333 | Ů | 70 | 037 | 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 | 1% | 1 | 1 | | 1 | - / 3 | -/- | | 4% | |
| Office Trips | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 57 | 23 | 57 | 9 | 0 |
| Trip Distribution IN | | | | | | | | 6% | | | | |
| Trip Distribution IN Trip Distribution OUT | - | - | - | | - | | | 070 | - | | 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 Other Non-Residential Trips | 3% | 0% | 1% | 0% | 0% | 0% | 0% | 0% 10 | 0% 4 | 0% 10 | 4% | 0% |
| Other Ivon-Kesidential Trips | | U | 1 | U | U | U | U | 10 | 4 | 10 | 3 | U |
| 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 21 Executive Park Drive & Proposed Driveway 10 AM PEAK HOUR

| Description | | utive Park Northboun Through | ıd | | utive Park Southboun Through | <u>d</u> | | sed Drivey Eastbound Through | <u>i</u> | Left | N/A Westbour Through | |
|--|-------|------------------------------------|-------|-------|------------------------------------|----------|--------------|------------------------------------|----------|-------|-----------------------------------|---------|
| | | | | | | | | | | | | |
| 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 |
| 7/ | | | | | | | | | | | | |
| Phase I (Year 2029) Project Trips | - | | | | | | | | | | | |
| Trip Distribution IN | 10% | 21% | | | | 10% | | | | | | |
| * | 10% | 21% | | | 210/ | 10% | 50/ | | 1.00/ | | | |
| Trip Distribution OUT | - | | | _ | 21% | _ | 5% | | 10% | | | |
| Residential Trips | 3 | 6 | 0 | 0 | 17 | 3 | 4 | 0 | 7 | 0 | 0 | 0 |
| | | | | | 0 | 4000 | | | 0.7.1 | 0.7.1 | 0.7.1 | |
| 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 |
| 1 | | | | | | | | | | | | |
| 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 |
| Other Wolf-Residential Trips | - 0 | | U | U | 14 | U | U | U | U | U | U | U |
| D D T-i | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | U | U | U | U | U | U | U | U | U | U | U | U |
| | | • • • | | | | | | | | | | |
| 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 1 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 IV 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 |
| Residendar 111ps | , | U | J | , | 1/ | , | - | U | o | U | 0 | U |
| Tain Distribution DI | 100/ | 210/ | 00/ | 0% | 0% | 100/ | 0% | 0% | 0% | 0% | 0% | 0% |
| Trip Distribution IN | 10% | 21% | 0% | | | 10% | | | | | | |
| 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% | | | | | | | <u></u> |
| 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 |
| ·-r- | Ť | | | | | , | Ť | | | Ť | Ť | Ť |
| Trip Distribution IN | 0% | 10% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Trip Distribution IN 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 |
| D . T . | | | | | _ | | | | | _ | _ | _ |
| 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 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

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

| | | utive Park | | | utive Park | | | N/A | | | sed Drive | |
|--|-------|--|--------|--------|---------------------|-------|-------|---------------------|--------|-------|--|--------|
| Description | Left | Northbour Through | | Left S | outhboun Through | | Left | Eastboun Through | | Left | Westboun Through | |
| Description | Len | Tillough | Rigitt | Len | Tillough | Rigit | Len | Tillough | Kigiti | Lett | Tillough | Kigiii |
| Observed 2019 Traffic Volumes | | 493 | | | 325 | | | | | | | |
| Pedestrians | | | 1 | | | | | | | | | |
| 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 | 070 | 0.92 | 070 | 070 | 0.92 | 070 | 070 | 0.92 | 070 | 070 | 0.92 | 070 |
| Adjustment | 1 | 0.72 | | | 0.72 | | | 0.72 | | | 0.72 | |
| 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 | 0 | 0 | 0 | 0 | 31% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| rass-by Hips | 0 | U | U | U | U | U | 0 | 0 | 0 | 0 | U | U |
| 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 1 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 | 1 | 10% | 5% | 1% | 1% | | | | | | <u> </u> | |
| Trip Distribution OUT | | 1% | | | 8% | | | | | 3% | | 1% |
| Office Trips | 0 | 117 | 57 | 11 | 29 | 0 | 0 | 0 | 0 | 7 | 0 | 2 |
| Trip Distribution IN | 1 | | | | 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

| | Exec | utive Park | Drive | Exect | ative Park | Drive | | N/A | | Propo | sed Drivey | way 12 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|---------------|---------------|
| | | Northbour | | <u>s</u> | outhboun | ı <u>d</u> | | Eastbound | <u>1</u> | | Westboun | <u>d</u> |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2019 Traffic Volumes | | 493 | | | 325 | | | | | | | |
| Pedestrians | | 175 | | | 323 | l | | ı | | | | |
| 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 | 0,0 | 0.92 | 0,0 | 0,0 | 0.92 | 0,0 | 0,0 | 0.92 | 0,0 | 0,0 | 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 | 1 | | | | | | | | | | | |
| 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 |
| | 00/ | 400/ | 100/ | 201 | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ | 00/ |
| 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 |
| Total Project Trips | 0 | 12 | 40 | 14 | 41 | U | 0 | U | 0 | 11 | U | 3 |
| Phase I (Year 2029) Build-out Total | 0 | 590 | 65 | 25 | 383 | 0 | 0 | 0 | 0 | 56 | 0 | 14 |
| Annual Growth Rate - 2034 | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| Growth Factor - 2034 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 |
| DRI #2789 Phase 1 Project Trips | | | | | | 0 | | | | | _ | |
| DRI #2789 Total Project Trips | 0 | 0 | 0 | 0 | 0 | U | 0 | 0 | 0 | 0 | 0 | 0 |
| · · | 0 | 603 | 65 | 25 | 392 | 0 | 0 | 0 | 0 | 57 | 0 | 14 |
| 2034 Background Traffic (with Phase I Trips) | 0 | 603 | 65 | 25 | 392 | 0 | 0 | 0 | 0 | 3/ | 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 |
| 1 | | | | | | | | - | | | | |
| 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% | | | | | | | 1 | |
| Trip Distribution OUT | 1 | 1 | | | 1 | | t | 1 | | 10% | 1 | 4% |
| Retail Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | 00/ | 150/ | 50/ | 10/ | 0% | Ω0/ | 0% | Λ0/ | 00/ | 00/ | Λ0/ | 00/ |
| Trip Distribution IN Trip Distribution OUT | 0% 0% | 15% 0% | 5% 0% | 1% 0% | | 0% 0% | | 0% 0% | 0% 0% | 0% | 0% | 0% |
| Other Non-Residential Trips | 0% | 31 | 10 | 2 | 11% | 0% | 0% | 0% | 0% | 7% 6 | 0% | 1% |
| Other Ivon-reesidential Trips | 0 | 31 | 10 | | 9 | U | U | U | U | U | U | 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 24 Executive Park South & Proposed Driveway 13 AM PEAK HOUR

| | Propo | sed Drivey | way 13 | | N/A | | Exec | utive Park | South | Exec | utive Park | South |
|---|-------|------------|--------|--|-----------|----------|--|------------|-------|-------|------------|-------|
| | 1 | Northboun | | 5 | Southboun | <u>d</u> | | Eastbound | | | Westboun | |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians | | | | | | | | 1 | | | | |
| 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 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Adjusted 2019 Volumes | 0 50/ | 0 | 0 50/ | 0 50/ | 0 | 0 50/ | 0 50/ | 0 | 0.50/ | 0 50/ | 0 | 0.50/ |
| 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 Toll Brothers Development (Build Geometry) | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| 2029 Background Traffic (Build Geometry) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 0 | 0 | 649 | 0 |
| 2029 Background Hame (Build Geometry) | 0 | U | U | U | U | U | 0 | 213 | 0 | 0 | 049 | U |
| Ph I (V 2020) Ph-: t T-: | _ | | | | | | | | | | | |
| Phase I (Year 2029) Project Trips | _ | | | | | | | | 20/ | 10% | 570/ | |
| Trip Distribution IN | 20/ | | 1.50/ | | | | | 57% | 3% | 10% | 57% | |
| Trip Distribution OUT | 3% | 0 | 15% | 0 | 0 | 0 | 0 | 47 | 1 | 2 | 17 | 0 |
| Residential Trips | | 0 | 12 | 0 | 0 | 0 | 0 | 4/ | 1 | 3 | 17 | 0 |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 10% | 57% | 0% |
| Trip Distribution IN Trip Distribution OUT | 3% | 0% | 15% | 0% | 0% | 0% | 0% | 57% | 0% | 0% | 0% | 0% |
| Hotel Trips | 3% | 0% | 4 | 0% | 0% | 0% | 0% | 15 | 2 | 5 | 26 | 0% |
| noter mps | 1 | U | + | 0 | U | U | 0 | 13 | | , | 20 | U |
| Trip Distribution IN | - | | | 1 | | | 1 | 10% | | 1 | 1 | |
| Trip Distribution OUT | + | | | | | | | 10/0 | | | 12% | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 6 | 0 |
| Office Trips | - | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 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 |
| other from residential rrips | | Ů | - | | | | | 20 | | | 10 | |
| 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 1 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 |
| | | | | | | | | | | | <u> </u> | |
| 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 |
| | | | | | | | | | | | <u> </u> | |
| Total Project Trips | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 121 | 3 | 8 | 131 | 0 |
| | I | 1 | | | 1 | | | | | | 1 | |
| 2034 Buildout Total | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 351 | 3 | 8 | 800 | 0 |

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

| Description | Left L | N/A Northboun Through | | _ | sed Drivev outhboun Through | <u>d</u> | | itive Park Eastbound Through | <u>d</u> | | utive Park Westboun Through | d |
|---|---------------|-----------------------------|---------------|---------------|-----------------------------------|---------------|---------------|------------------------------------|---------------|---------------|-----------------------------------|---------------|
| OL 12010 T. CT. V. I | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes Pedestrians | | | | | | | | | | | | ļ |
| Conflicting Pedestrians | 0 | | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 |
| Heavy Vehicles | U | | 0 | U | | U | U | | U | U | | U |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | 070 | 0.92 | 070 | 070 | 0.92 | 070 | 070 | 0.92 | 070 | 070 | 0.92 | 070 |
| Adjustment | | 0.72 | | | 0.72 | | | 0.72 | | | 0.72 | 1 |
| 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 |
| DI 1/3/ 2020) D. 111 | _ | ^ | 0 | | | | | 225 | | _ | | |
| Phase I (Year 2029) Build-out Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 0 | 0 | 711 | 0 |
| 1. 1.C. d.P. (2024 | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ | 0.50/ |
| Annual Growth Rate - 2034 Growth Factor - 2034 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 | 0.5% 1.025 |
| DRI #2789 Phase 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 11023 | 0 |
| DRI #2789 Total Project Trips | U | U | U | U | U | U | U | 41 | U | U | 15 | U |
| 2034 Background Traffic (with Phase I Trips) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 | 0 | 0 | 731 | 0 |
| 2034 Background Trame (with Flase 1 111ps) | U | U | U | 0 | 0 | 0 | - 0 | 342 | 0 | U | /31 | U |
| 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 |
| · | 1 | | - | - | | - | | | - | <u> </u> | | <u> </u> |
| 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 |
| | | | | | | | | I | 1 | | 1 | l |
| | _ | | | | | - | | 4.7 | - | | 0 | |
| Total Project Trips | 0 | 0 | 0 | 9 | 0 | 9 | 40 | 115 | 0 | 0 | 93 | 40 |
| | 0 | 0 | 0 | 9 | 0 | 9 | 40 | 115 345 | 0 | 0 | 93 | 40 |

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

| | Propo | sed Drive | way 16 | Propos | sed Drive | way 15 | Execu | itive Park | South | Exect | ıtive Park | South |
|--|---------------|--|---------------|---------------|---------------------|----------|----------|-----------------------------|-------|--------|---------------------|----------|
| Description | Left L | Through | | Left | outhbour Through | | Left | E astboun Through | | Left 1 | Westboun Through | |
| | | | | | | | | | | | | |
| Observed 2019 Traffic Volumes Pedestrians | - | ļ | | | | | | | | | | |
| Conflicting Pedestrians | 0 | l | 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 | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted 2019 Volumes 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 | | | | | | | | 20/ | 20/ | 250/ | 220/ | |
| Trip Distribution IN Trip Distribution OUT | 3% | | 25% | | | | | 3% 32% | 3% | 25% | 32% | |
| Residential Trips | 2 | 0 | 20 | 0 | 0 | 0 | 0 | 27 | 1 | 7 | 11 | 0 |
| - | | | | | | | | | | | | Ľ |
| 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 1 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 |
| | 1 | | | | | | | 10% | | | | |
| Trip Distribution IN | | | | | | | | | | | 10% | |
| Trip Distribution IN Trip Distribution OUT | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | | | | | | | | |
| Trip Distribution OUT | 0 | 0 | 0 | 0 | 0% | 0% | 3% | 7% | 0% | 0% | 0% | 2% |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT | | | | | | 0% 3% | 3% 0% | 7% 0% | 0% | 0% | 0% 9% | 2% 0% |
| Trip Distribution OUT Retail Trips Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | | | | | | | |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT | 0% 0% | 0% 0% | 0% 0% | 0% 2% | 0% | 3% | 0% | 0% | 0% | 0% | 9% | 0% |
| Trip Distribution OUT Retail Trips Trip Distribution IN Trip Distribution OUT Other Non-Residential Trips | 0% 0% 0 | 0% 0% 0 | 0% 0% 0 | 0% 2% 2 | 0% 0% 0 | 3% | 0% 6 | 0% 14 | 0% | 0% | 9% 7 | 0% 4 |

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

| Description | | sed Drive Northboun Through | <u>ıd</u> | | vate Drive Southbour Through | ı <u>d</u> | | utive Park Eastboun Through | <u>1</u> | | utive Park Westboun Through | ı <u>d</u> |
|--|-------|-----------------------------------|-----------|-------|------------------------------------|------------|----------|--|----------|--|--|--|
| | | | | | | | | | | - 10 | | |
| Observed 2019 Traffic Volumes | 2 | 0 | 2 | 16 | 2 | 4 | 6 | | 14 | 12 | | 72 |
| Pedestrians Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | ı | 0 |
| Heavy Vehicles | U | | U | U | | U | U | - | U | 0 | | - 0 |
| Heavy Vehicle % | 2% | 0% | 2% | 2% | 2% | 2% | 2% | 0% | 2% | 2% | 0% | 2% |
| Peak Hour Factor | 270 | 0.92 | 270 | 270 | 0.92 | 270 | 270 | 0.92 | 270 | 270 | 0.92 | 270 |
| Adjustment | | 0.72 | | | 0.72 | 1 | | 0.72 | | | 0.72 | 1 |
| 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% | | 1 |
| 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 |
| mi pi a a a pi | | ļ | | | ļ | | <u> </u> | 1007 | | <u> </u> | | |
| Trip Distribution IN | | ļ | | | ļ | | | 10% | | | 100/ | |
| Trip Distribution OUT | | | | | | _ | | 27 | | | 12% | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 4 | 0 |
| Taia Distailantina Di | 00/ | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 0% | 0% |
| Trip Distribution IN Trip Distribution OUT | 0% | | | | 0% | 0% | | | | | | |
| 1 | 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 |
| russ by rrips | | 0 | - | - | Ü | 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 1 Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 1.023 | 0 |
| 0 1 | U | U | U | U | U | U | U | 41 | U | U | 15 | U |
| DRI #2789 Total Project Trips 2034 Background Traffic (with Phase I Trips) | 9 | 0 | 38 | 17 | 2 | 4 | 6 | 264 | 21 | 38 | 598 | 78 |
| 2034 Background Tramic (with Fliase 1 Trips) | 9 | U | 30 | 1 / | | 4 | 0 | 204 | 21 | 30 | 390 | / 0 |
| Full Build-out (Year 2034) Project Trips | | | | | | | | | | | | ļ |
| Trip Distribution IN | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 7% | 32% | 0% | 0% |
| Trip Distribution IN 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 |
| | | - | | l | <u> </u> | – – | Ť | | | - | | L |
| 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 |
| | - | , | | Ŭ | | | Ŭ | | | | | |
| Trip Distribution IN | | | | | | | i e | 10% | | i e | | |
| Trip Distribution OUT | | 1 | | 1 | 1 | | i | 1 | | i | 12% | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 28 | 0 |
| * | | 1 | | 1 | 1 | | | | | | | |
| 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 EProgrammed Project Fact Sheets

DK-274

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

| Short Title | SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS AT SR 42 (BRIARCLIFF ROAD) | Sharty state Valle Pal And Constitution Shart dans for the Catalan Dr. HE Catalan Dr. HE Catalan Dr. HE |
|------------------------|---|---|
| GDOT Project No. | 0013971 | DK-274 |
| Federal ID No. | | |
| Status | Programmed | gonier Faye Dr. NE |
| Service Type | Roadway / Operations & Safety | Sources: Esri, DeLorme, |
| Sponsor | GDOT | MAVTEQ, USGS, Intermap, Specific NRCAN, Esri Japan, |
| Jurisdiction | DeKalb County | METI, Esri China (Hong Kong), Esri (Thailand), |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) | Copyright 2005 Aero Surveys of Georgia, Inc. Reproduced by permission of the copyright |
| Existing Thru Lane | 5 LCI | owner. Contact http://www.aeroatlas.com Network Year TBD |
| Planned Thru Lane | 5 Flex | Corridor Length 0.4 miles |
| Detailed Description a | 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 Status | | | FISCAL | TOTAL PHASE | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | | | |
|-------------------------------|-------------------------------------|------|--------|-------------|---|----------------------|--------------------|--------------------|--|--|
| Information | | | YEAR | COST | 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 Acquistion ALL: Total estimated cost, inclusive of all phases

|--|

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

| Short Title | UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY | North Druid Hills |
|--|---|--|
| GDOT Project No. | 0006999 | DK-344C |
| Federal ID No. | | X PARK |
| Status | Programmed | North recatur Scotto |
| Service Type | Roadway / Operations & Safety | |
| Sponsor | GDOT | Druid Hills Avonda Decatur Estates |
| Jurisdiction | DeKalb County | © 2010 NAVTEQ © AND © 2016 Microsoft Corporation |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) | 2010 Mileson Gorpolation Re |
| Existing Thru Lane | N/A LCI | Network Year TBD |
| Planned Thru Lane | N/A Flex | Corridor Length N/A miles |
| Detailed Description a | nd Justification | |
| Terrace; Lavista Road; Sheri Road; Houston Mill Road; En Road at North Decatur Road North Druid Hills Road; Lavis | n some cases replaces) signals along the following locations dan Road; Clifton Road at North Decatur Road; Fishburn Drinory Conference Center; Clifton Way; CDC Parkway; North E; Gables Apartment driveway; Williams Lane; Clairmont Lakesta Road; North Decatur Road at Webster Drive; Church Strenstian Towers Apartment; North Decatur Road | ve; Emory University Hospital; Haygood Drive; Gatewood Decatur Road at North Decatur Center Drive; Clairmont e; Southern Lane; Mason Mill Road; McConnell Drive; |

| Phas | se Status & Funding | Status | FISCAL | TOTAL PHASE | BREAKDOWN | OF TOTAL PHAS | E COST BY FUND | DING SOURCE |
|------|--|--------|--------|-------------|----------------------|--------------------|--------------------|--------------------|
| Info | rmation | | YEAR | COST | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | STP - Statewide Flexible (GDOT) | AUTH | 2014 | \$353,862 | \$353,862 | \$0,000 | \$0,000 | \$0,000 |
| | 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 |

?

A:C

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

| DK-3 | 82 | I-85 NOR | TH INTERCHANGE IMPROVEMENTS | Jurisdiction DeKall Sponsor City of | , | Existing | Planned Length (r | ni.) Network Year |
|-------------|------------------|-----------------------|--|---|-------------------------------------|--|--|---|
| 00160 | 54 | AT SR 42 (N | NORTH DRUID HILLS ROAD) | Sponsor City of | вгоокпаven | N/A | N/A N/A | |
| Progra | ammed | | | Service Type Other / Scoping | | Analysis Exempt fro (40 CFR 93 | om Air Quality Analysis 3) | LCI |
| ſ | Status | Year | Fund Type | <u> </u> | 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-4 | | | PEDESTRIAN FACILITIES - PHASE II | Jurisdiction DeKall | o County | | | |
| | 17 | TOCKER | PEDESTRIAN FACILTIIES - PHASE II | Jurisdiction DeKall Sponsor DeKall Service Type | , | Existing N/A Analysis | Planned Length (r | ТВО |
| Comp | | TOCKER | PEDESTRIAN FACILTIIES - PHASE II | Sponsor DeKall | o County | N/A Analysis | N/A 0.9 | TBD |
| Comp | | Year | PEDESTRIAN FACILTIIES - PHASE II Fund Type | Sponsor DeKall Service Type Last Mile Connect | o County | N/A Analysis Exempt fro | N/A 0.9 | LCI X |
| Comp | leted | | | Sponsor DeKall Service Type Last Mile Connect | o County | N/A Analysis Exempt fro (40 CFR 93) | N/A 0.9 om Air Quality Analysis 3) | LCI X |
| | leted Status | Year | Fund Type | Sponsor DeKall Service Type Last Mile Connect Facility | o County ivity / Pedestrian State | N/A Analysis Exempt fro (40 CFR 93 | N/A 0.9 Om Air Quality Analysis 3) Bonds | LCI X Flex Total |
| PE | Status AUTH | Year 2013 | Fund Type STP - Urban (>200K) (ARC) | Sponsor DeKall Service Type Last Mile Connect Facility \$50,000 | ivity / Pedestrian State \$0,000 | N/A Analysis Exempt fro (40 CFR 93) Local \$12,500 | N/A 0.9 Om Air Quality Analysis Bonds \$0,000 | TBD LCI X Flex Total \$62,500 |
| PE PE | Status AUTH AUTH | Year 2013 2014 | Fund Type STP - Urban (>200K) (ARC) STP - Urban (>200K) (ARC) Surface Transportation Block Grant (STBG) Program - Urban (>200K) | Sponsor DeKall Service Type Last Mile Connect Facility \$50,000 \$70,000 | State \$0,000 \$0,000 | N/A Analysis Exempt fro (40 CFR 93) Local \$12,500 \$17,500 | N/A 0.9 Om Air Quality Analysis 3) Bonds \$0,000 \$0,000 | TBD LCI X Flex Total \$62,500 \$87,500 |

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