

Transportation Analysis

Corporate Square Redevelopment DRI #4320

City of Brookhaven, Georgia

February 2025

Prepared for:

Third and Urban

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
017749000

Kimley»Horn

Transportation Analysis

Corporate Square Redevelopment DRI #4320

City of Brookhaven, Georgia

February 2025

Prepared for:

Third and Urban

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
017749000



TABLE OF CONTENTS

Executive Summary	1
Clairmont Road (US 23/SR 155) at I-85 Southbound Ramps (Intersection 9)	4
Impacted Queue Lengths Exceeding Storage.....	4
1.0 Project Description	5
1.1 Introduction.....	5
1.2 Site Access.....	8
1.3 Internal Circulation Analysis.....	8
1.4 Parking	8
1.5 Alternative Transportation Facilities	9
1.6 Enhanced Focus Area for Dense Urban Environments	10
1.7 Heavy Vehicle Enhanced Focus Area.....	10
2.0 Traffic Analyses, Methodology and Assumptions.....	10
2.1 Study Network Determination.....	10
2.2 Existing Roadway Facilities.....	12
2.3 Traffic Data Collection and Calibration	12
2.4 Background Growth	13
2.5 Programmed and Planned Projects.....	14
2.6 Level-of-Service Overview	16
2.7 Level-of-Service Standards.....	16
3.0 Trip Generation.....	17
4.0 Trip Distribution and Assignment	18
5.0 Traffic Analysis	18
5.1 Buford Highway (US 23/SR 13) at North Druid Hills Road (SR 42) (Intersection 1)	27
5.2 North Druid Hills Road (SR 42) at I-85 Southbound Ramps (Intersection 2).....	28
5.3 North Druid Hills Road (SR 42) at I-85 Northbound Ramps (Intersection 3)	29
5.4 North Druid Hills Road (SR 42) at Briarcliff Road (Intersection 4).....	31
5.5 Buford Highway (US 23/SR 13) at Corporate Boulevard/Curtis Drive (Intersection 5)	32
5.6 I-85 Frontage Road at Corporate Boulevard (Intersection 6).....	33
5.7 I-85 Frontage Road (Southbound) at I-85 Underpass (Intersection 7)	34
5.8 I-85 Frontage Road (Northbound) at I-85 Underpass (Intersection 8).....	35
5.9 Clairmont Road (US 23/SR 155) at I-85 Southbound Ramp (Intersection 9)	36
5.10 Corporate Boulevard at Site Driveway A (Intersection 10).....	38
5.11 Corporate Boulevard at Site Driveway B (Intersection 11).....	38
5.12 Corporate Boulevard at Site Driveway C (Intersection 12)	39
5.13 I-85 Frontage Road (Southbound) at Site Driveway D (Intersection 13)	39
5.14 I-85 Frontage Road (Southbound) at Site Driveway E (Intersection 14)	40

LIST OF TABLES

Table 1: Proposed Land Use and Density.....	1
Table 2: Proposed Land Use and Density.....	5
Table 3: Required Parking	9
Table 4: Intersection Control Summary.....	10
Table 5: Roadway Classifications	12
Table 6: Traffic Count Summary	13
Table 7: Programmed Projects	14
Table 8: Planned Projects.....	14
Table 9: Trip Generation	17

LIST OF FIGURES

Figure 1: Site Location Map	6
Figure 2: Site Aerial	7
Figure 3: Study Intersections	11
Figure 4: Residential Trip Distribution & Assignment.....	19
Figure 5: Non-Residential Trip Distribution & Assignment.....	22
Figure 6: Project Trips.....	25
Figure 7: Existing 2024 Conditions.....	41
Figure 8: Projected 2033 No-Build Conditions	42
Figure 9: Projected 2033 Build Conditions	43

LIST OF APPENDICES

Appendix A	Proposed Site Plan
Appendix B	Trip Generation Analysis
Appendix C	Intersection Volume Worksheets
Appendix D	Programmed Project Fact Sheets
Appendix E	Raw Traffic Count Data
Appendix F	<i>Synchro</i> Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Corporate Square Redevelopment located in the City of Brookhaven, Georgia. The approximate 31.55-acre site is located south of Buford Highway (US 23/SR 13), north of Interstate 85, and east of Corporate Boulevard. The site currently consists of 316,291 SF of existing office space and its associated surface parking, which will be demolished.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2033 (approximately 9 years from Existing 2024 conditions).

Table 1: Proposed Land Use and Density	
Land Use	Density
Multifamily Residential	1,624 units
Senior Living Residential	176 units
Townhomes	200 units
Hotel	350 rooms
Retail	24,000 SF
Restaurant	6,000 SF
Medical Office	100,000 SF

Note: 630,616 SF of existing office space (semi-vacant, 176,334 SF leased) to be demolished.

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use, alternative transportation mode, and pass-by reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated December 12, 2024).

Capacity analyses were performed for the study intersections under the Existing 2024 conditions, the Projected 2033 No-Build conditions, and the Projected 2033 Build conditions.

- Existing 2024 conditions represent current traffic volumes that were collected in November and December of 2024. (Note: Traffic count methodology was outlined in the Methodology Meeting Packet.)
- Projected 2033 No-Build conditions represent the Existing 2024 traffic volumes grown for nine (9) years at 0.5% per year throughout the study network (with the exception of Intersections 2 and 3 which use the GDOT traffic volume projection methodology outlined in **Section 2.4**), plus the project trips associated with the hotel portion of the *CHOA Master Plan DRI #2789*.
- Projected 2033 Build conditions represent the Projected 2033 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Corporate Square Redevelopment*.

Programmed Roadway Improvements

The following intersection improvements (per GDOT PI #0016054) are programmed to be implemented by GDOT before the build-out of the proposed Corporate Square Redevelopment project, and are included in the Projected 2033 No-Build and Build conditions (shown in green on **Figure 8** and **Figure 9**). This programmed project would involve the construction of a displaced left-turn movement from North Druid Hills Road (SR 42) to the I-85 SB Ramp. This would result in the following roadway improvements:

- Buford Highway (US 23/SR 13) at North Druid Hills Road (SR 42) (Intersection 1)
 - o Construction of an exclusive northbound right-turn lane (creating two exclusive left-turn lanes, two through lanes and one exclusive right-turn lane) along North Druid Hills Road (SR 42).
- North Druid Hills Road (SR 42) at I-85 Southbound Ramps (Intersection 2)
 - o Construction of a displaced left-turn movement, relocating the northbound left-turn movements along North Druid Hills Road (SR 42) to a crossover at Intersection 3.
 - o Construction of an additional northbound through lane (creating three through lanes) along North Druid Hills Road (SR 42).
 - o Construction of an additional exclusive westbound left-turn lane (creating two exclusive left turn lanes) along the I-85 Southbound Ramp.
- North Druid Hills Road (SR 42) at I-85 Northbound Ramps (Intersection 3)
 - o Conversion of the westbound right-turn lane on the I-85 Northbound Ramp to a free-flow right-turn lane with an add lane along North Druid Hills Road (SR 42).
 - o An additional eastbound right-turn lane from the I-85 NB Ramp to North Druid Hills Road (SR 42) (southbound) will be provided, creating triple right-turns. The current through movement at the intersection will be replaced with an underpass beneath North Druid Hills Road (SR 42) (Intersection 3).
 - o Construct two exclusive northbound left-turn lanes and an additional northbound right-turn lane, creating two exclusive left-turn lanes, two through lanes, and two exclusive right-turn lanes along North Druid Hills Road (SR 42).
 - o Construct an additional southbound through lane (creating three through lanes) along North Druid Hills Road (SR 42).

Projected No-Build 2033 (System Improvements)

Due to the low level-of-service (LOS) at the following intersection under the Existing 2024 and Projected 2033 No-Build conditions, and Projected 2033 Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 8** and **Figure 9**):

- Clairmont Road (US 23/SR 155) at I-85 Southbound Exit-Ramp (Intersection 9)
 - o Construct an additional exclusive southbound right-turn lane (creating dual right-turn lanes) along Clairmont Road (US 23/SR 155).

The analysis results for the improved conditions at the above intersection is shown in the table on the following page. With the improvements listed above, the study intersection is projected to operate at or above the overall and approach LOS standard.

Projected Build 2033 (Site Access Improvements)

In order to serve the Corporate Square Redevelopment, the following improvements are recommended:

- Corporate Boulevard at Site Driveway B (Intersection 11)
 - o On the site, construct a full-movement driveway with a minimum of one (1) ingress lane entering the site and one (1) egress lane exiting the site.

Clairmont Road (US 23/SR 155) at I-85 Southbound Ramps (Intersection 9)

Overall LOS Standard: E Approach LOS Standard: E		Clairmont Road (US 23/SR 155)			Clairmont Road (US 23/SR 155)						I-85 Southbound Ramp		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (59.7)										
		Approach LOS	D (44.2)			E (73.0)						E (71.8)	
		Storage											
		50th Queue	610	438		228	492				507	529	169
		95th Queue	768	505		273	640				759	685	265
	PM	Overall LOS	C (31.0)										
		Approach LOS	C (20.6)			B (17.8)						E (58.7)	
		Storage											
		50th Queue	122	136		121	68				201	211	44
		95th Queue	191	177		155	108				374	324	114
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (61.9)										
		Approach LOS	D (44.3)			E (77.0)						E (75.2)	
		Storage											
		50th Queue	610	438		228	510				528	579	169
		95th Queue	768	505		273	659				790	724	265
	PM	Overall LOS	D (35.4)										
		Approach LOS	C (20.6)			B (17.9)						E (71.5)	
		Storage											
		50th Queue	122	136		121	76				232	241	44
		95th Queue	191	177		155	119				428	369	114

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. North Druid Hills Road (SR 42) at Briarcliff Road	WBL	500	206 / 226 (50 th) 298 / 539 (95 th)	Consider extending WBL lane storage into center raised median.
4. North Druid Hills Road (SR 42) at Briarcliff Road	SBR*	150	162/166 (50 th) 220 / 288 (95 th)	No-Build (System Improvement): Consider extending SBR turn lane.
	EBL	400	239 / 366 (50 th) 290 / 442 (95 th)	No-Build (System Improvement): Consider extending EBL lane storage into center raised median.
	WBR*	150	163 / 143 (50 th) 267 / 211 (95 th)	No-Build (System Improvement): Consider extending WBR turn lane.
5. Buford Highway (US 23/SR 13) at Corporate Boulevard/Curtis Drive	NBL	200	246 / 179 (50 th) 405 / 319 (95 th)	Consider extending NBL lane storage into center two-way left-turn lane.
	WBL	150	63 / 146 (50 th) 94 / 307 (95 th)	Consider extending WBL lane storage into center raised median.

* Exceeds available storage in Existing 2024 conditions

Other movements where the projected queuing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Corporate Square Redevelopment* located in the City of Brookhaven, Georgia. The approximate 31.55-acre site is located south of Buford Highway (US 23/SR 13), north of Interstate 85, and east of Corporate Boulevard. The project site is currently zoned M (Industrial) and O-I (Office-Institution). The site is proposed to be rezoned to MPD (Master Planned Development), and the rezoning application was filed on October 30, 2024. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

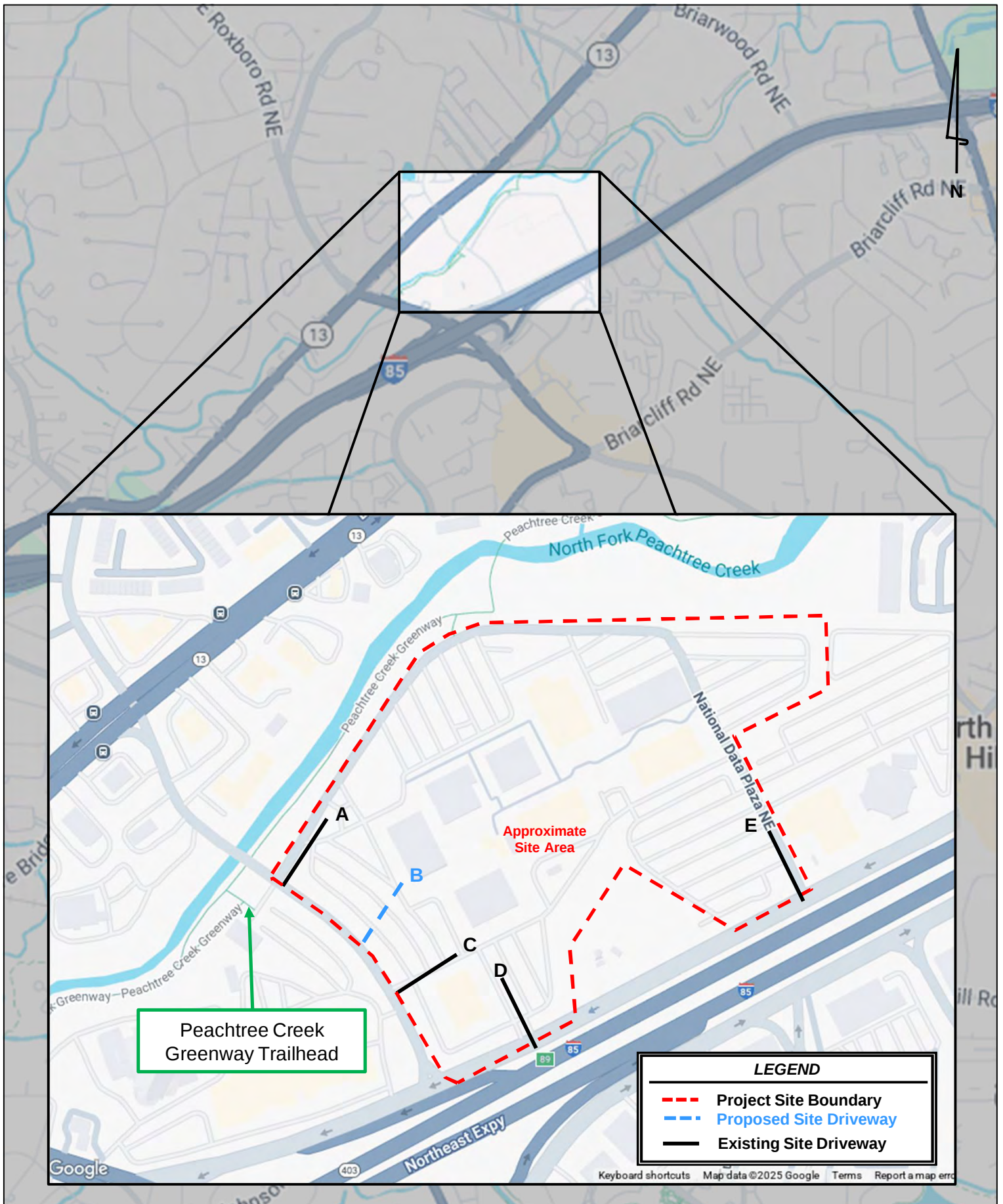
The site currently consists of 316,291 SF of existing office space and its associated surface parking. The existing office space (176,334 SF currently leased and 454,282 currently vacant) and surface parking is proposed to be demolished and redeveloped with a mix of land uses. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2033 (approximately 9 years from Existing 2024 conditions).

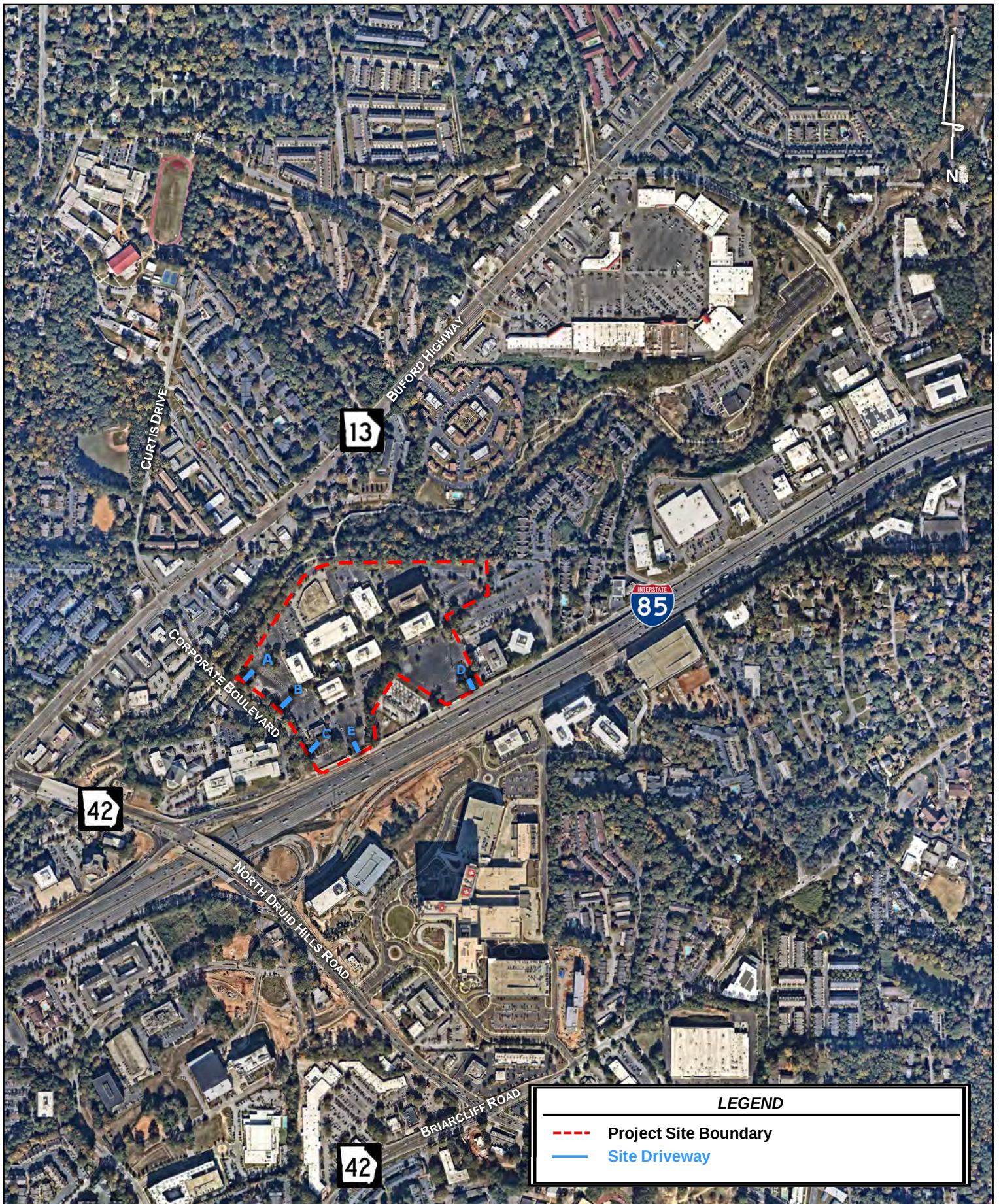
Table 2: Proposed Land Use and Density	
Land Use	Density
Multifamily Residential	1,624 units
Senior Living Residential	176 units
Townhomes	200 units
Hotel	350 rooms
Retail	24,000 SF
Restaurant	6,000 SF
Medical Office	100,000 SF

Note: 630,616 SF of existing office space (semi-vacant, 176,334 SF leased) to be demolished.

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

The project is considered a 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 new mixed-use development in a *Regional Employment Corridor* area per the Atlanta Region's *Plan Unified Growth Policy Map*. The DRI was formally triggered with the filing of the rezoning application and the Initial DRI Information (Form 1) was filed on November 1, 2024 by the City of Brookhaven. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting on December 2, 2024 with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU), dated December 12, 2024.





LEGEND	
---	Project Site Boundary
---	Site Driveway

1.2 Site Access

As currently envisioned, the proposed development will be accessible via five (5) total vehicular access points:

1. **Site Driveway A** – an existing, unsignalized, full-movement driveway located along Corporate Boulevard approximately 725 feet south of Buford Highway (US 23/SR 13). Site Driveway A operates under side street stop control.
2. **Site Driveway B** – a proposed, unsignalized, full-movement driveway located along Corporate Boulevard approximately 930 feet south of Buford Highway (US 23/SR 13). Site Driveway B is proposed to operate under side street stop control.
3. **Site Driveway C** – an existing, unsignalized, full-movement driveway located along Corporate Boulevard approximately 1,130 feet south of Buford Highway (US 23/SR 13). Site Driveway C operates under side street stop control.
4. **Site Driveway D** – an existing, unsignalized, right-in/right-out driveway located along I-85 Frontage Road approximately 320 feet east of Corporate Boulevard and operates under side street stop control.
5. **Site Driveway E** – an existing, unsignalized, right-in/right-out driveway located along I-85 Frontage Road approximately 1,275 feet east of Corporate Boulevard.

Note: The site is currently served by two (2) curb cuts on Corporate Boulevard, and two (2) curb cuts along the I-85 Frontage Road. The proposed development will add one (1) total new curb cut along Corporate Boulevard.

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

Pedestrian facilities will be provided between the various land uses. Sidewalks are being proposed along the project frontage on Corporate Boulevard to connect the gap between the I-85 Frontage Road sidewalks and the sidewalk along Corporate Boulevard, just north of the project site. Access to the Peachtree Creek Greenway is located across Corporate Boulevard from Site Driveway A. Additional access points are currently under consideration. Details for these proposed connections will be determined as the site proceeds through the permitting process.

1.4 Parking

Parking will be provided on-site in individual enclosed parking for the townhomes, a surface parking lot near the corporate housing, and multiple new parking decks attached to the residential, retail, medical, and hotel buildings.

The required number of total site parking spaces to be provided are listed below in **Table 3**. The site development is currently in progress and the number of parking provided is subject to change.

Table 3: Required Parking	
Land Use	Minimum Spaces
Residential	2,000 1 per dwelling unit
Hotel	350 1 per guest room
Retail	60 2.5 per KSF
Restaurant	48 8 per KSF
Medical	330 3.3 per KSF
Total	2,788 spaces

Per code, the required number of parking spaces may be reduced if [shared parking](#) is utilized. See site plan (last page) for parking details. Parking numbers are subject to change during site design.

A total of 2,755 parking spaces are proposed in a mix of surface and structured parking facilities.

Residential parking will be provided in garages for the townhomes and in structured parking garages for the multifamily buildings. The exact amount of spaces constructed will be based on zoning code requirements, per the site plan, based on the total number of units constructed (up to 200 townhomes, 1,624 multifamily units, and 176 senior living units).

1.5 *Alternative Transportation Facilities*

Pedestrian sidewalk facilities are currently provided along the I-85 Frontage Road and just north of site along Corporate Boulevard. Pedestrian sidewalk and trail facilities are proposed to be provided through the development, and a bridge connection from the site to the Peachtree Creek Greenway Trail (by PATH) is under consideration. Existing sidewalk connections, in addition to proposed sidewalks along the project frontage along Corporate Boulevard, will be utilized to connect the site to the greater pedestrian network. A proposed multi-use path through the site is under consideration. Details for these proposed connections will be determined as the site proceeds through the permitting process.

The use of alternative transportation modes will be incentivized through dedicated parking for bicycles, vanpool, carpool, and car share.

Additionally, the project site is currently served by nearby MARTA bus stops along Buford Highway (US 23/SR 13), I-85 Frontage Road, and North Druid Hills Road (SR 42). These roads are currently served by routes 8, 39, and 47, seven days a week. The nearest route 47 bus stop is located approximately 1,700 feet east of the site along I-85 Frontage Road, and the nearest route 39 bus stop is located approximately 750 feet north of the site along Corporate Boulevard. The routes provide local service to the Lindbergh, Doraville, Brookhaven, and Chamblee MARTA rail stations and other local destinations nearby. These bus stops experienced a total of 188 boardings/ 246 alightings daily in Spring 2023. The bus stop is projected to increase ridership by approximately 209 boardings/209 alightings daily (assumed 50% of daily alternative mode reduction).

1.6 Enhanced Focus Area for Dense Urban Environments

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Corporate Square Redevelopment* does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location within the City of Brookhaven.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA *Development of Regional Impact Review Procedures*, the *Corporate Square Redevelopment* does not qualify for a “Heavy Vehicle Enhanced Focus Area” review as none of the land uses for the development are expected to generate sufficient heavy vehicle traffic. Therefore a “Heavy Vehicle Enhanced Focus Area” is not required for the *Corporate Square Redevelopment*.

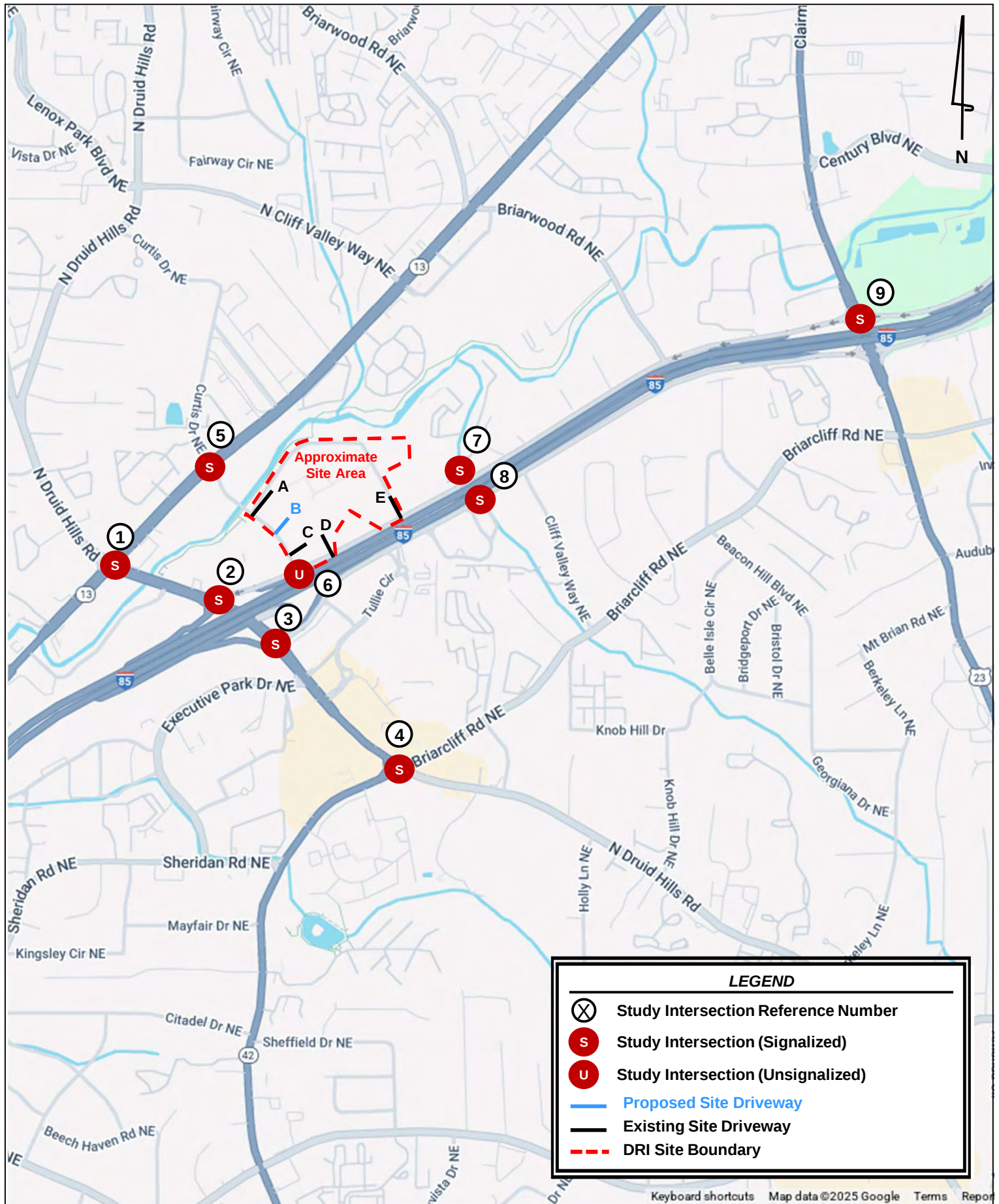
2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following nine (9) existing intersections described in **Table 4** and is shown visually in **Figure 3**.

Table 4: Intersection Control Summary	
Intersection	Existing Control
1. Buford Highway (US 23/SR 13) at North Druid Hills Road (SR 42)	Signalized
2. North Druid Hills Road (SR 42) at I-85 Southbound Ramps	Signalized
3. North Druid Hills Road (SR 42) at I-85 Northbound Ramps	Signalized
4. North Druid Hills Road (SR 42) at Briarcliff Road	Signalized
5. Buford Highway (US 23/SR 13) at Corporate Boulevard/Curtis Drive	Signalized
6. I-85 Frontage Road at Corporate Boulevard	Unsignalized (TWSC)
7. I-85 Frontage Road (Southbound) at I-85 Underpass	Signalized
8. I-85 Frontage Road (Northbound) at I-85 Underpass	Signalized
9. Clairmont Road (US 23/SR 155) at I-85 Southbound Ramp	Signalized

Note: TWSC = Two-Way Stop-Control for side streets.



Keyboard shortcuts Map data ©2025 Google Terms Report

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications				
Roadway	Lanes	AADT (GDOT, 2023)	GDOT Functional Classification	DeKalb County Functional Classification
Buford Highway (US 23/SR 13)	6	21,600 <i>Station 089-3096</i>	Principal Arterial	Major Arterial
North Druid Hills Road (SR 42)	4/6	37,100 <i>Station 089-3658</i>	Minor Arterial (north of Buford Highway (US 23/SR 13)) / Principal Arterial (south of Buford Highway (US 23/SR 13))	Major Arterial
Corporate Boulevard	2	-	Local	Local
I-85 Frontage Road	2	10,600 <i>Station 089-4047</i>	Major Collector	Collector
Briarcliff Road	4	18,000 <i>Station 089-3134</i>	Minor Arterial	Minor Arterial
Clairmont Road (US 23/SR 155)	4	28,000 <i>Station 089-3243</i>	Principal Arterial	Major Arterial
Curtis Drive	2	-	Local	Local

2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, November 13, 2024 and Thursday, December 12, 2024. Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. Therefore, no COVID adjustment factor was applied. The traffic count methodologies used in this analysis were outlined in the Methodology Meeting Packet.

Traffic count peak hours for all the study intersections are shown in **Table 6**.

Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Buford Highway (US 23/SR 13) at North Druid Hills Road (SR 42)	11/2024	8:00 – 9:00 AM	4:30 – 5:30 PM
2. North Druid Hills Road (SR 42) at I-85 SB Ramps	11/2024	7:30 – 8:30 AM	4:15 – 5:15 PM
3. North Druid Hills Road (SR 42) at I-85 NB Ramps	11/2024	7:15 – 8:15 AM	4:30 – 5:30 PM
4. North Druid Hills Road (SR 42) at Briarcliff Road	11/2024	7:15 – 8:15 AM	4:45 – 5:45 PM
5. Buford Highway (US 23/SR 13) at Corporate Boulevard/Curtis Drive	11/2024	7:45 – 8:45 AM	5:00 – 6:00 PM
6. I-85 Frontage Road at Corporate Boulevard	11/2024	8:00 – 9:00 AM	5:00 – 6:00 PM
7. I-85 Frontage Road (SB) at I-85 Underpass	11/2024	7:30 – 8:30 AM	4:00 – 5:00 PM
8. I-85 Frontage Road (NB) at I-85 Underpass	11/2024	7:30 – 8:30 AM	4:00 – 5:00 PM
9. Clairmont Road (US 23/SR 155) at I-85 SB Ramps	12/2024	7:30 – 8:30 AM	4:00 – 5:00 PM

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

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Corporate Square Redevelopment*. Background traffic can include a base growth rate based on historical count data and population growth data 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% per year background traffic growth rate from 2024 to 2033 (9 years) was used for all roadways. Approved GDOT Traffic Volume projections from PI #0016054 were used in lieu of growing existing traffic count data at the I-85 and North Druid Hills Road (SR 42) interchange (Intersections 2 and 3). The GDOT volume projections at these intersections are higher than the existing count data, creating a more conservative analysis. The GDOT traffic volume projections analyzed a buildout year of 2026. Therefore, 2026 traffic volume projections were grown at a rate of 0.5% per year for seven (7) years and applied to Intersections 2 and 3 in the Projected 2033 No-Build traffic volumes. Additionally, the project trips associated with the undeveloped Hotel portion of the *Children's Healthcare of Atlanta (CHOA) Master Plan DRI #2789* that will be built-out by 2033 were included in the Projected 2033 No-Build traffic volumes.

The Projected 2033 No-Build conditions represent the Existing 2024 traffic volumes grown for nine (9) years at 0.5% per year throughout the study network (with the exception of Intersections 2 and 3 with the growth methodology outlined above), plus the project trips associated with the hotel portion of the *CHOA Master Plan DRI #2789*.

The Projected 2033 Build conditions represent the project trips generated by the *Corporate Square Redevelopment* (discussed in **Section 3.0** and **4.0**) added to the Projected 2033 No-Build conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders. Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and DeKalb County SPLOST.

The following projects in **Table 7** are programmed to occur near the development.

Table 7: Programmed Projects							
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
<i>I-85 Displaced Left Turn Interchange (DTLI) Improvements</i>	<i>Druid Hills Drive to Executive Park Drive/ Tully Road</i>	GDOT	0016054	N/A	2019	2023	2023
I-85 North Interchange Improvements	North Druid Hills Road (SR 42) to Clairmont Road (SR 155)	GDOT	0015919	DK-AR-243	2018	2026	2026
Peachtree Creek Greenway Trail Phase II	City of Atlanta to North Druid Hills Road	City of Brookhaven	00160563	DK-381	2023	2025	2025
Peachtree Creek Greenway Trail Phase III	Briarwood Road to Clairmont Road	City of Brookhaven	0017808	DK-454	2023	2025	2025
Buford Highway (SR 13) Arterial Rapid Transit	MARTA Lindbergh Rail Station to MARTA Doraville Rail Station	MARTA	N/A	AR-491E	Unknown	Unknown	2025

The following projects in **Table 8** are planned to occur near the development.

Table 8: Planned Projects					
Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
Briarcliff Road (SR 42) Widening	Clifton Road to North Druid Hills Road	GDOT	0013951 / DK-100	2040	GDOT Fact Sheet/ ARC Fact Sheet
North Druid Hills Road Widening	Buford Highway (SR 13) to Lenox Park Road	City of Brookhaven	DK-241	2030	ARC Fact Sheet

One project was identified (noted on the previous page in italics and highlighted in yellow) to include in the capacity analyses. GDOT has a project currently under construction to improve the North Druid Hills Road interchange with the following improvements:

- Construction of a displaced left-turn movement from North Druid Hills Road (SR 42) (northbound) to the I-85 SB Ramp. Rather than making a traditional left-turn at Intersection 2, left-turning vehicles will make a crossover movement at Intersection 3, then proceed free-flow onto the ramp.
- An additional westbound left-turn lane from the I-85 SB Ramp to North Druid Hills Road (SR 42) (southbound) will be provided, creating triple left-turns (Intersection 2).
- An additional eastbound right-turn lane from the I-85 NB Ramp to North Druid Hills Road (SR 42) (southbound) will be provided, creating triple right-turns. The current through movement at the intersection will be replaced with an underpass beneath North Druid Hills Road (SR 42) (Intersection 3).
- North Druid Hills Road (SR 42) will be widened to have three through lanes in each direction between Buford Highway (US 23/SR 13) (Intersection 1) and Briarcliff Road (SR 42) (Intersection 4).

A concept graphic of the proposed improvement project is provided in **Appendix D**.

The remaining non-highlighted projects shown in **Table 7** and **Table 8** are not yet funded, are programmed or planned to occur near the development beyond the build-out year of the proposed development, or are not anticipated to affect the study network.

Available fact sheets for projects listed in the tables above can be found in **Appendix D**.

2.6 Level-of-Service Overview

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 12*. Existing and future traffic signal phasing and timing data were retrieved for available intersections.

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

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

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for all study intersections, due to their location within a Regional Employment Corridor per the ARC Unified Growth Policy Map, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures*.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021*, using equations where available. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail 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.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 5% per the LOU.

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.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Corporate Square Redevelopment*.

Table 9: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
215 – Single-Family Attached Housing	200 units	1,474	737	737	25	73	68	48
221 – Multi-Family Housing (Mid-Rise)	1,624 units	7,700	3,850	3,850	162	541	387	247
252 – Senior Adult Housing - Attached	176 units	534	267	267	12	22	25	19
310 – Hotel	350 rooms	3,370	1,685	1,685	94	74	118	113
720 – Medical-Dental Office Building – Stand Alone	100,000 SF	4,188	2,094	2,094	190	51	121	283
822 – Strip Retail Plaza (<40k)	24,000 SF	1,242	621	621	31	20	73	72
932 – High-Turnover (Sit-Down) Restaurant	6,000 SF	644	322	322	31	26	33	21
710 – General Office Building (Existing Occupied Office to Be Demolished)*	176,334 SF	-1,900	-950	-950	-239	-33	-45	-221
Gross Project Trips		17,252	8,626	8,626	306	774	780	582
<i>Mixed-Use Reductions</i>		-558	-279	-279	-25	-25	-94	-94
<i>Alternative Mode Reductions (5%)</i>		-836	-418	-418	-15	-37	-35	-25
<i>Pass-By Reductions</i>		-574	-287	-287	-0	-0	-20	-20
Net New Trips		15,284	7,642	7,642	266	712	631	443

* No credit taken for the 454,282 SF of vacant office to be demolished.

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential land uses in **Figure 4** and for non-residential uses in **Figure 5**. The peak hour project trips are shown by turning movement throughout the study network **Figure 6**.

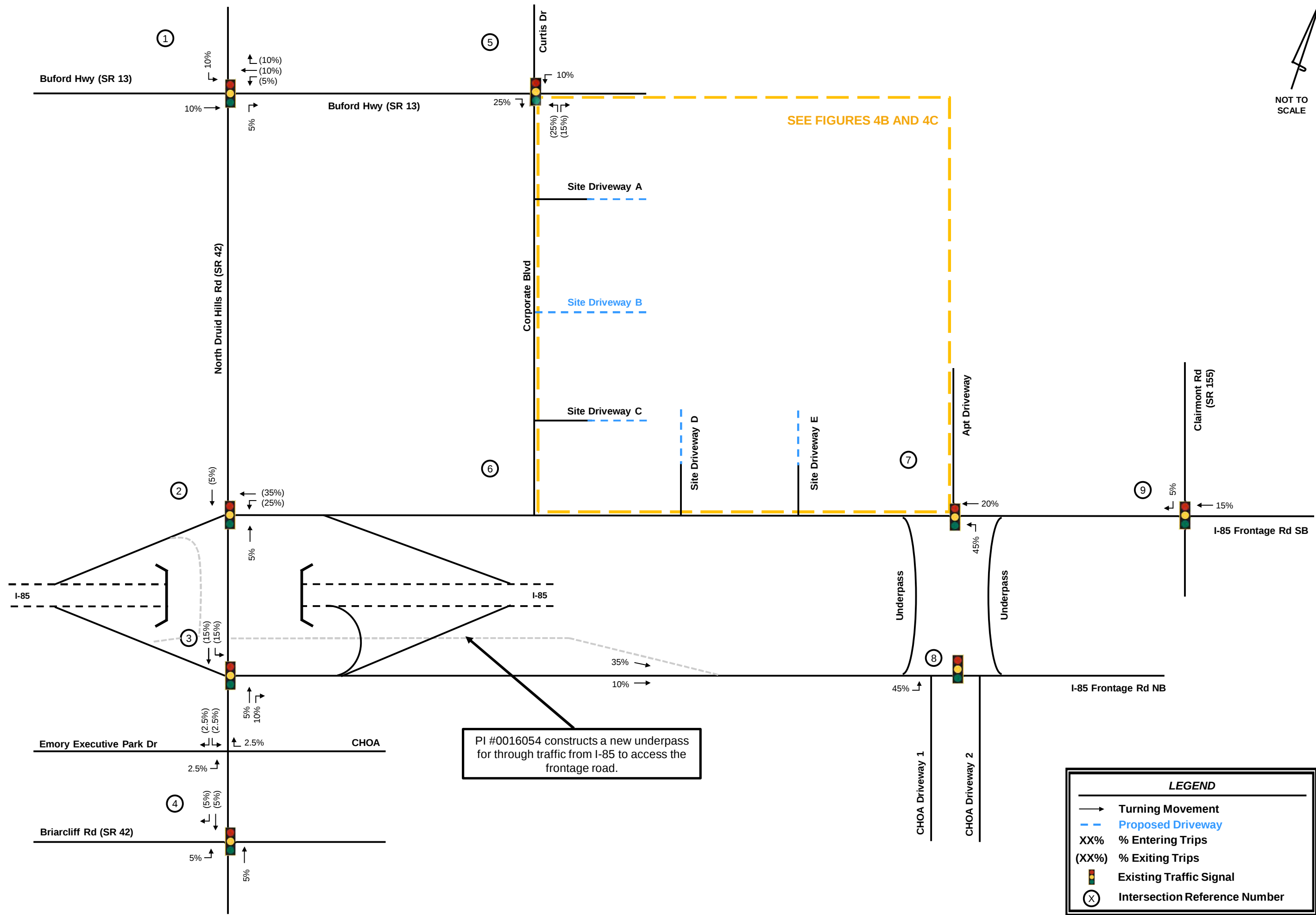
Detailed intersection volume worksheets are provided in **Appendix C**.

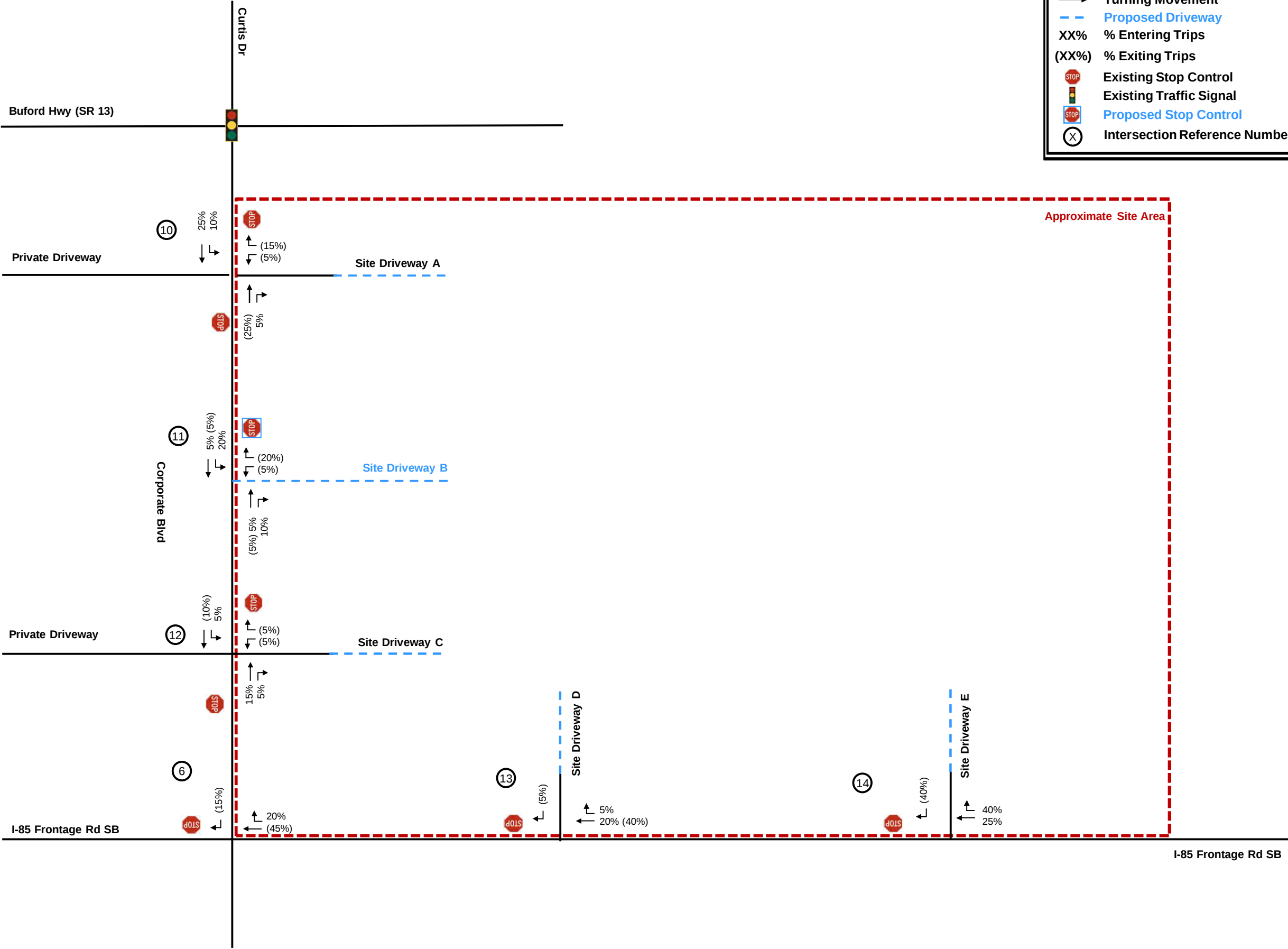
5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 7th Edition, unless otherwise noted.

Sections 5.1 – 5.14 provide the results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 7** for Existing 2024 conditions, **Figure 8** for Projected 2033 No-Build conditions, and **Figure 9** for Projected 2033 Build conditions.

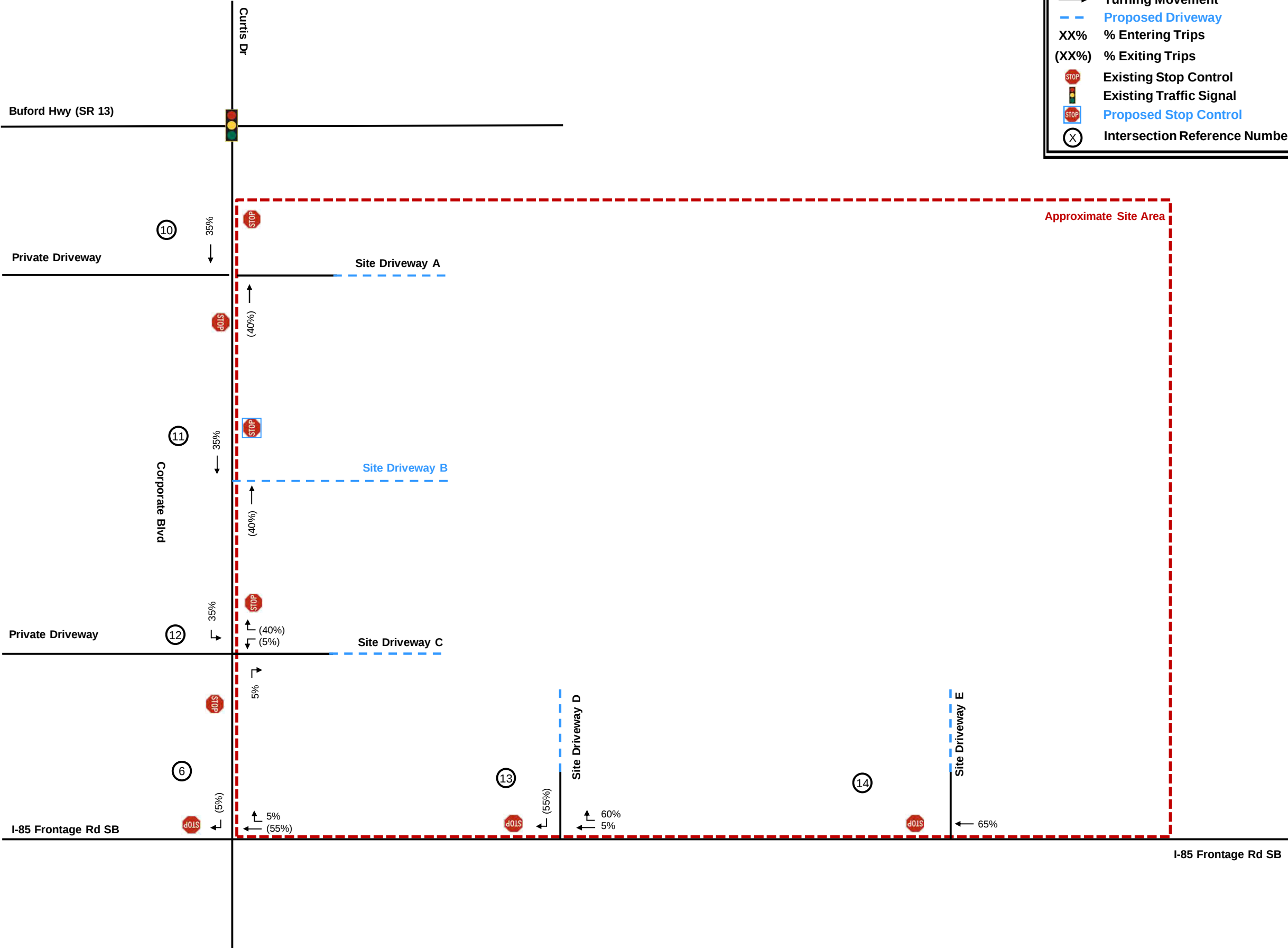




LEGEND

- Turning Movement
- - - Proposed Driveway
- XX% % Entering Trips
- (XX%) % Exiting Trips
- STOP Existing Stop Control
- STOP Existing Traffic Signal
- STOP Proposed Stop Control
- (X) Intersection Reference Number

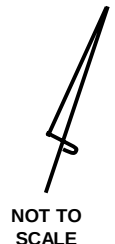
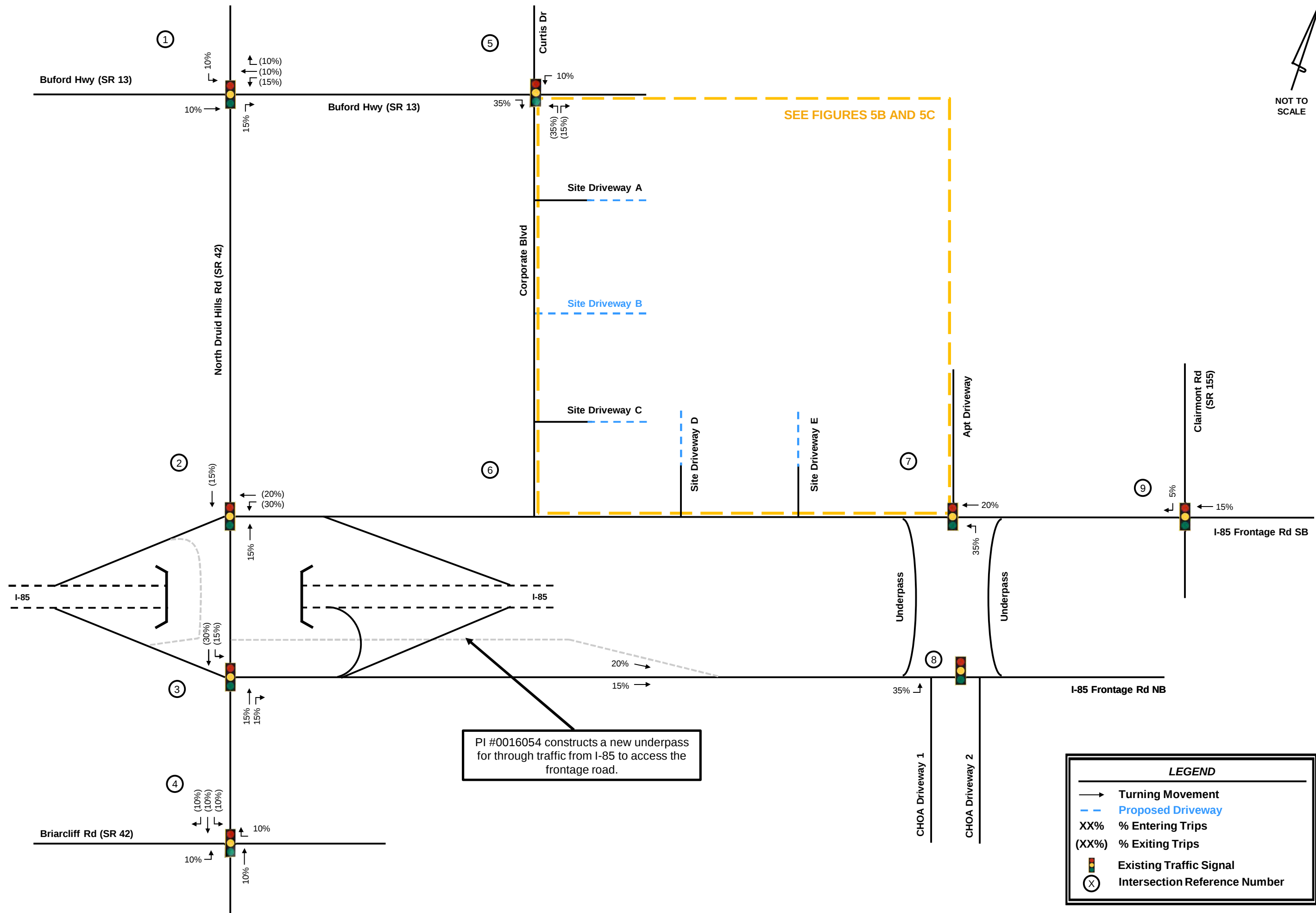




LEGEND

- Turning Movement
- - - Proposed Driveway
- XX% % Entering Trips
- (XX%) % Exiting Trips
- STOP Existing Stop Control
- STOP Existing Traffic Signal
- STOP Proposed Stop Control
- (X) Intersection Reference Number

NOT TO SCALE



LEGEND

→

Turning Movement

Proposed Driveway

XX%

% Entering Trips

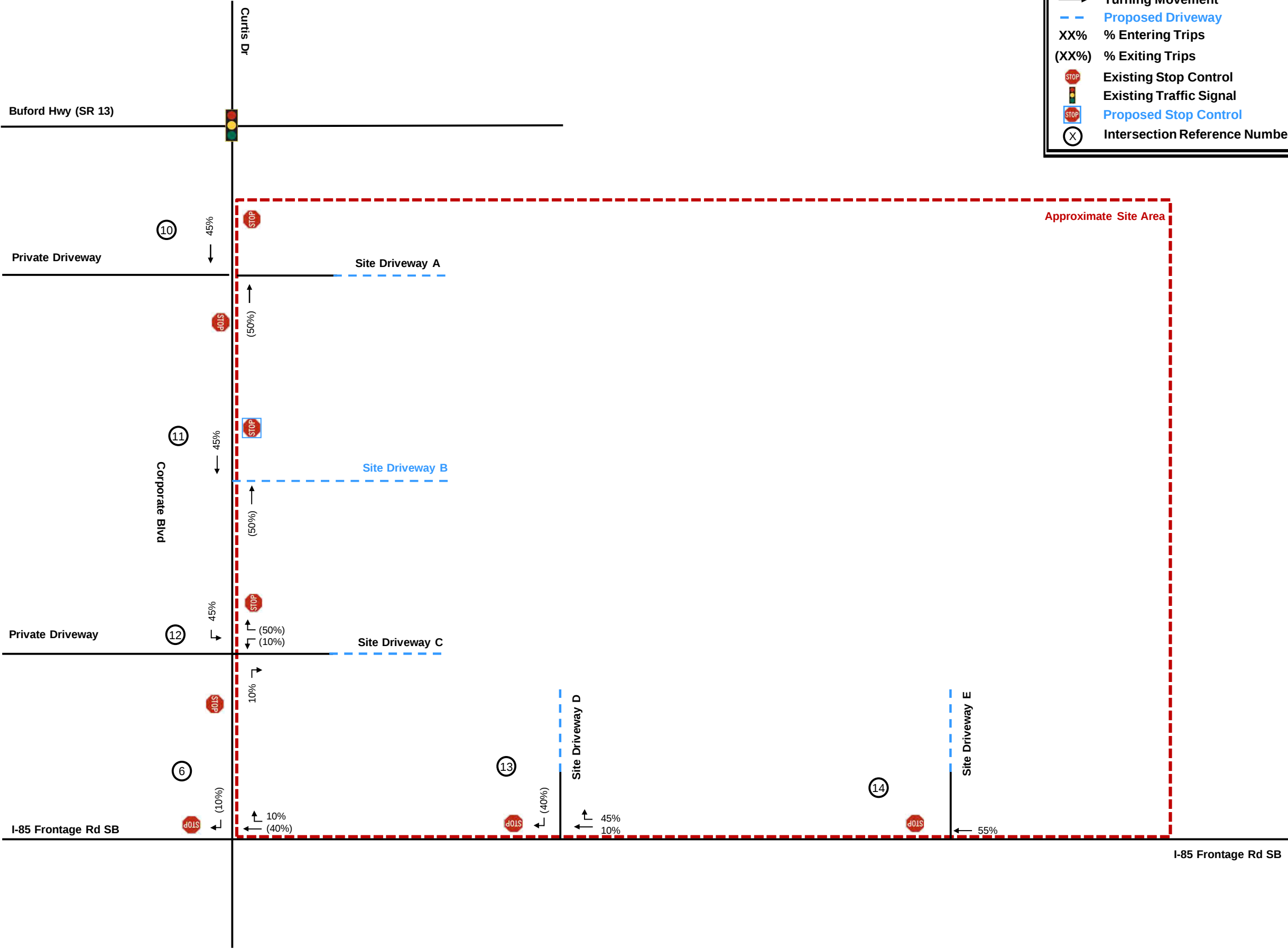
(XX%)

% Exiting Trips

Existing Traffic Signal

(X)

Intersection Reference Number



LEGEND

→

Turning Movement

Proposed Driveway

XX%

% Entering Trips

(XX%)

% Exiting Trips

STOP

Existing Stop Control

STOP

Existing Traffic Signal

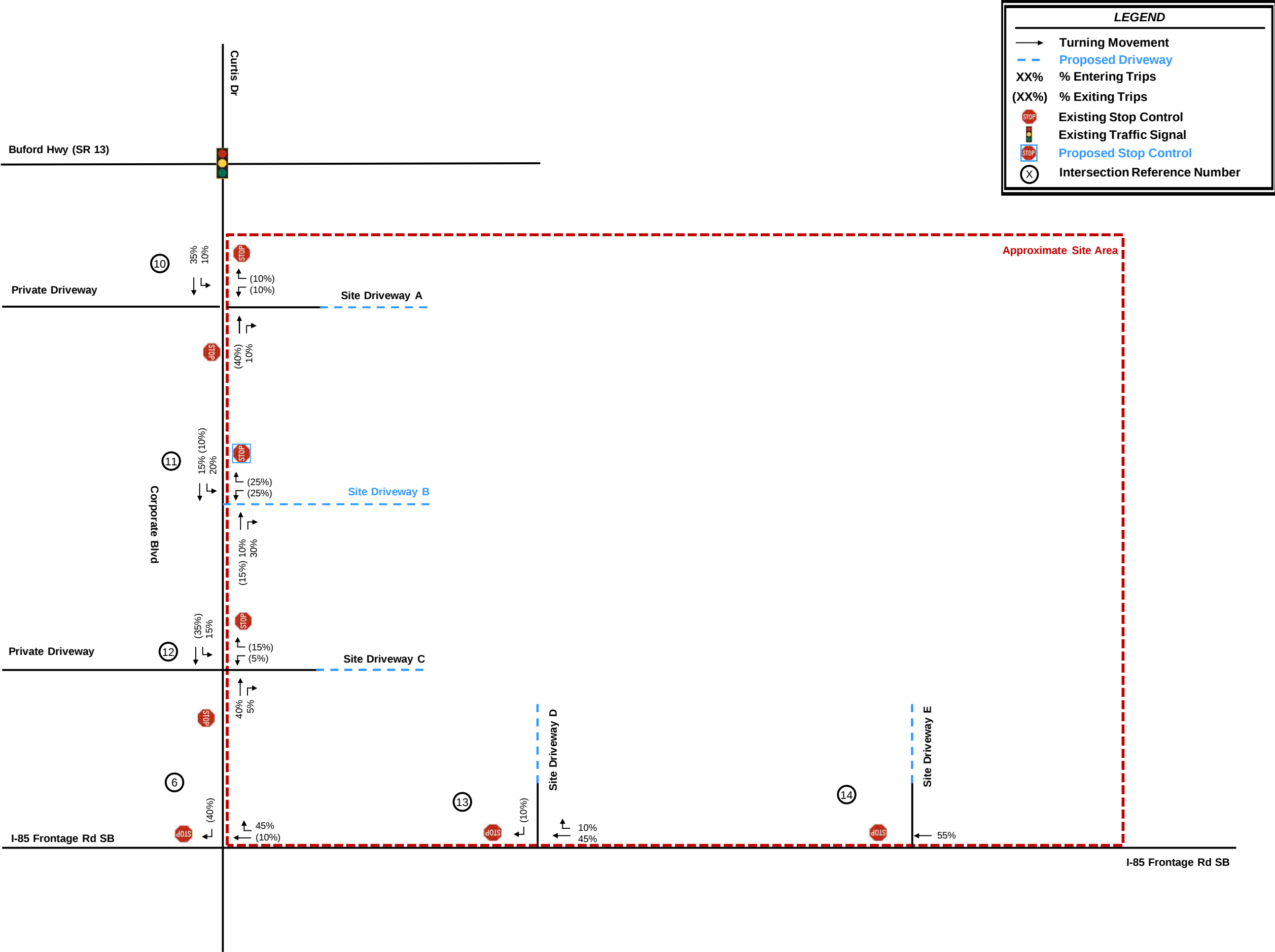
STOP

Proposed Stop Control

(X)

Intersection Reference Number





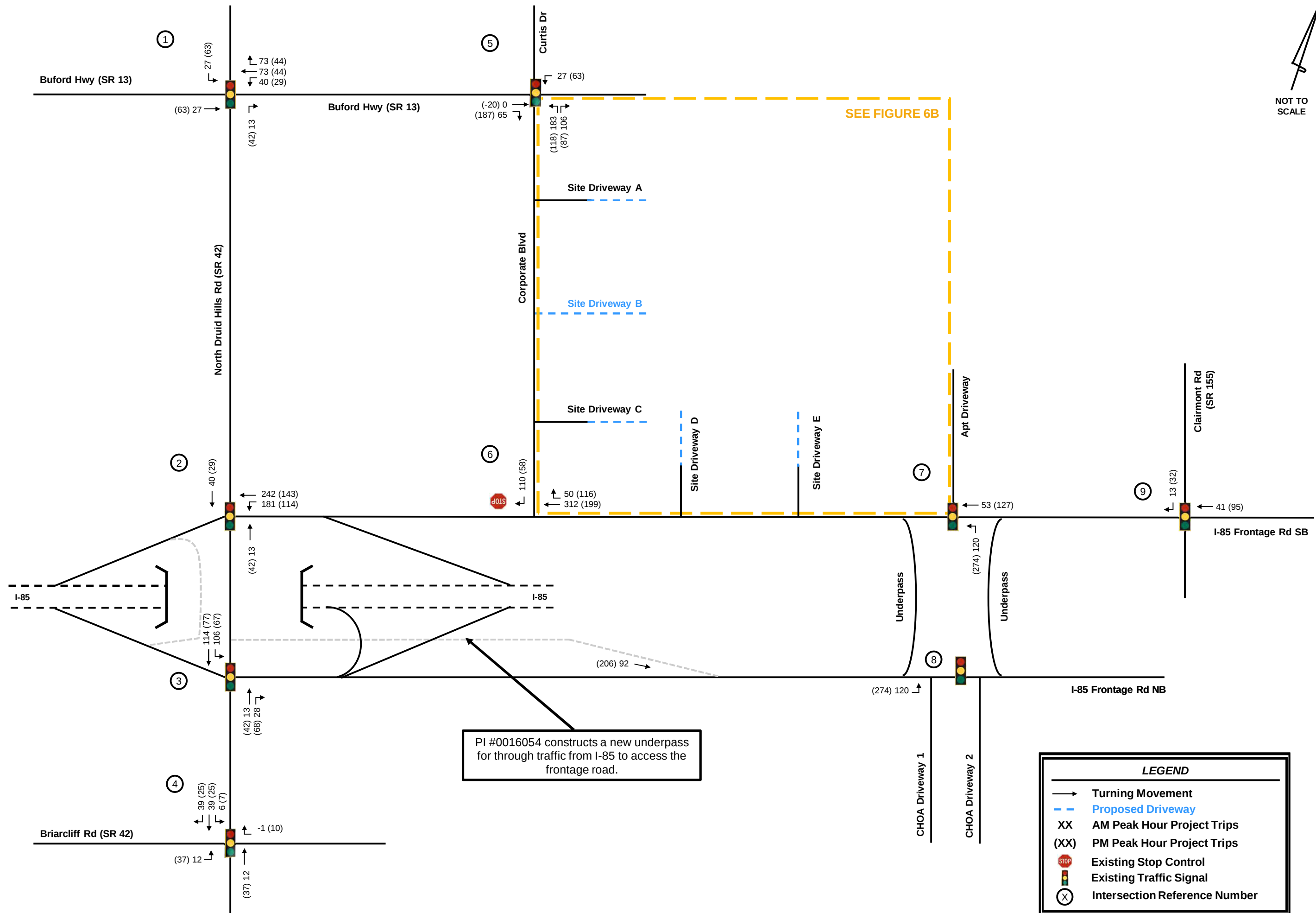
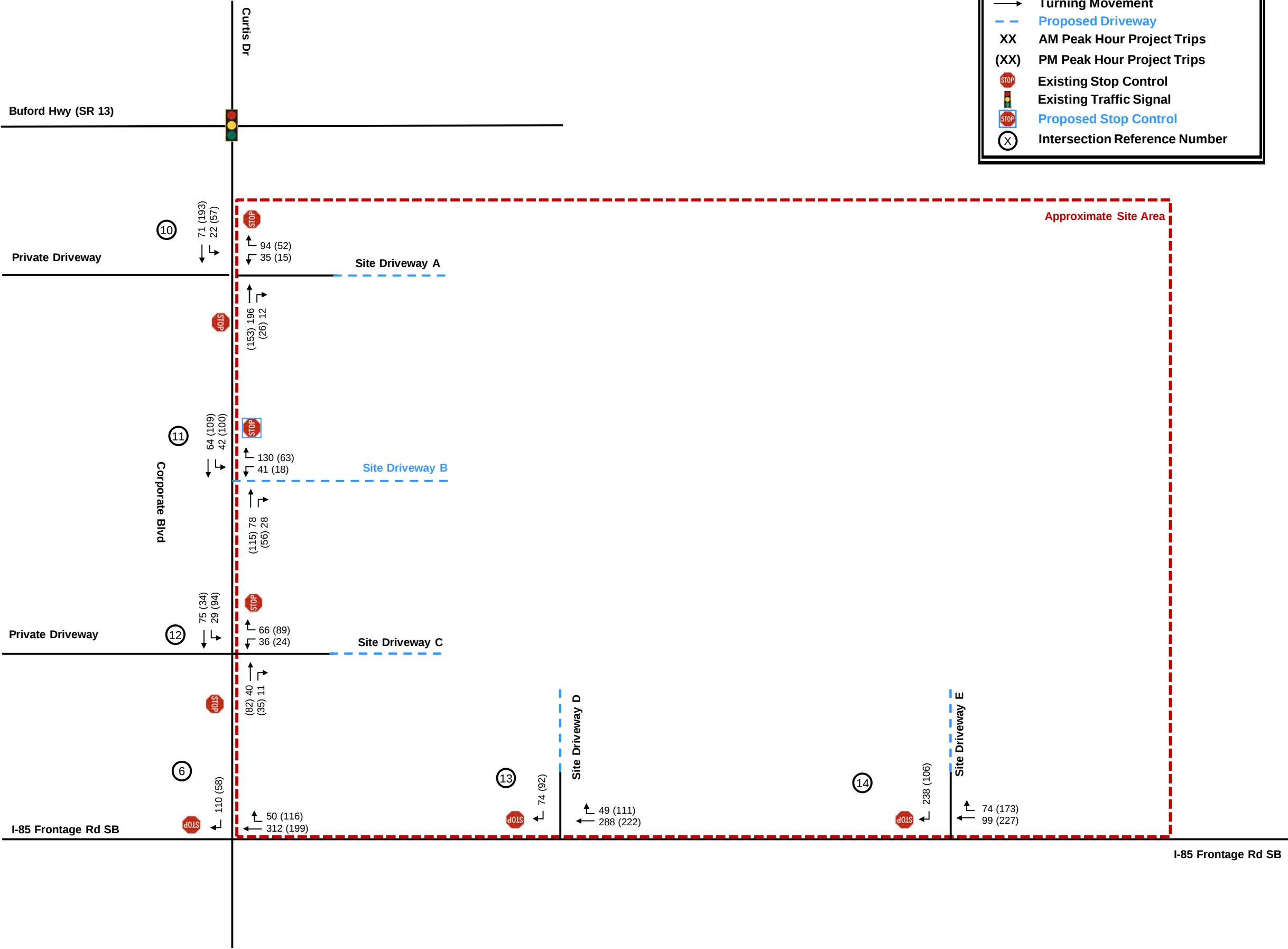


Figure 6A

Project Trips

Corporate Square
Redevelopment
DRI #4320
Transportation Analysis



5.1 Buford Highway (US 23/SR 13) at North Druid Hills Road (SR 42) (Intersection 1)

Overall LOS Standard: **E**
Approach LOS Standard: **E**

			North Druid Hills Road (SR 42)			North Druid Hills Road (SR 42)			Buford Highway (US 23/SR 13)			Buford Highway (US 23/SR 13)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	E (62.4)											
		Approach LOS	F (83.5)			C (32.9)			D (51.8)			D (53.6)		
		Storage	450			300		200	500			500		
		50th Queue	126	421		10	268	46	181	107		136	248	
		95th Queue	168	1070		25	343	125	348	142		189	220	
	PM	Overall LOS	E (64.4)											
		Approach LOS	F (93.4)			D (52.0)			D (47.4)			D (48.2)		
		Storage	450			300		200	500			500		
		50th Queue	128	906		40	434	44	311	373		134	213	
		95th Queue	164	1073		87	531	112	450	446		242	258	
NO-BUILD (SIGNAL)	AM	Overall LOS	D (49.3)											
		Approach LOS	D (53.2)			C (34.0)			D (53.7)			D (53.5)		
		Storage	450			300		200	500			500		
		50th Queue	122	757	11	11	285	55	214	113		178	247	
		95th Queue	175	1034	23	26	364	141	401	149		274	311	
	PM	Overall LOS	D (53.0)											
		Approach LOS	E (64.9)			D (54.4)			D (45.8)			D (40.4)		
		Storage	450			300		200	500			500		
		50th Queue	130	552	88	44	454	14	354	419		147	243	
		95th Queue	230	532	122	63	451	59	670	674		186	295	
BUILD (SIGNAL)	AM	Overall LOS	D (53.3)											
		Approach LOS	E (58.7)			C (34.8)			E (58.9)			E (56.6)		
		Storage	450			300		200	500			500		
		50th Queue	127	803	13	25	302	64	224	119		206	323	
		95th Queue	173	1023	32	58	385	157	411	154		298	388	
	PM	Overall LOS	E (56.1)											
		Approach LOS	E (65.8)			D (54.6)			D (51.7)			D (48.1)		
		Storage	450			300		200	500			500		
		50th Queue	125	564	163	92	467	48	317	431		226	260	
		95th Queue	201	617	265	155	491	101	635	491		539	302	

GDOT has programmed the following roadway improvement at the intersection of Buford Highway (US 23/SR 13) at North Druid Hills Road (SR 42) (Intersection 1) as part of PI#0016054 (shown in green on **Figure 8** and **Figure 9**), which was reflected in the Project 2033 No-Build and Build scenarios:

- Construction of an exclusive northbound right-turn lane (creating two exclusive left-turn lanes, two through lanes and one exclusive right-turn lane) along North Druid Hills Road (SR 42).

The intersection currently operates and is projected to operate at an acceptable overall LOS under the Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. Although the northbound approach currently operates at LOS F, with the implementation of the aforementioned GDOT programmed improvements, each approach of the intersection is projected to operate at an acceptable LOS under the Projected 2033 No-Build and Build conditions. Due to the increase in volume to the intersection, the split times for the approaches were adjusted to accommodate the additional demand, per the GRTA Review Procedures. As a result, all approaches are projected to operate at an acceptable LOS under Projected 2033 Build conditions. Since a change in signal timing would improve the intersection approaches to an acceptable LOS, no physical improvements are recommended to be conditioned.

5.2 North Druid Hills Road (SR 42) at I-85 Southbound Ramps (Intersection 2)

		North Druid Hills Road (SR 42)			North Druid Hills Road (SR 42)						I-85 Southbound Ramps		
Overall LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
Approach LOS Standard: E		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	E (57.1)										
		Approach LOS	E (55.2)			E (56.4)						E (59.7)	
		Storage											
		50th Queue	363	511		176	241				458	438	315
		95th Queue	412	508		221	418				631	536	416
	PM	Overall LOS	D (47.5)										
		Approach LOS	C (34.8)			C (34.4)						F (83.7)	
		Storage											
		50th Queue	278	83		159	70				424	456	246
		95th Queue	372	111		220	108				646	614	385
NO-BUILD (SIGNAL)	AM	Overall LOS	B (17.3)										
		Approach LOS	B (11.1)			A (5.3)						C (29.8)	
		Storage					100						
		50th Queue		146		58	23				130	209	143
		95th Queue		122		59	33				187	327	275
	PM	Overall LOS	B (19.1)										
		Approach LOS	B (10.8)			B (11.4)						C (30.8)	
		Storage					100						
		50th Queue		114		125	4				143	230	138
		95th Queue		115		125	7				200	315	246
BUILD (SIGNAL)	AM	Overall LOS	C (31.5)										
		Approach LOS	B (11.8)			A (5.9)						E (57.8)	
		Storage					100						
		50th Queue		147		72	68				184	325	196
		95th Queue		149		67	76				257	466	383
	PM	Overall LOS	C (21.9)										
		Approach LOS	B (12.1)			B (12.6)						C (34.1)	
		Storage					100						
		50th Queue		116		116	10				179	288	172
		95th Queue		120		136	9				245	430	325

GDOT has programmed the following roadway improvements at the intersection of North Druid Hills Road (SR 42) at I-85 Southbound Ramps (Intersection 2) as part of PI#0016054 (shown in green on **Figure 8** and **Figure 9**), which were reflected in the Project 2033 No-Build and Build scenarios:

- Construction of a displaced left-turn movement, relocating the northbound left-turn movements along North Druid Hills Road (SR 42) to a crossover at Intersection 3.
- Construction of an additional northbound through lane (creating three through lanes) along North Druid Hills Road (SR 42).
- Construction of an additional exclusive westbound left-turn lane (creating two exclusive left turn lanes) along the I-85 Southbound Ramp.

The intersection currently operates and is projected to operate at an acceptable overall LOS under the Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. Although the westbound approach currently operates at LOS F in the PM peak hour, with the implementation of the aforementioned GDOT programmed improvements, each approach of the intersection is projected to operate at an acceptable LOS under the Projected 2033 No-Build and Build conditions. No improvements are recommended to be conditioned.

5.3 North Druid Hills Road (SR 42) at I-85 Northbound Ramps (Intersection 3)

Overall LOS Standard: **E**
Approach LOS Standard: **E**

		North Druid Hills Road (SR 42)			North Druid Hills Road (SR 42)			I-85 Northbound Ramp			I-85 Northbound Ramp		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (41.5)										
		Approach LOS	C (25.9)			D (39.6)			E (68.8)			D (43.7)	
		Storage											
		50th Queue		258	161	176	408		533	350			38
		95th Queue		327	278	262	456		764	448			122
	PM	Overall LOS	C (33.7)										
		Approach LOS	B (18.0)			C (25.2)			E (79.1)			E (68.5)	
		Storage											
		50th Queue		277	366	229	289		328	284			153
		95th Queue		272	450	284	584		420	364			276
NO-BUILD (SIGNAL)	AM	Overall LOS	B (15.9)										
		Approach LOS	B (14.2)			B (18.8)			C (25.0)			A (0.6)	
		Storage	500		500	500							
		50th Queue	294	137	86	95	145			167			
		95th Queue	254	216	138	118	152			222			
	PM	Overall LOS	B (18.4)										
		Approach LOS	B (17.4)			B (19.2)			C (29.8)			A (0.6)	
		Storage	500		500	500							
		50th Queue	224	102	128	289	111			163			
		95th Queue	269	202	268	304	127			204			
BUILD (SIGNAL)	AM	Overall LOS	B (16.6)										
		Approach LOS	B (14.8)			B (20.0)			C (25.0)			A (0.6)	
		Storage	500		500	500							
		50th Queue	278	154	101	117	179			167			
		95th Queue	252	242	163	135	179			222			
	PM	Overall LOS	B (18.5)										
		Approach LOS	B (17.5)			B (19.3)			C (30.3)			A (0.6)	
		Storage	500		500	500							
		50th Queue	197	128	188	282	126			181			
		95th Queue	271	215	344	300	145			224			

Note: All scenarios were analyzed using HCM 2000 Methodology due to limitations in HCM 7th edition when analyzing non-NEMA phasing.

GDOT has programmed the following roadway improvements at the intersection of North Druid Hills Road (SR 42) at I-85 Northbound Ramps (Intersection 3) as part of PI#0016054 (shown in green on **Figure 8** and **Figure 9**), which were reflected in the Project 2033 No-Build and Build scenarios:

- Conversion of the westbound right-turn lane on the I-85 Northbound Ramp to a free-flow right-turn lane with an add lane along North Druid Hills Road (SR 42).
- An additional eastbound right-turn lane from the I-85 NB Ramp to North Druid Hills Road (SR 42) (southbound) will be provided, creating triple right-turns. The current through movement at the intersection will be replaced with an underpass beneath North Druid Hills Road (SR 42) (Intersection 3).
- Construct two exclusive northbound left-turn lanes and an additional northbound right-turn lane, creating two exclusive left-turn lanes, two through lanes, and two exclusive right-turn lanes along North Druid Hills Road (SR 42).
- Construct an additional southbound through lane (creating three through lanes) along North Druid Hills Road (SR 42).

The intersection currently operates and is projected to operate at an acceptable overall LOS standard under Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. With the implementation of the aforementioned GDOT programmed improvements, each approach of the intersection is projected to operate at an acceptable LOS under the Projected 2033 No-Build and Build conditions. No improvements are recommended to be conditioned.

5.4 North Druid Hills Road (SR 42) at Briarcliff Road (Intersection 4)

Overall LOS Standard: **E**
Approach LOS Standard: **E**

		North Druid Hills Road			North Druid Hills Road (SR 42)			Briarcliff Road (SR 42)			Briarcliff Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (39.1)										
		Approach LOS	C (28.4)			C (22.5)			E (67.1)			E (66.2)	
		Storage	200					150	400			150	150
		50th Queue	52	551		9	132	37	221	162		79	147
		95th Queue	98	776		43	265	110	272	205		119	242
	PM	Overall LOS	E (55.8)										
		Approach LOS	C (33.7)			D (53.8)			E (78.4)			E (72.1)	
		Storage	200					150	400			150	150
		50th Queue	89	507		63	430	135	328	184		179	135
		95th Queue	177	710		204	750	225	384	224		231	203
NO-BUILD (SIGNAL)	AM	Overall LOS	D (40.9)										
		Approach LOS	C (31.5)			C (24.5)			E (67.3)			E (66.4)	
		Storage	200					150	400			150	150
		50th Queue	56	612		40	244	145	232	170		82	164
		95th Queue	105	831		103	352	204	284	214		121	263
	PM	Overall LOS	D (49.3)*										
		Approach LOS	D (36.6)			C (33.7)*			E (78.6)			E (72.4)	
		Storage	200					150	400			150	150
		50th Queue	108	562		165	558	139	344	189		185	144
		95th Queue	211	756		264	869	213	412	234		247	212
BUILD (SIGNAL)	AM	Overall LOS	D (41.3)										
		Approach LOS	C (32.4)			C (25.3)			E (67.4)			E (66.8)	
		Storage	200					150	400			150	150
		50th Queue	57	631		44	261	162	239	168		81	163
		95th Queue	106	833		114	382	220	290	212		119	267
	PM	Overall LOS	D (51.2)										
		Approach LOS	D (39.8)			D (36.0)			E (79.2)			E (72.7)	
		Storage	200					150	400			150	150
		50th Queue	125	611		191	598	166	366	185		193	143
		95th Queue	222	833		292	903	288	442	234		259	211

* LOS improves in the PM peak hour from Existing 2024 conditions due to impacts of signal improvements upstream, creating better platooning for southbound traffic.

The intersection of North Druid Hills Road (SR 42) at Briarcliff Road (Intersection 4) currently operates and is projected to operate at acceptable overall and approach LOS standards under the Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. No improvements are recommended to be conditioned.

5.5 Buford Highway (US 23/SR 13) at Corporate Boulevard/Curtis Drive (Intersection 5)

Overall LOS Standard: E Approach LOS Standard: E			Corporate Boulevard			Curtis Drive			Buford Highway (US 23/SR 13)			Buford Highway (US 23/SR 13)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	B (15.8)											
		Approach LOS	E (67.9)			E (75.5)			A (5.9)			A (6.4)		
		Storage	200						150			150		
		50th Queue	51	83			107		6	22		26	88	
		95th Queue	96	143			179		13	35		53	131	
	PM	Overall LOS	C (22.4)											
		Approach LOS	E (60.2)			E (76.1)			B (13.4)			B (11.8)		
		Storage	200						150			150		
		50th Queue	37	51			332		18	141		43	109	
		95th Queue	71	106			429		31	205		85	163	
NO-BUILD (SIGNAL)	AM	Overall LOS	B (19.3)											
		Approach LOS	D (50.3)			E (56.0)			B (13.0)			B (13.7)		
		Storage	200						150			150		
		50th Queue	45	77			95		6	19		50	148	
		95th Queue	88	136			163		11	23		77	179	
	PM	Overall LOS	C (23.9)											
		Approach LOS	E (58.7)			E (76.1)			B (16.1)			B (13.1)		
		Storage	200						150			150		
		50th Queue	38	57			348		22	121		81	119	
		95th Queue	73	111			445		35	197		143	175	
BUILD (SIGNAL)	AM	Overall LOS	C (27.3)											
		Approach LOS	E (66.4)			E (60.1)			B (13.9)			B (14.5)		
		Storage	200						150			150		
		50th Queue	246	135			95		7	9		63	154	
		95th Queue	405	225			167		13	18		94	185	
	PM	Overall LOS	C (32.9)											
		Approach LOS	E (78.8)			E (77.6)			C (22.8)			C (20.1)		
		Storage	200						150			150		
		50th Queue	179	94			378		29	202		146	130	
		95th Queue	319	180			589		37	235		307	154	

The intersection of Buford Highway (US 23/SR 13) at Corporate Boulevard/Curtis Drive (Intersection 5) currently operates and is projected to operate at an acceptable overall LOS standard under Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions.

Due to the increase in volume to the intersection, the split times for the approaches were adjusted to accommodate the additional demand, per the GRTA Review Procedures. Each approach is projected to operate acceptably under Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. No improvements are recommended to be conditioned.

5.6 I-85 Frontage Road at Corporate Boulevard (Intersection 6)

Overall LOS Standard: E Approach LOS Standard: E						Corporate Boulevard						I-85 Frontage Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS												
		Approach LOS				B (11.8)								
		Storage												
		50th Queue												
		95th Queue												
	PM	Overall LOS												
		Approach LOS				C (16.5)								
		Storage												
		50th Queue												
		95th Queue												
NO-BUILD (TWSC)	AM	Overall LOS												
		Approach LOS				B (12.1)								
		Storage												
		50th Queue												
		95th Queue												
	PM	Overall LOS												
		Approach LOS				B (12.8)								
		Storage												
		50th Queue												
		95th Queue												
BUILD (TWSC)	AM	Overall LOS												
		Approach LOS				C (19.2)								
		Storage												
		50th Queue												
		95th Queue												
	PM	Overall LOS												
		Approach LOS				C (17.0)								
		Storage												
		50th Queue												
		95th Queue												

The intersection of I-85 Frontage Road at Corporate Boulevard (Intersection 6) currently operates and is projected to operate at acceptable overall and approach LOS standards under Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. No improvements are recommended to be conditioned.

5.7 I-85 Frontage Road (Southbound) at I-85 Underpass (Intersection 7)

Overall LOS Standard: E
Approach LOS Standard: E

		Underpass (U-Turn)			Stone Creek at Brookhaven						I-85 Frontage Road (Southbound)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	A (9.9)										
		Approach LOS	D (41.6)			D (44.2)						A (4.4)	
		Storage											
		50th Queue										34	
		95th Queue										92	
	PM	Overall LOS	B (11.4)										
		Approach LOS	B (13.3)			B (17.8)						A (9.4)	
		Storage											
		50th Queue										14	
		95th Queue										54	
NO-BUILD (SIGNAL)	AM	Overall LOS	A (10.0)										
		Approach LOS	D (41.6)			D (44.2)						A (4.5)	
		Storage											
		50th Queue										36	
		95th Queue										97	
	PM	Overall LOS	B (11.5)										
		Approach LOS	B (13.3)			B (17.8)						A (9.5)	
		Storage											
		50th Queue										16	
		95th Queue										57	
BUILD (SIGNAL)	AM	Overall LOS	B (14.5)										
		Approach LOS	D (41.9)			D (44.2)						A (5.3)	
		Storage											
		50th Queue										81	
		95th Queue										106	
	PM	Overall LOS	B (12.2)										
		Approach LOS	B (13.7)			B (18.1)						A (9.9)	
		Storage											
		50th Queue										24	
		95th Queue										81	

Note: All scenarios were analyzed using HCM 2000 Methodology due to limitations in HCM 7th Edition when analyzing clustered intersections.

The intersection of I-85 Frontage Road (Southbound) at I-85 Underpass (Intersection 7) currently operates and is projected to operate at acceptable overall and approach LOS standards under Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. No improvements are recommended to be conditioned.

5.8 I-85 Frontage Road (Northbound) at I-85 Underpass (Intersection 8)

Overall LOS Standard: E
Approach LOS Standard: E

		CHOA Driveway			Underpass (U-Turn)			I-85 Frontage Road (Northbound)					
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (22.8)										
		Approach LOS	C (31.3)			D (40.2)			A (5.1)				
		Storage							200		300		
		50th Queue		1		0	134		0	46	0		
		95th Queue		6		70	261		14	65	9		
	PM	Overall LOS	A (8.0)										
		Approach LOS	B (12.5)			B (12.0)			A (7.2)				
		Storage							200		300		
		50th Queue		24		0	3		0	36	0		
		95th Queue		75		49	54		24	81	3		
NO-BUILD (SIGNAL)	AM	Overall LOS	C (25.9)										
		Approach LOS	C (31.6)			D (45.1)			A (5.2)				
		Storage							200		300		
		50th Queue		1		0	155		0	46	0		
		95th Queue		7		73	310		14	65	9		
	PM	Overall LOS	A (8.0)										
		Approach LOS	B (13.3)			B (12.7)			A (7.1)*				
		Storage							200		300		
		50th Queue		27		0	4		0	39	0		
		95th Queue		84		51	60		24	87	4		
BUILD (SIGNAL)	AM	Overall LOS	C (25.9)										
		Approach LOS	C (31.6)			D (45.1)			A (5.3)				
		Storage							200		300		
		50th Queue		1		0	155		0	48	0		
		95th Queue		7		73	310		21	68	9		
	PM	Overall LOS	A (8.0)										
		Approach LOS	B (15.9)			B (15.1)			A (6.8)*				
		Storage							200		300		
		50th Queue		34		0	5		0	48	0		
		95th Queue		105		60	70		31	107	3		

Note: All scenarios were analyzed using HCM 2000 Methodology due to limitations in HCM 7th Edition when analyzing clustered intersections.

* Delay decreases slightly from the previous scenario, as trips are added to the eastbound through movement which experiences little delay.

The intersection of I-85 Frontage Road (Northbound) at I-85 Underpass (Intersection 8) currently operates and is projected to operate at acceptable overall and approach LOS standards under Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. No improvements are recommended to be conditioned.

5.9 Clairmont Road (US 23/SR 155) at I-85 Southbound Ramp (Intersection 9)

Overall LOS Standard: E Approach LOS Standard: E		Clairmont Road (US 23/SR 155)			Clairmont Road (US 23/SR 155)						I-85 Southbound Ramp		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	F (93.7)										
		Approach LOS	D (35.4)			F (220.8)						E (69.8)	
		Storage											
		50th Queue	537	399		227	1198				479	492	152
		95th Queue	581	462		290	1535				718	633	246
	PM	Overall LOS	C (30.1)										
		Approach LOS	B (19.8)			B (17.8)						E (57.7)	
		Storage											
		50th Queue	115	123		112	127				193	198	30
		95th Queue	176	160		144	220				363	307	95
NO-BUILD (SIGNAL)	AM	Overall LOS	F (108.4)										
		Approach LOS	D (35.7)			F (271.8)						E (74.1)	
		Storage											
		50th Queue	561	430		242	1298				508	525	170
		95th Queue	605	495		309	1636				768	683	267
	PM	Overall LOS	C (32.4)										
		Approach LOS	C (20.2)			B (18.4)						E (63.8)	
		Storage											
		50th Queue	121	131		119	138				203	209	43
		95th Queue	189	170		152	235				385	328	113
BUILD (SIGNAL)	AM	Overall LOS	F (113.7)										
		Approach LOS	D (35.8)			F (283.9)						E (80.7)	
		Storage											
		50th Queue	561	430		242	1333				553	591	170
		95th Queue	605	495		309	1673				802	736	267
	PM	Overall LOS	D (36.0)										
		Approach LOS	C (20.6)			B (19.7)						E (71.5)	
		Storage											
		50th Queue	122	136		121	160				232	241	44
		95th Queue	191	177		155	270				428	369	114

The intersection of Clairmont Road (US 23/SR 155) at I-85 Southbound Ramp (Intersection 9) is projected to operate at an unacceptable overall LOS during the AM peak hour under the Existing 2024 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. Under these scenarios, the southbound approach of the intersection is projected to operate at an unacceptable LOS.

In order to improve the overall and approach LOS under all studied scenarios, Kimley-Horn recommends the following system improvement (shown in red on **Figure 8** and **Figure 9**):

- Construct an additional exclusive southbound right-turn lane along Clairmont Road (US 23/SR 155).

The analysis results for the improved conditions at Intersection 9 are shown in the table on the following page.

Overall LOS Standard: E Approach LOS Standard: E		Clairmont Road (US 23/SR 155)			Clairmont Road (US 23/SR 155)						I-85 Southbound Ramp		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (59.7)										
		Approach LOS	D (44.2)			E (73.0)						E (71.8)	
		Storage											
		50th Queue	610	438		228	492				507	529	169
		95th Queue	768	505		273	640				759	685	265
	PM	Overall LOS	C (31.0)										
		Approach LOS	C (20.6)			B (17.8)						E (58.7)	
		Storage											
		50th Queue	122	136		121	68				201	211	44
		95th Queue	191	177		155	108				374	324	114
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (61.9)										
		Approach LOS	D (44.3)			E (77.0)						E (75.2)	
		Storage											
		50th Queue	610	438		228	510				528	579	169
		95th Queue	768	505		273	659				790	724	265
	PM	Overall LOS	D (35.4)										
		Approach LOS	C (20.6)			B (17.9)						E (71.5)	
		Storage											
		50th Queue	122	136		121	76				232	241	44
		95th Queue	191	177		155	119				428	369	114

With the improvements listed above, the intersection of Clairmont Road (US 23/SR 155) at I-85 Southbound Ramp (Intersection 9) is projected to operate at or above its overall and approach LOS standards under both Projected 2033 No-Build and Projected 2033 Build conditions.

5.10 Corporate Boulevard at Site Driveway A (Intersection 10)

		Overall LOS Standard: E Approach LOS Standard: E	Corporate Boulevard			Corporate Boulevard			Private Driveway			Site Driveway A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(2.6)											
		Approach LOS				A (8.1)						B (13.4)		
		Storage												
		50th Queue												
		95th Queue				3						23		
	PM	Overall LOS	(1.5)											
		Approach LOS				A (8.1)						B (13.3)		
		Storage												
		50th Queue												
		95th Queue				3						13		

The intersection of Corporate Boulevard at Site Driveway A (Intersection 10) is projected to operate at acceptable overall and approach LOS under the Projected 2033 Build scenario. No improvements are recommended to be conditioned.

5.11 Corporate Boulevard at Site Driveway B (Intersection 11)

		Overall LOS Standard: E Approach LOS Standard: E	Corporate Boulevard			Corporate Boulevard						Site Driveway B		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(3.4)											
		Approach LOS				A (7.9)						B (11.7)		
		Storage												
		50th Queue												
		95th Queue				3						25		
	PM	Overall LOS	(2.0)											
		Approach LOS				A (8.2)						B (11.7)		
		Storage												
		50th Queue												
		95th Queue				8						13		

The intersection of Corporate Boulevard at Site Driveway B (Intersection 11) is projected to operate at acceptable overall and approach LOS under the Projected 2033 Build scenario. The recommended lane configuration for Site Driveway B is a minimum of one (1) lane entering the site and one (1) lane exiting the site.

5.12 Corporate Boulevard at Site Driveway C (Intersection 12)

Overall LOS Standard: **E**
 Approach LOS Standard: **E**

		Corporate Boulevard			Corporate Boulevard			Private Driveway			Site Driveway C		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(3.3)										
		Approach LOS	A (7.7)			A (7.8)			B (11.9)			B (12.3)	
		Storage											
		50th Queue											
		95th Queue	3			3			0			18	
	PM	Overall LOS	(4.1)										
		Approach LOS	A (7.9)			A (8.0)			B (13.8)			C (15.1)	
		Storage											
		50th Queue											
		95th Queue	0			8			3			33	

The intersection of Corporate Boulevard at Site Driveway C (Intersection 12) is projected to operate at acceptable overall and approach LOS under the Projected 2033 Build scenario. No improvements are recommended to be conditioned.

5.13 I-85 Frontage Road (Southbound) at Site Driveway D (Intersection 13)

Overall LOS Standard: **E**
 Approach LOS Standard: **E**

					Site Driveway D						I-85 Frontage Road (Southbound)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(0.9)										
		Approach LOS				C (15.4)							
		Storage											
		50th Queue											
		95th Queue					18						
	PM	Overall LOS	(1.2)										
		Approach LOS				B (13.3)							
		Storage											
		50th Queue											
		95th Queue					18						

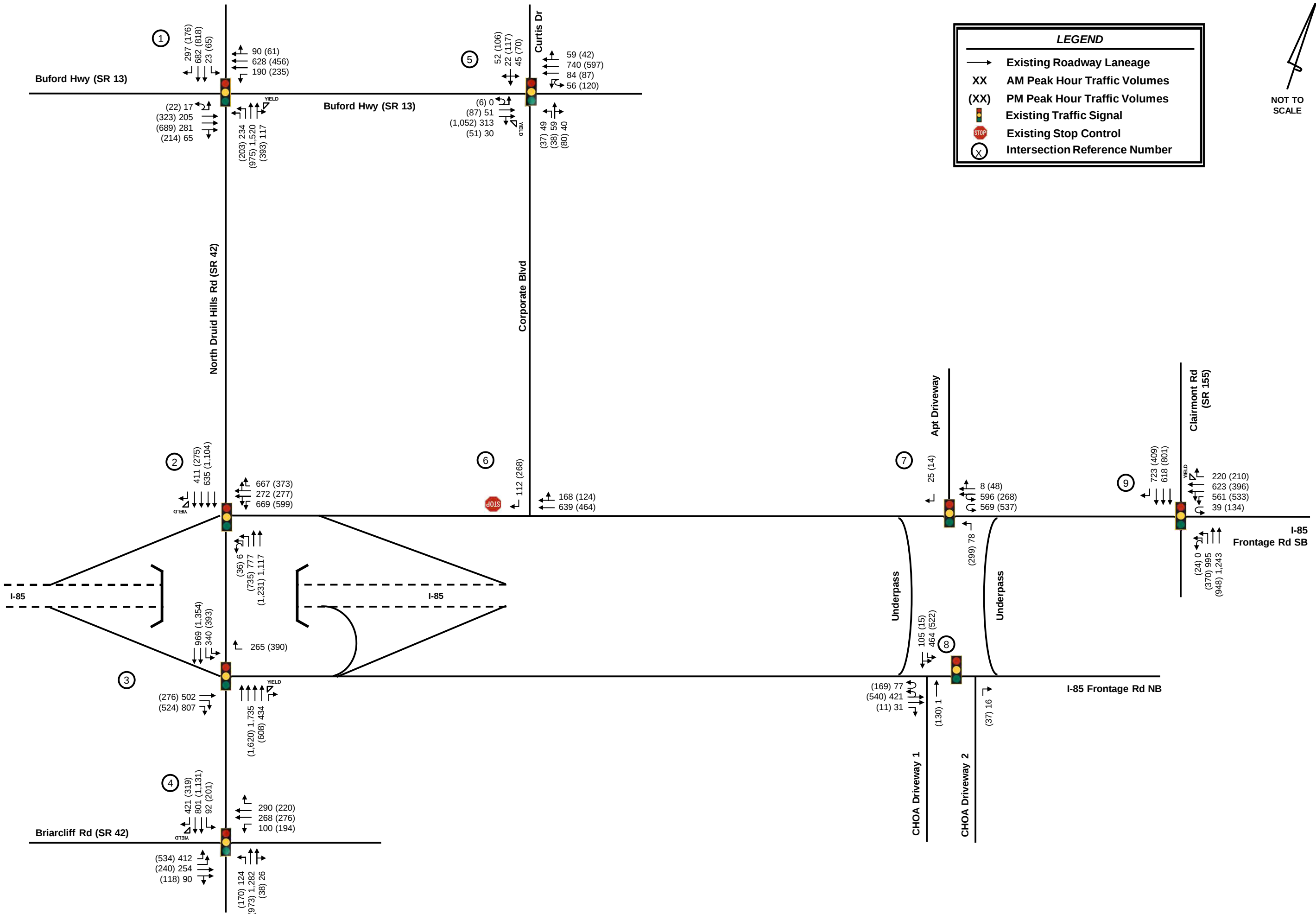
The intersection of I-85 Frontage Road (Southbound) at Site Driveway D (Intersection 13) is projected to operate at acceptable overall and approach LOS under the Projected 2033 Build scenario. No improvements are recommended to be conditioned.

5.14 I-85 Frontage Road (Southbound) at Site Driveway E (Intersection 14)

Overall LOS Standard: **E**
 Approach LOS Standard: **E**

			Site Driveway E						I-85 Frontage Road (Southbound)					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(4.1)											
		Approach LOS				C (22.1)								
		Storage												
		50th Queue												
		95th Queue						83						
	PM	Overall LOS	(1.6)											
		Approach LOS				B (14.6)								
		Storage												
		50th Queue												
		95th Queue						25						

The intersection of I-85 Frontage Road (Southbound) at Site Driveway E (Intersection 13) is projected to operate at acceptable overall and approach LOS under the Projected 2033 Build scenario. No improvements are recommended to be conditioned.



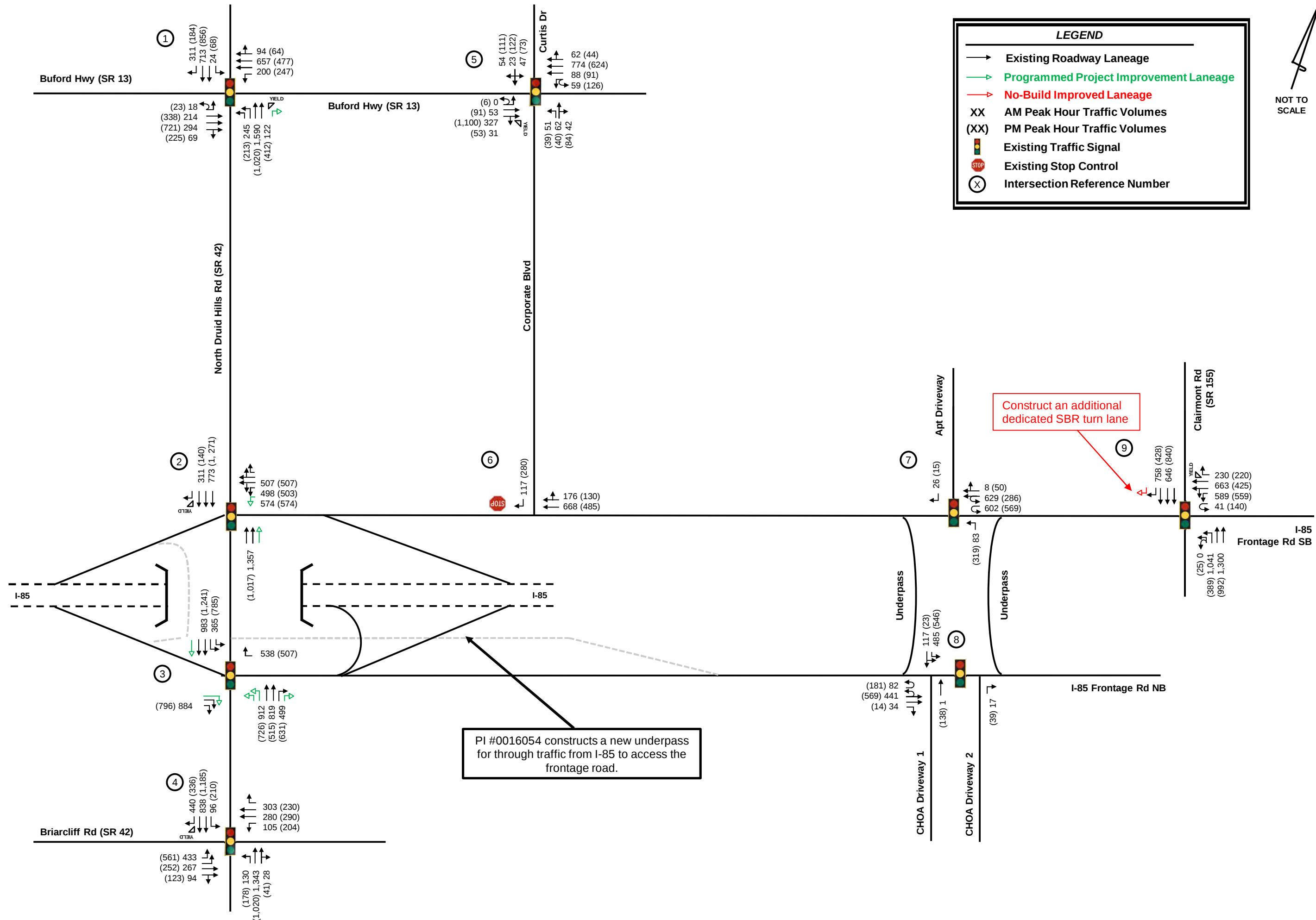


Figure 8

Projected 2033
No-Build Conditions

Corporate Square
Redevelopment
DRI #4320
Transportation Analysis

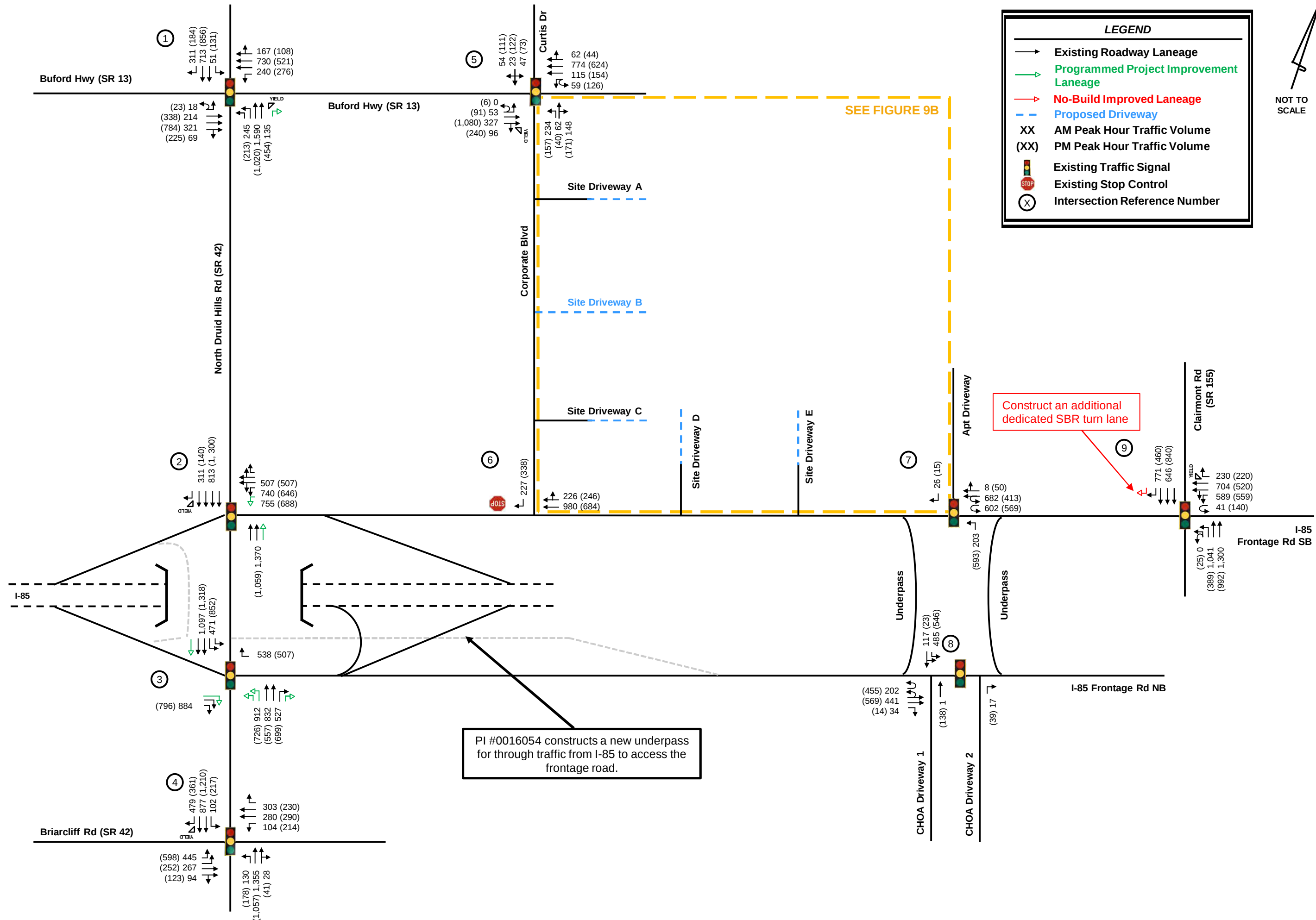
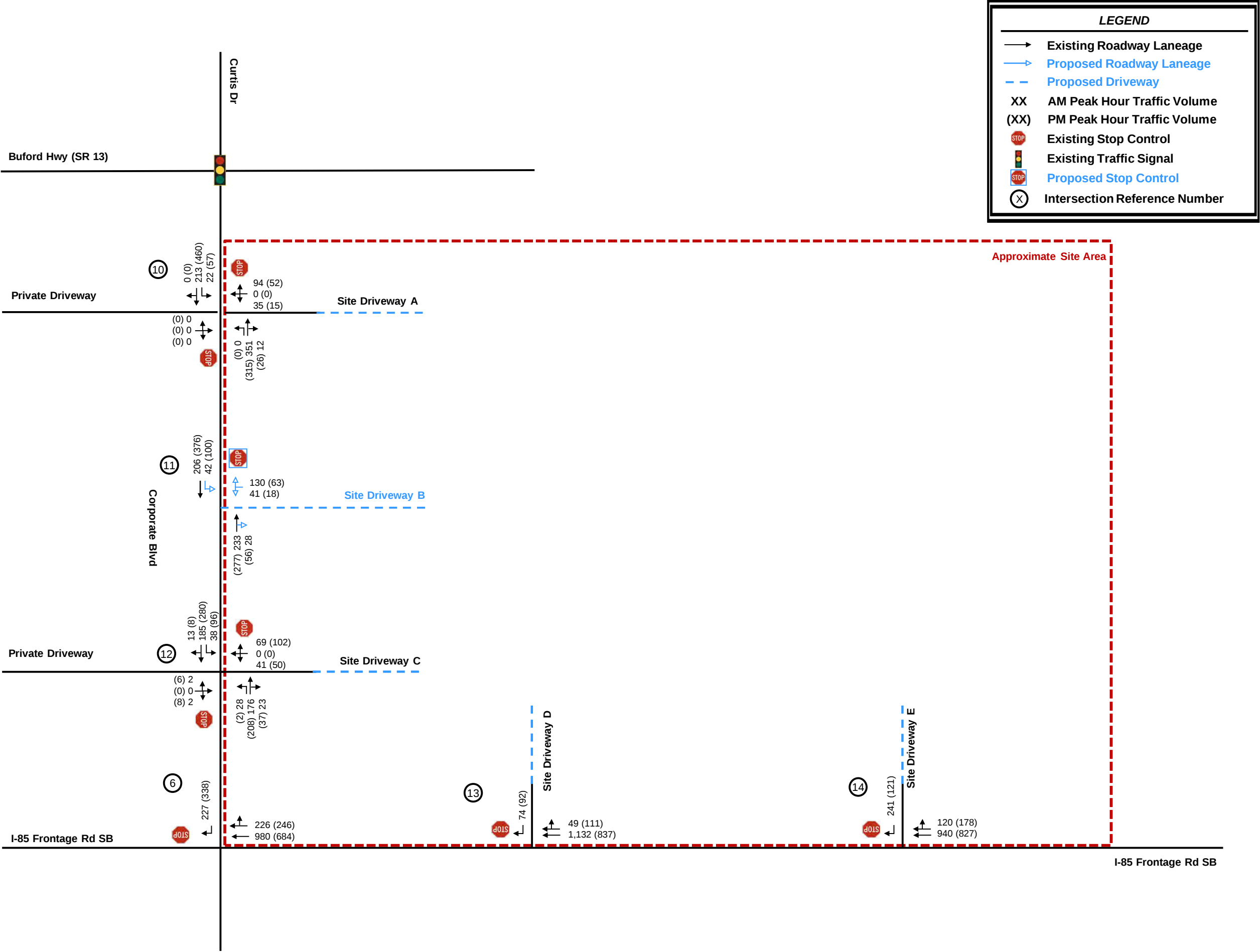


Figure 9A

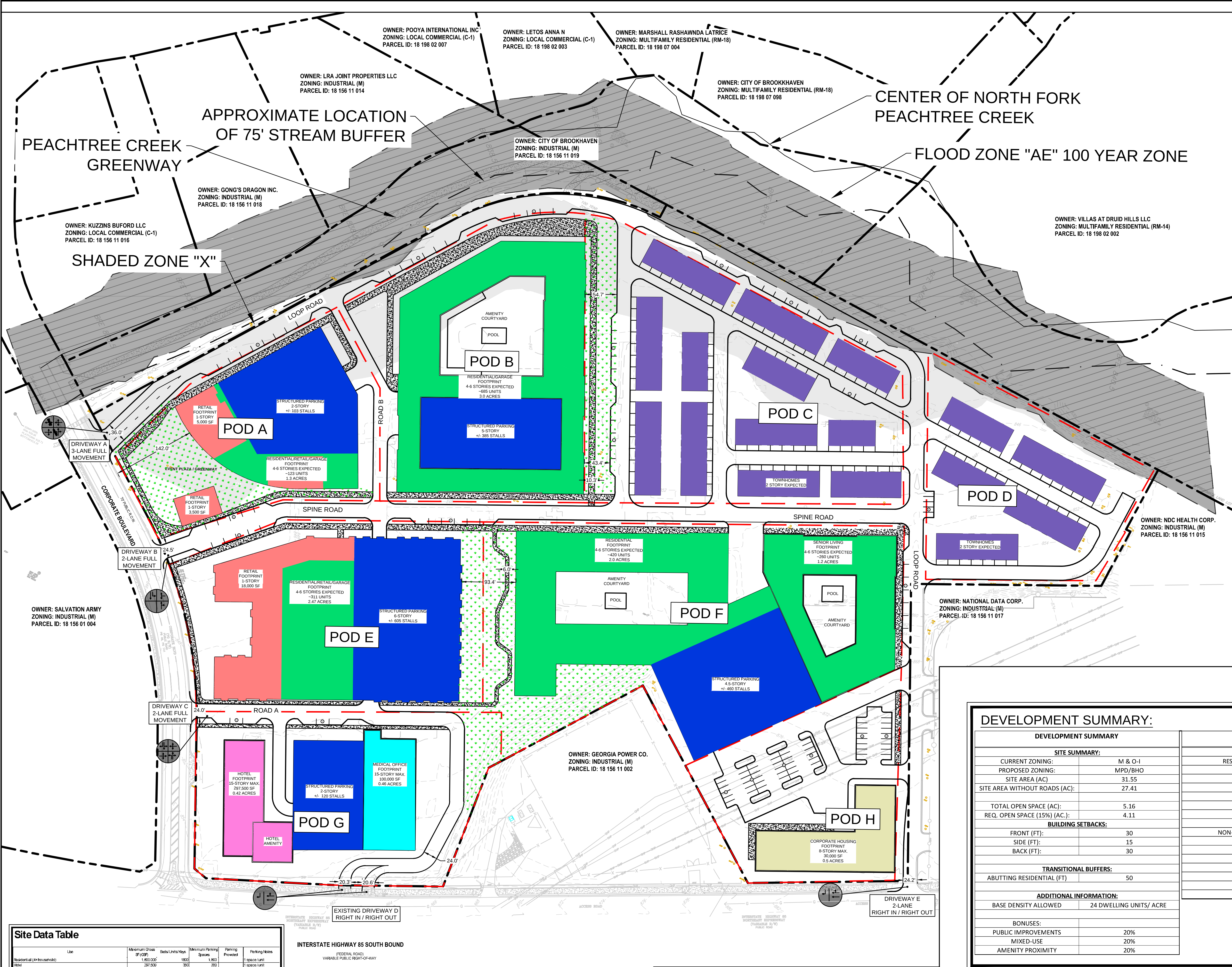
Projected 2033
Build Conditions

Corporate Square
Redevelopment
DRI #4320
Transportation Analysis



Proposed Site Plan

Drawing name: K:\ALP - PROJ\173008 - Brookhaven Corporate Square\CAD\PlanSheets\Rezoning & DRIC\1-50 - DRI SITE PLAN.dwg C1-50 - DRI SITE PLAN Feb 03, 2025 2:03pm by: blake.anthony



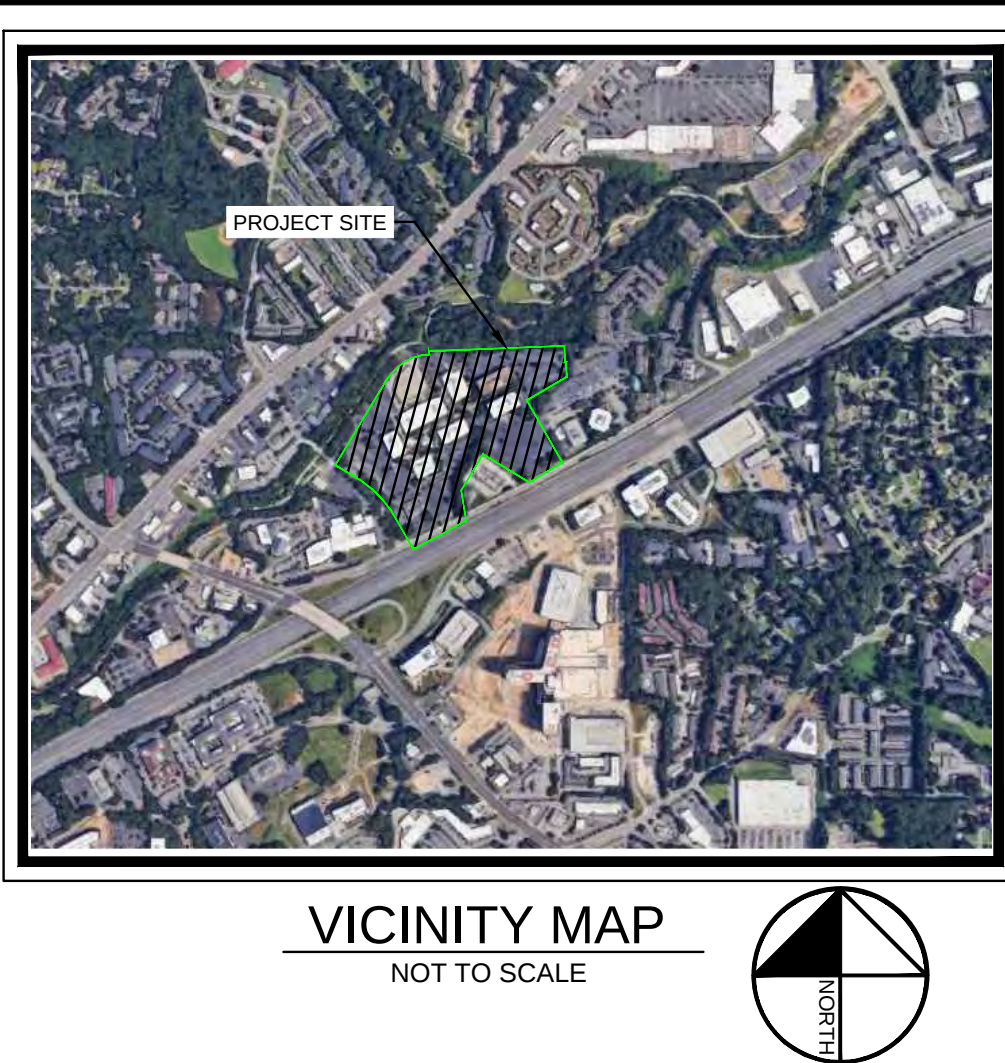
Site Data Table					
Use	Minimum Gross SF/GP	Units/Min/Max	Minimum Parking Spaces	Parking Provided	Parking Notes
Residential (4+ bedrooms)	1,400,000	1800	1,800	1 space/unit	
Hotel	257,500	350	350	1 space/unit	
Retail	24,000	40	25 spaces/1000sf		
Restaurant	6,000	40	8 spaces/1000sf		
Office	6,000	40	2,788	1 space/unit	
Townhouse (MAX)	640,000	500	200	1 space/unit	
	100,000	300	300	1.5 spaces/1000sf	
Total Minimum Gross		2,867,500	Total Minimum Parking Required		2,788
Total Open Space Area (Acres)		4.11	STORIES		4
Minimum Building Height			Exclusions		
			Retail Bldg (single height)		1
			Townhouse Bldg (single height)		2
			Maximum building height (all other uses and parcels)		15

INTERSTATE HIGHWAY 85 SOUTH BOUND
(FEDERAL ROAD)
VARIABLE PUBLIC RIGHT-OF-WAY

CLIENT CONTACT:
JON HUANG
THIRD & URBAN
1831 PEACHTREE ROAD, SUITE A
ATLANTA, GA 30309
229-444-4905

SITE PLANNER CONTACT:
BLAKE ANTHONY, P.E.
KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
470-273-3826

TRAFFIC ENGINEERING CONTACT:
LANI NEGRILLO, P.E.
KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
404-445-1896



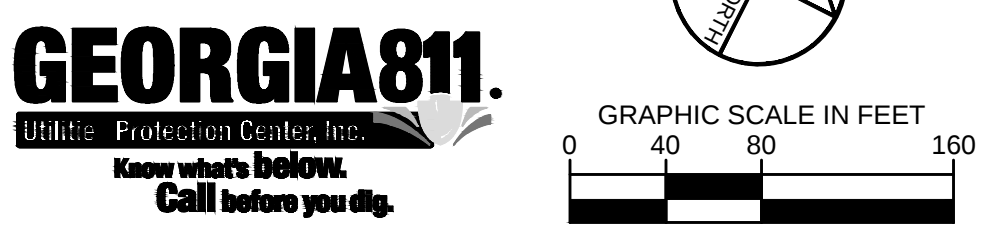
SITE PLAN LEGEND:	
---	PROPERTY LINE
---	POD LOT LINES
---	100 YEAR ZONE "AE"
---	100 YEAR ZONE "X"
---	MULTIFAMILY RESIDENTIAL
---	TOWNHOME RESIDENTIAL
---	PARKING DECK
---	MEDICAL OFFICE
---	HOTEL
---	RETAIL
---	CORPORATE HOUSING
---	GREENSPACE

DEVELOPMENT NOTES:

- PARKING COUNTS WILL BE DETERMINED AS DESIGN ADVANCES. SHARED PARKING WILL BE UTILIZED AS ALLOWED BY THE CITY OF BROOKHAVEN.
- CAR SHARE/VAN SHARE SPACES WILL BE DETERMINED AS DESIGN ADVANCES.
- LOADING AREAS WILL BE PROVIDED FOR EACH BUILDING.
- DRIVEWAY SIZE WILL BE DETERMINED DURING TRAFFIC STUDY.
- NO TRANSIT ROUTES FRONT THE SITE.

DEVELOPMENT SUMMARY:	
DEVELOPMENT SUMMARY	
SITE SUMMARY:	
CURRENT ZONING:	M & O-1
PROPOSED ZONING:	MPD/BHO
SITE AREA (AC)	31.55
SITE AREA WITHOUT ROADS (AC):	27.41
TOTAL OPEN SPACE (AC):	5.16
REQ. OPEN SPACE (15%) (AC.):	4.11
BUILDING SETBACKS:	
FRONT (FT):	30
SIDE (FT):	15
BACK (FT):	30
TRANSITIONAL BUFFERS:	
ABUTTING RESIDENTIAL (FT)	50
ADDITIONAL INFORMATION:	
BASE DENSITY ALLOWED	24 DWELLING UNITS/ ACRE
BONUSES:	
PUBLIC IMPROVEMENTS	20%
MIXED-USE	20%
AMENITY PROXIMITY	20%

DEVELOPMENT SUMMARY	
PROPOSED LAND USES & DENSITIES:	
RESIDENTIAL (TOTAL COMBINED):	1,800 DU MAXIMUM
	63 UNITS/ACRE
TOWNHOMES:	200 DU MAXIMUM
RETAIL:	30,000 SF
HOTEL:	297,500 SF / 350 ROOMS
MEDICAL OFFICE BUILDING:	100,000 SF
NON-RESIDENTIAL FAR:	0.31
NON-RESIDENTIAL USE PERCENTAGE:	20% MINIMUM
PROPOSED BUILDING HEIGHTS:	
RETAIL:	1-STORY (25FT) MAX
MULTI-FAMILY:	8-STORY (75FT) MAX
TOWNHOMES:	4-STORY (45FT) MAX
OFFICE:	15-STORY (150FT) MAX
HOTEL:	15-STORY (150FT) MAX



Kimley»Horn

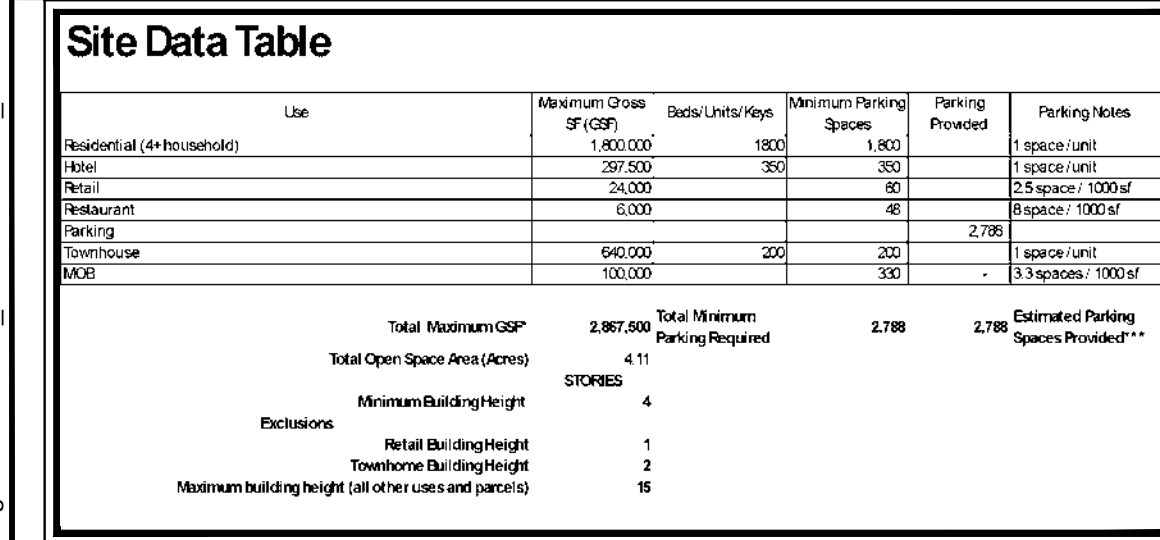
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
PHONE: (770) 619-4280
WWW.KIMLEY-HORN.COM

THIRD & URBAN
1831 PEACHTREE ROAD, SUITE A
ATLANTA, GA 30309
PHONE: 229 444 4905

**CORPORATE SQUARE
REDEVELOPMENT DRI #4320**
CORPORATE BOULEVARD, BROOKHAVEN, GA 30329
LAND LOT 156, 18TH DISTRICT
PARCEL IDS: 18-156-11-007, 18-156-11-012, 18-156-11-005,
18-156-11-001, 18-156-11-010, 18-156-11-020, 18-156-11-006,
18-156-11-009, 18-156-11-003, 18-156-11-011

PRELIMINARY
NOT FOR CONSTRUCTION

GSWCC NO. (LEVEL II) 00000XXXXX
DRAWN BY EJD
DESIGNED BY MMM
REVIEWED BY DBA
DATE 01/31/2025
PROJECT NO. 017173008
TITLE
DRI SITE PLAN
SHEET NUMBER
C1-50



GSWCC NO. (LEVEL II) 00000XXXXXX	
DRAWN BY	EJD
DESIGNED BY	MMM
REVIEWED BY	DBA
DATE	01/31/2025
PROJECT NO.	017173008
TITLE	
DRI SITE PLAN AERIAL	
SHEET NUMBER	
C1-51	

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)								
Corporate Square DRI Brookhaven, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
215 Single-Family Attached Housing	200 d.u.	1,474	98	25	73	116	68	48
221 Multi-Family Housing (Mid-Rise)	1,624 d.u.	7,700	703	162	541	634	387	247
252 Senior Adult Housing - Attached	176 d.u.	534	34	12	22	44	25	19
310 Hotel	350 rooms	3,370	168	94	74	231	118	113
710 General Office Building (Existing occupied to be demolished)	176,334 s.f.	-1,900	-272	-239	-33	-266	-45	-221
720 Medical-Dental Office Building - Stand Alone	100,000 s.f.	4,188	241	190	51	404	121	283
822 Strip Retail Plaza (<40k)	24,000 s.f. gross leasable area	1,242	51	31	20	145	73	72
932 High-Turnover (Sit-Down) Restaurant	6,000 s.f.	644	57	31	26	54	33	21
Gross Trips		17,252	1,080	306	774	1,362	780	582
Residential Trips		9,708	835	199	636	794	480	314
Mixed-Use Reductions		-158	-14	-4	-10	-58	-24	-34
Alternative Mode Reductions		-478	-41	-10	-31	-37	-23	-14
Adjusted Residential Trips		9,072	780	185	595	699	433	266
Hotel Trips		3,370	168	94	74	231	118	113
Mixed-Use Reductions		-54	-3	-1	-2	-17	-14	-3
Alternative Mode Reductions		-166	-8	-5	-4	-10	-5	-6
Adjusted Hotel Trips		3,150	157	88	68	204	99	104
Office Trips (Existing to be demolished + Proposed)		2,288	-31	-49	18	138	76	62
Mixed-Use Reductions		-90	-1	11	-12	-23	-15	-8
Alternative Mode Reductions		-110	2	2	0	-6	-3	-3
Adjusted Office Trips		2,088	-30	-36	6	109	58	51
Retail Trips		1,242	51	31	20	145	73	72
Mixed-Use Reductions		-168	-17	-13	-4	-57	-23	-34
Alternative Mode Reductions		-54	-2	-1	-1	-4	-3	-2
Pass By Reductions (Based on ITE Rates)		-346	0	0	0	-29	-15	-15
Adjusted Retail Trips		674	32	17	15	55	32	21
Restaurant Trips		644	57	31	26	54	33	21
Mixed-Use Reductions		-88	-15	-18	3	-33	-18	-15
Alternative Mode Reductions		-28	-2	-1	-1	-1	-1	0
Pass By Reductions (Based on ITE Rates)		-228	0	0	0	-9	-5	-5
Adjusted Restaurant Trips		300	40	12	28	11	9	1
Other Non-Residential Trips		0	0	0	0	0	0	0
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		0	0	0	0	0	0	0
Mixed-Use Reductions - TOTAL		-558	-50	-25	-25	-188	-94	-94
Alternative Mode Reductions - TOTAL		-836	-51	-15	-37	-58	-35	-25
Pass-By Reductions - TOTAL		-574	0	0	0	-38	-20	-20
New Trips		15,284	979	266	712	1,078	631	443
Driveway Volumes		15,858	979	266	712	1,116	651	463

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: North Druid Hills Road (SR 42) @ Buford Highway (SR 13) AM PEAK HOUR

Description	North Druid Hills Road (SR 42)			North Druid Hills Road (SR 42)			Buford Highway (SR 13)				Buford Highway (SR 13)		
	<u>Northbound</u>			<u>Southbound</u>			U-Turn	<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right		Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	234	1,520	117	23	682	297	17	205	281	65	190	628	90
Pedestrians	1			6			1				1		
Conflicting Pedestrians	1		1	1		1	0	6		1	1		6
Heavy Vehicles	7	25	10	2	17	3	0	1	14	1	6	27	6
Heavy Vehicle %	3%	2%	9%	9%	2%	2%	2%	2%	5%	2%	3%	4%	7%
Peak Hour Factor	0.97			0.97			0.97				0.97		
Adjustment													
Adjusted 2024 Volumes	234	1520	117	23	682	297	17	205	281	65	190	628	90
PI#0016054 Traffic Volumes													
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment													
CHOA DRI #2789										1	1		
2033 Background Traffic	245	1,590	122	24	713	311	18	214	294	69	200	657	94
Project Trips													
Trip Distribution IN			5%	10%					10%				
Trip Distribution OUT											5%	10%	10%
Residential Trips	0	0	9	19	0	0	0	0	19	0	30	60	60
Trip Distribution IN			5%	10%					10%				
Trip Distribution OUT											5%	10%	10%
Hotel Trips	0	0	4	9	0	0	0	0	9	0	3	7	7
Trip Distribution IN			15%	10%					10%				
Trip Distribution OUT											15%	10%	10%
Office Trips	0	0	-5	-4	0	0	0	0	-4	0	1	1	1
Trip Distribution IN			15%	10%					10%				
Trip Distribution OUT											15%	10%	10%
Retail Trips	0	0	3	2	0	0	0	0	2	0	2	2	2
Trip Distribution IN			15%	10%					10%				
Trip Distribution OUT											15%	10%	10%
Restaurant Trips	0	0	2	1	0	0	0	0	1	0	4	3	3
Trip Distribution IN			15%	10%					10%				
Trip Distribution OUT											15%	10%	10%
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	13	27	0	0	0	0	27	0	40	73	73
2033 Buildout Total	245	1,590	135	51	713	311	18	214	321	69	240	730	167

PM PEAK HOUR

Description	North Druid Hills Road (SR 42)			North Druid Hills Road (SR 42)			Buford Highway (SR 13)				Buford Highway (SR 13)		
	<u>Northbound</u>			<u>Southbound</u>			U-Turn	<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right		Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	203	975	393	65	818	176	22	323	689	214	235	456	61
Pedestrians	5			12			7				10		
Conflicting Pedestrians	7		10	10		7	0	12		5	5		12
Heavy Vehicles	3	10	4	2	14	3	0	2	15	2	7	13	1
Heavy Vehicle %	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	3%	3%	2%
Peak Hour Factor	0.95			0.95			0.95				0.95		
Adjustment													
Adjusted 2024 Volumes	203	975	393	65	818	176	22	323	689	214	235	456	61
PI#0016054 Traffic Volumes													
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment													
CHOA DRI #2789	1		1								1	1	
2033 Background Traffic	213	1,020	412	68	856	184	23	338	721	225	247	477	64
Project Trips													
Trip Distribution IN			5%	10%					10%				
Trip Distribution OUT											5%	10%	10%
Residential Trips	0	0	22	43	0	0	0	0	43	0	13	27	27
Trip Distribution IN			5%	10%					10%				
Trip Distribution OUT											5%	10%	10%
Hotel Trips	0	0	5	10	0	0	0	0	10	0	5	10	10
Trip Distribution IN			15%	10%					10%				
Trip Distribution OUT											15%	10%	10%
Office Trips	0	0	9	6	0	0	0	0	6	0	8	5	5
Trip Distribution IN			15%	10%					10%				
Trip Distribution OUT											15%	10%	10%
Retail Trips	0	0	5	3	0	0	0	0	3	0	3	2	2
Trip Distribution IN			15%	10%					10%				
Trip Distribution OUT											15%	10%	10%
Restaurant Trips	0	0	1	1	0	0	0	0	1	0	0	0	0
Trip Distribution IN			15%	10%					10%				
Trip Distribution OUT											15%	10%	10%
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	42	63	0	0	0	0	63	0	29	44	44
2033 Buildout Total	213	1,020	454	131	856	184	23	338	784	225	276	521	108

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: North Druid Hills Road (SR 42) @ I-85 SB Ramps **AM PEAK HOUR**

Description	North Druid Hills Road (SR 42)				North Druid Hills Road (SR 42)			I-85 SB Ramps			I-85 SB Ramps		
	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	6	777	1,117	0	0	635	411	0	0	0	669	272	667
Pedestrians			0				0			1			6
Conflicting Pedestrians	0	1		6	6		1	0		0	0		0
Heavy Vehicles	0	14	21	0	0	11	14	0	0	0	27	6	13
Heavy Vehicle %	2%	2%	2%	0%	0%	2%	3%	0%	0%	0%	4%	2%	2%
Peak Hour Factor			0.97				0.97			0.97			0.97
Adjustment													
Adjusted 2024 Volumes	6	777	1117	0	0	635	411	0	0	0	669	272	667
PI#0016054 Traffic Volumes	0	0	1,310	0	0	745	300	0	0	0	545	480	490
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment													
CHOA DRI #2789						2					10	1	
2033 Background Traffic	0	0	1,357	0	0	773	311	0	0	0	574	498	507
Project Trips													
Trip Distribution IN			5%										
Trip Distribution OUT						5%					25%	35%	
Residential Trips	0	0	9	0	0	30	0	0	0	0	149	208	0
Trip Distribution IN			5%										
Trip Distribution OUT						5%					25%	35%	
Hotel Trips	0	0	4	0	0	3	0	0	0	0	17	24	0
Trip Distribution IN			15%										
Trip Distribution OUT						15%					30%	20%	
Office Trips	0	0	-5	0	0	1	0	0	0	0	2	1	0
Trip Distribution IN			15%										
Trip Distribution OUT						15%					30%	20%	
Retail Trips	0	0	3	0	0	2	0	0	0	0	5	3	0
Trip Distribution IN			15%										
Trip Distribution OUT						15%					30%	20%	
Restaurant Trips	0	0	2	0	0	4	0	0	0	0	8	6	0
Trip Distribution IN			15%										
Trip Distribution OUT						15%					30%	20%	
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	13	0	0	40	0	0	0	0	181	242	0
2033 Buildout Total	0	0	1,370	0	0	813	311	0	0	0	755	740	507

PM PEAK HOUR

Description	North Druid Hills Road (SR 42)				North Druid Hills Road (SR 42)			I-85 SB Ramps			I-85 SB Ramps		
	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	36	735	1,231	0	0	1,104	275	0	0	0	599	277	373
Pedestrians			0				1			2			7
Conflicting Pedestrians	0	2		7	7		2	1		0	0		1
Heavy Vehicles	0	6	19	0	0	16	6	0	0	0	10	4	6
Heavy Vehicle %	2%	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	2%	2%
Peak Hour Factor			0.97				0.97			0.97			0.97
Adjustment													
Adjusted 2024 Volumes	36	735	1231	0	0	1104	275	0	0	0	599	277	373
PI#0016054 Traffic Volumes	0	0	980	0	0	1225	135	0	0	0	545	480	490
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment													
CHOA DRI #2789			2			2					10	6	
2033 Background Traffic	0	0	1,017	0	0	1,271	140	0	0	0	574	503	507
Project Trips													
Trip Distribution IN			5%										
Trip Distribution OUT						5%					25%	35%	
Residential Trips	0	0	22	0	0	13	0	0	0	0	67	93	0
Trip Distribution IN			5%										
Trip Distribution OUT						5%					25%	35%	
Hotel Trips	0	0	5	0	0	5	0	0	0	0	26	36	0
Trip Distribution IN			15%										
Trip Distribution OUT						15%					30%	20%	
Office Trips	0	0	9	0	0	8	0	0	0	0	15	10	0
Trip Distribution IN			15%										
Trip Distribution OUT						15%					30%	20%	
Retail Trips	0	0	5	0	0	3	0	0	0	0	6	4	0
Trip Distribution IN			15%										
Trip Distribution OUT						15%					30%	20%	
Restaurant Trips	0	0	1	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			15%										
Trip Distribution OUT						15%					30%	20%	
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	42	0	0	29	0	0	0	0	114	143	0
2033 Buildout Total	0	0	1,059	0	0	1,300	140	0	0	0	688	646	507

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: North Druid Hills Road (SR 42) @ I-85 Off-Ramp AM PEAK HOUR

Description	North Druid Hills Road (SR 42)			North Druid Hills Road (SR 42)			I-85 Off-Ramp			I-85 Off-Ramp		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	1	1,735	434	340	969	0	3	502	807	0	0	265
Pedestrians		0			0			1			3	
Conflicting Pedestrians	1		3	3		1	0		0	0		0
Heavy Vehicles	0	32	22	6	31	0	0	0	9	0	0	12
Heavy Vehicle %	2%	2%	5%	2%	3%	0%	2%	2%	2%	0%	0%	5%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2024 Volumes	1	1735	434	340	969	0	3	502	807	0	0	265
PI#0016054 Traffic Volumes	880	790	480	345	945	0	0	0	850	0	0	520
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment												
CHOA DRI #2789	1	1	2	8	4				4			
2033 Background Traffic	912	819	499	365	983	0	0	0	884	0	0	538
Project Trips												
Trip Distribution IN		5%	10%									
Trip Distribution OUT				15%	15%							
Residential Trips	0	9	19	89	89	0	0	0	0	0	0	0
Trip Distribution IN		5%	10%									
Trip Distribution OUT				15%	15%							
Hotel Trips	0	4	9	10	10	0	0	0	0	0	0	0
Trip Distribution IN		15%	15%									
Trip Distribution OUT				15%	30%							
Office Trips	0	-5	-5	1	2	0	0	0	0	0	0	0
Trip Distribution IN		15%	15%									
Trip Distribution OUT				15%	30%							
Retail Trips	0	3	3	2	5	0	0	0	0	0	0	0
Trip Distribution IN		15%	15%									
Trip Distribution OUT				15%	30%							
Restaurant Trips	0	2	2	4	8	0	0	0	0	0	0	0
Trip Distribution IN		15%	15%									
Trip Distribution OUT				15%	30%							
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	28	106	114	0	0	0	0	0	0	0
2033 Buildout Total	912	832	527	471	1,097	0	0	0	884	0	0	538

PM PEAK HOUR

Description	North Druid Hills Road (SR 42)			North Druid Hills Road (SR 42)			I-85 Off-Ramp			I-85 Off-Ramp		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	0	1,620	608	393	1,354	0	3	276	524	0	0	390
Pedestrians		0			1			6			8	
Conflicting Pedestrians	6		8	8		6	1		0	0		1
Heavy Vehicles	0	13	12	5	19	0	0	2	3	0	0	2
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	2%	2%	2%	0%	0%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2024 Volumes	0	1620	608	393	1354	0	3	276	524	0	0	390
PI#0016054 Traffic Volumes	695	490	600	750	1195	0	0	0	765	0	0	490
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment												
CHOA DRI #2789	6	8	10	8	4				4			
2033 Background Traffic	726	515	631	785	1,241	0	0	0	796	0	0	507
Project Trips												
Trip Distribution IN		5%	10%									
Trip Distribution OUT				15%	15%							
Residential Trips	0	22	43	40	40	0	0	0	0	0	0	0
Trip Distribution IN		5%	10%									
Trip Distribution OUT				15%	15%							
Hotel Trips	0	5	10	16	16	0	0	0	0	0	0	0
Trip Distribution IN		15%	15%									
Trip Distribution OUT				15%	30%							
Office Trips	0	9	9	8	15	0	0	0	0	0	0	0
Trip Distribution IN		15%	15%									
Trip Distribution OUT				15%	30%							
Retail Trips	0	5	5	3	6	0	0	0	0	0	0	0
Trip Distribution IN		15%	15%									
Trip Distribution OUT				15%	30%							
Restaurant Trips	0	1	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN		15%	15%									
Trip Distribution OUT				15%	30%							
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	42	68	67	77	0	0	0	0	0	0	0
2033 Buildout Total	726	557	699	852	1,318	0	0	0	796	0	0	507

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: North Druid Hills Road / North Druid Hills Road (SR 42) @ Briarcliff Road AM PEAK HOUR

Description	North Druid Hills Road			North Druid Hills Road (SR 42)			Briarcliff Road			Briarcliff Road		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	124	1,282	26	92	801	421	412	254	90	100	268	290
Pedestrians		3			2			1			1	
Conflicting Pedestrians	1		1	1		1	2		3	3		2
Heavy Vehicles	2	23	1	3	11	18	14	3	4	2	3	6
Heavy Vehicle %	2%	2%	4%	3%	2%	4%	3%	2%	4%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2024 Volumes	124	1282	26	92	801	421	412	254	90	100	268	290
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789		2	1				2	1				
2033 Background Traffic	130	1,343	28	96	838	440	433	267	94	105	280	303
Project Trips												
Trip Distribution IN		5%					5%					
Trip Distribution OUT					5%	5%						
Residential Trips	0	9	0	0	30	30	9	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT					5%	5%						
Hotel Trips	0	4	0	0	3	3	4	0	0	0	0	0
Trip Distribution IN		10%					10%			10%		
Trip Distribution OUT				10%	10%	10%						
Office Trips	0	-4	0	1	1	1	-4	0	0	-4	0	0
Trip Distribution IN		10%					10%			10%		
Trip Distribution OUT				10%	10%	10%						
Retail Trips	0	2	0	2	2	2	2	0	0	2	0	0
Trip Distribution IN		10%					10%			10%		
Trip Distribution OUT				10%	10%	10%						
Restaurant Trips	0	1	0	3	3	3	1	0	0	1	0	0
Trip Distribution IN		10%					10%			10%		
Trip Distribution OUT				10%	10%	10%						
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	12	0	6	39	39	12	0	0	-1	0	0
2033 Buildout Total	130	1,355	28	102	877	479	445	267	94	104	280	303

PM PEAK HOUR

Description	North Druid Hills Road			North Druid Hills Road (SR 42)			Briarcliff Road			Briarcliff Road		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	170	973	38	201	1,131	319	534	240	118	194	276	220
Pedestrians		3			9			6			8	
Conflicting Pedestrians	6		8	8		6	9		3	3		9
Heavy Vehicles	0	6	4	0	10	3	13	5	1	3	3	3
Heavy Vehicle %	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2024 Volumes	170	973	38	201	1131	319	534	240	118	194	276	220
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789		2	1		2	2	2	1		1	1	
2033 Background Traffic	178	1,020	41	210	1,185	336	561	252	123	204	290	230
Project Trips												
Trip Distribution IN		5%					5%					
Trip Distribution OUT					5%	5%						
Residential Trips	0	22	0	0	13	13	22	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT					5%	5%						
Hotel Trips	0	5	0	0	5	5	5	0	0	0	0	0
Trip Distribution IN		10%					10%			10%		
Trip Distribution OUT				10%	10%	10%						
Office Trips	0	6	0	5	5	5	6	0	0	6	0	0
Trip Distribution IN		10%					10%			10%		
Trip Distribution OUT				10%	10%	10%						
Retail Trips	0	3	0	2	2	2	3	0	0	3	0	0
Trip Distribution IN		10%					10%			10%		
Trip Distribution OUT				10%	10%	10%						
Restaurant Trips	0	1	0	0	0	0	1	0	0	1	0	0
Trip Distribution IN		10%					10%			10%		
Trip Distribution OUT				10%	10%	10%						
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	37	0	7	25	25	37	0	0	10	0	0
2033 Buildout Total	178	1,057	41	217	1,210	361	598	252	123	214	290	230

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Buford Highway (SR 13) @ Corporate Boulevard / Curtis Drive AM PEAK HOUR

Description	Corporate Boulevard			Curtis Drive			Buford Highway (SR 13)				Buford Highway (SR 13)			
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>				<u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	49	59	40	45	22	52	0	51	313	30	56	84	740	59
Pedestrians	2			7			4				1			
Conflicting Pedestrians	4		1	1		4	0	7		2	0	2		7
Heavy Vehicles	0	6	3	5	0	1	0	1	26	3	0	3	37	11
Heavy Vehicle %	2%	10%	8%	11%	2%	2%	0%	2%	8%	10%	2%	4%	5%	19%
Peak Hour Factor	0.96			0.96			0.96				0.96			
Adjustment														
Adjusted 2024 Volumes	49	59	40	45	22	52	0	51	313	30	56	84	740	59
PI#0016054 Traffic Volumes														
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment														
CHOA DRI #2789														
2033 Background Traffic	51	62	42	47	23	54	0	53	327	31	59	88	774	62
Project Trips														
Trip Distribution IN										25%		10%		
Trip Distribution OUT	25%		15%											
Residential Trips	149	0	89	0	0	0	0	0	0	46	0	19	0	0
Trip Distribution IN										25%		10%		
Trip Distribution OUT	25%		15%											
Hotel Trips	17	0	10	0	0	0	0	0	0	22	0	9	0	0
Trip Distribution IN										35%		10%		
Trip Distribution OUT	35%		15%											
Office Trips	2	0	1	0	0	0	0	0	0	-13	0	-4	0	0
Trip Distribution IN										35%		10%		
Trip Distribution OUT	35%		15%											
Retail Trips	5	0	2	0	0	0	0	0	0	6	0	2	0	0
Trip Distribution IN										35%		10%		
Trip Distribution OUT	35%		15%											
Restaurant Trips	10	0	4	0	0	0	0	0	0	4	0	1	0	0
Trip Distribution IN										35%		10%		
Trip Distribution OUT	35%		15%											
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	183	0	106	0	0	0	0	0	0	65	0	27	0	0
2033 Buildout Total	234	62	148	47	23	54	0	53	327	96	59	115	774	62

PM PEAK HOUR

Description	Corporate Boulevard			Curtis Drive			Buford Highway (SR 13)				Buford Highway (SR 13)			
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>				<u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	37	38	80	70	117	106	6	87	1,052	51	120	87	597	42
Pedestrians	4			15			20				4			
Conflicting Pedestrians	20		4	4		20	0	15		4	0	4		15
Heavy Vehicles	0	0	1	1	1	2	0	1	23	0	0	0	13	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.99			0.99			0.99				0.99			
Adjustment														
Adjusted 2024 Volumes	37	38	80	70	117	106	6	87	1052	51	120	87	597	42
PI#0016054 Traffic Volumes														
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment														
CHOA DRI #2789														
2033 Background Traffic	39	40	84	73	122	111	6	91	1,100	53	126	91	624	44
Project Trips														
Trip Distribution IN										25%		10%		
Trip Distribution OUT	25%		15%											
Residential Trips	67	0	40	0	0	0	0	0	0	108	0	43	0	0
Trip Distribution IN										25%		10%		
Trip Distribution OUT	25%		15%											
Hotel Trips	26	0	16	0	0	0	0	0	0	25	0	10	0	0
Trip Distribution IN										35%		10%		
Trip Distribution OUT	35%		15%											
Office Trips	18	0	8	0	0	0	0	0	0	20	0	6	0	0
Trip Distribution IN										35%		10%		
Trip Distribution OUT	35%		15%											
Retail Trips	7	0	3	0	0	0	0	0	0	11	0	3	0	0
Trip Distribution IN										35%		10%		
Trip Distribution OUT	35%		15%											
Restaurant Trips	0	0	0	0	0	0	0	0	0	3	0	1	0	0
Trip Distribution IN										35%		10%		
Trip Distribution OUT	35%		15%											
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	20	0	0	0	0	0	-20	20	0	0	0	0
Total Project Trips	118	0	87	0	0	0	0	0	-20	187	0	63	0	0
2033 Buildout Total	157	40	171	73	122	111	6	91	1,080	240	126	154	624	44

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: I-85 Frontage Road @ Corporate Boulevard AM PEAK HOUR

Description	Northbound			Corporate Boulevard			Eastbound			I-85 Frontage Road		
	Left	Through	Right	Left	Southbound	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes						112					639	168
Pedestrians					0							
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles						3					21	6
Heavy Vehicle %	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	3%	4%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2024 Volumes	0	0	0	0	0	112	0	0	0	0	639	168
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	0	0	0	0	0	117	0	0	0	0	668	176
Project Trips												
Trip Distribution IN												20%
Trip Distribution OUT						15%					45%	
Residential Trips	0	0	0	0	0	89	0	0	0	0	268	37
Trip Distribution IN												5%
Trip Distribution OUT						5%					55%	
Hotel Trips	0	0	0	0	0	3	0	0	0	0	37	4
Trip Distribution IN												10%
Trip Distribution OUT						10%					40%	
Office Trips	0	0	0	0	0	1	0	0	0	0	2	-4
Trip Distribution IN												45%
Trip Distribution OUT						40%					10%	
Retail Trips	0	0	0	0	0	6	0	0	0	0	2	8
Trip Distribution IN												45%
Trip Distribution OUT						40%					10%	
Restaurant Trips	0	0	0	0	0	11	0	0	0	0	3	5
Trip Distribution IN												10%
Trip Distribution OUT						10%					40%	
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	110	0	0	0	0	312	50
2033 Buildout Total	0	0	0	0	0	227	0	0	0	0	980	226

PM PEAK HOUR

Description	Northbound			Corporate Boulevard			Eastbound			I-85 Frontage Road		
	Left	Through	Right	Left	Southbound	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes						268					464	124
Pedestrians					3							
Conflicting Pedestrians	0		0	0		0	3		0	0		3
Heavy Vehicles						1					12	1
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2024 Volumes	0	0	0	0	0	268	0	0	0	0	464	124
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	0	0	0	0	0	280	0	0	0	0	485	130
Project Trips												
Trip Distribution IN												20%
Trip Distribution OUT						15%					45%	
Residential Trips	0	0	0	0	0	40	0	0	0	0	120	87
Trip Distribution IN												5%
Trip Distribution OUT						5%					55%	
Hotel Trips	0	0	0	0	0	5	0	0	0	0	57	5
Trip Distribution IN												10%
Trip Distribution OUT						10%					40%	
Office Trips	0	0	0	0	0	5	0	0	0	0	20	6
Trip Distribution IN												45%
Trip Distribution OUT						40%					10%	
Retail Trips	0	0	0	0	0	8	0	0	0	0	2	14
Trip Distribution IN												45%
Trip Distribution OUT						40%					10%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	4
Trip Distribution IN												10%
Trip Distribution OUT						10%					40%	
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	58	0	0	0	0	199	116
2033 Buildout Total	0	0	0	0	0	338	0	0	0	0	684	246

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: I-85 Frontage Road (SB) @ Underpass / Stone Creek at Brookhaven **AM PEAK HOUR**

Description	Underpass			Stone Creek at Brookhaven			Eastbound			I-85 Frontage Road (SB)		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	78				0	25				0	596	8
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	11	0	0	0	0	0	0	0	0	0	15	0
Heavy Vehicle %	14%	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2024 Volumes	78	0	0	0	0	25	0	0	0	0	596	8
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789	1										6	
2033 Background Traffic	83	0	0	0	0	26	0	0	0	0	629	8
Project Trips												
Trip Distribution IN	45%										20%	
Trip Distribution OUT												
Residential Trips	83	0	0	0	0	0	0	0	0	0	37	0
Trip Distribution IN	45%										20%	
Trip Distribution OUT												
Hotel Trips	40	0	0	0	0	0	0	0	0	0	18	0
Trip Distribution IN	35%										20%	
Trip Distribution OUT												
Office Trips	-13	0	0	0	0	0	0	0	0	0	-7	0
Trip Distribution IN	35%										20%	
Trip Distribution OUT												
Retail Trips	6	0	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN	35%										20%	
Trip Distribution OUT												
Restaurant Trips	4	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN	35%										20%	
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	120	0	0	0	0	0	0	0	0	0	53	0
2033 Buildout Total	203	0	0	0	0	26	0	0	0	0	682	8

PM PEAK HOUR

Description	Underpass			Stone Creek at Brookhaven			Eastbound			I-85 Frontage Road (SB)		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	299					14				0	268	48
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	0	0	0	0	0	0	0	0	0	6	0
Heavy Vehicle %	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2024 Volumes	299	0	0	0	0	14	0	0	0	0	268	48
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789	6										6	
2033 Background Traffic	319	0	0	0	0	15	0	0	0	0	286	50
Project Trips												
Trip Distribution IN	45%										20%	
Trip Distribution OUT												
Residential Trips	195	0	0	0	0	0	0	0	0	0	87	0
Trip Distribution IN	45%										20%	
Trip Distribution OUT												
Hotel Trips	45	0	0	0	0	0	0	0	0	0	20	0
Trip Distribution IN	35%										20%	
Trip Distribution OUT												
Office Trips	20	0	0	0	0	0	0	0	0	0	12	0
Trip Distribution IN	35%										20%	
Trip Distribution OUT												
Retail Trips	11	0	0	0	0	0	0	0	0	0	6	0
Trip Distribution IN	35%										20%	
Trip Distribution OUT												
Restaurant Trips	3	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN	35%										20%	
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	274	0	0	0	0	0	0	0	0	0	127	0
2033 Buildout Total	593	0	0	0	0	15	0	0	0	0	413	50

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: I-85 Frontage Road (SB) @ Underpass AM PEAK HOUR

Description	Underpass			Southbound			Eastbound			I-85 Frontage Road (SB)		
	Left	Northbound Through	Right	Left	Through	Right	Left	Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	569	604	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0				0	0				7	15	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	569	604	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789										7	6	
2033 Background Traffic	0	0	0	0	0	0	0	0	0	602	638	0
Project Trips												
Trip Distribution IN											20%	
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	37	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	18	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	-7	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	53	0
2033 Buildout Total	0	0	0	0	0	0	0	0	0	602	691	0

PM PEAK HOUR

Description	Underpass			Southbound			Eastbound			I-85 Frontage Road (SB)		
	Left	Northbound Through	Right	Left	Through	Right	Left	Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	537	316	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	17	6	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	537	316	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789										7	6	
2033 Background Traffic	0	0	0	0	0	0	0	0	0	569	337	0
Project Trips												
Trip Distribution IN											20%	
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	87	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	20	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	12	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	6	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN											20%	
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	127	0
2033 Buildout Total	0	0	0	0	0	0	0	0	0	569	464	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: I-85 Frontage Road (NB) @ CHOA Driveway 1 / Underpass AM PEAK HOUR

Description	CHOA Driveway 1			Underpass			I-85 Frontage Road (NB)					
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	0	1	1	0	0	0	77	421	31	0	0	0
Pedestrians		4			0			5				
Conflicting Pedestrians	5		0	0		5	0		4			0
Heavy Vehicles							11	2	1			
Heavy Vehicle %	0%	2%	2%	0%	0%	0%	14%	2%	3%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2024 Volumes	0	1	1	0	0	0	77	421	31	0	0	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789							1	1	2			
2033 Background Traffic	0	1	1	0	0	0	82	441	34	0	0	0
Project Trips												
Trip Distribution IN							45%					
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	83	0	0	0	0	0
Trip Distribution IN							45%					
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	40	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	-13	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	6	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	4	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	120	0	0	0	0	0
2033 Buildout Total	0	1	1	0	0	0	202	441	34	0	0	0

PM PEAK HOUR

Description	CHOA Driveway 1			Underpass			I-85 Frontage Road (NB)					
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	0	130	5	0	0	0	169	540	11	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0	0	0	0	0	0	0	4	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	7	2	2%	0%	0%	0%
Heavy Vehicle %	0%	2%	2%	0%	0%	0%	4%	2%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2024 Volumes	0	130	5	0	0	0	169	540	11	0	0	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789		2					4	4	2			
2033 Background Traffic	0	138	5	0	0	0	181	569	14	0	0	0
Project Trips												
Trip Distribution IN							45%					
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	195	0	0	0	0	0
Trip Distribution IN							45%					
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	45	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	20	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	11	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	3	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	274	0	0	0	0	0
2033 Buildout Total	0	138	5	0	0	0	455	569	14	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: I-85 Frontage Road (NB) @ CHOA Driveway 2 / Underpass AM PEAK HOUR

Description	CHOA Driveway 2			Underpass			I-85 Frontage Road (NB)					
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	0	0	16	464	105	0	0	357	65	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	7	0	0	0	2	0	0	0	0
Heavy Vehicle %	0%	0%	2%	2%	2%	0%	0%	2%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2024 Volumes	0	0	16	464	105	0	0	357	65	0	0	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789					7			1				
2033 Background Traffic	0	0	17	485	117	0	0	374	68	0	0	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2033 Buildout Total	0	0	17	485	117	0	0	374	68	0	0	0

PM PEAK HOUR

Description	CHOA Driveway 2			Underpass			I-85 Frontage Road (NB)					
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2024 Traffic Volumes	0	0	37	522	15	0	0	541	4	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	17	0	0	0	4	0	0	0	0
Heavy Vehicle %	0%	0%	2%	3%	2%	0%	0%	2%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2024 Volumes	0	0	37	522	15	0	0	541	4	0	0	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789					7			4				
2033 Background Traffic	0	0	39	546	23	0	0	570	4	0	0	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2033 Buildout Total	0	0	39	546	23	0	0	570	4	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Corporate Boulevard @ Private Driveway / Site Driveway A **AM PEAK HOUR**

Description	Corporate Boulevard			Corporate Boulevard			Private Driveway			Site Driveway A		
	Left	<u>Northbound</u> Through	Right	Left	<u>Southbound</u> Through	Right	Left	<u>Eastbound</u> Through	Right	Left	<u>Westbound</u> Through	Right
Observed 2024 Traffic Volumes		148			136							
Pedestrians		0			0							
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		9			6							
Heavy Vehicle %	0%	6%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2024 Volumes	0	148	0	0	136	0	0	0	0	0	0	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	0	155	0	0	142	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			5%	10%	25%							
Trip Distribution OUT		25%								5%		15%
Residential Trips	0	149	9	19	46	0	0	0	0	30	0	89
Trip Distribution IN					35%							
Trip Distribution OUT		40%										
Hotel Trips	0	27	0	0	31	0	0	0	0	0	0	0
Trip Distribution IN					45%							
Trip Distribution OUT		50%										
Office Trips	0	3	0	0	-16	0	0	0	0	0	0	0
Trip Distribution IN			10%	10%	35%							
Trip Distribution OUT		40%								10%		10%
Retail Trips	0	6	2	2	6	0	0	0	0	2	0	2
Trip Distribution IN			10%	10%	35%							
Trip Distribution OUT		40%								10%		10%
Restaurant Trips	0	11	1	1	4	0	0	0	0	3	0	3
Trip Distribution IN					45%							
Trip Distribution OUT		50%										
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	196	12	22	71	0	0	0	0	35	0	94
2033 Buildout Total	0	351	12	22	213	0	0	0	0	35	0	94

PM PEAK HOUR

Description	Corporate Boulevard			Corporate Boulevard			Private Driveway			Site Driveway A		
	Left	<u>Northbound</u> Through	Right	Left	<u>Southbound</u> Through	Right	Left	<u>Eastbound</u> Through	Right	Left	<u>Westbound</u> Through	Right
Observed 2024 Traffic Volumes		155			255							
Pedestrians		0			0							
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1			1							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2024 Volumes	0	155	0	0	255	0	0	0	0	0	0	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	0	162	0	0	267	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			5%	10%	25%							
Trip Distribution OUT		25%								5%		15%
Residential Trips	0	67	22	43	108	0	0	0	0	13	0	40
Trip Distribution IN					35%							
Trip Distribution OUT		40%										
Hotel Trips	0	42	0	0	35	0	0	0	0	0	0	0
Trip Distribution IN					45%							
Trip Distribution OUT		50%										
Office Trips	0	26	0	0	26	0	0	0	0	0	0	0
Trip Distribution IN			10%	10%	35%							
Trip Distribution OUT		40%								10%		10%
Retail Trips	0	8	3	3	11	0	0	0	0	2	0	2
Trip Distribution IN			10%	10%	35%							
Trip Distribution OUT		40%								10%		10%
Restaurant Trips	0	0	1	1	3	0	0	0	0	0	0	0
Trip Distribution IN					45%							
Trip Distribution OUT		50%										
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	10	0	10	10	0	0	0		0	0	10
Total Project Trips	0	153	26	57	193	0	0	0	0	15	0	52
2033 Buildout Total	0	315	26	57	460	0	0	0	0	15	0	52

INTERSECTION VOLUME DEVELOPMENT

Intersection #12: Corporate Boulevard @ Private Driveway / Site Driveway C **AM PEAK HOUR**

Description	Corporate Boulevard			Corporate Boulevard			Private Driveway			Site Driveway C		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	27	130	11	9	105	12	2	0	2	5	0	3
Pedestrians		1			0			0			2	
Conflicting Pedestrians	0		2	2		0	0		1	0		0
Heavy Vehicles	0	6	0	0	3	0	0	0	0	0	0	0
Heavy Vehicle %	2%	5%	2%	2%	3%	2%	2%	0%	2%	2%	0%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2024 Volumes	27	130	11	9	105	12	2	0	2	5	0	3
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	28	136	12	9	110	13	2	0	2	5	0	3
Project Trips												
Trip Distribution IN		15%	5%	5%								
Trip Distribution OUT					10%					5%		5%
Residential Trips	0	28	9	9	60	0	0	0	0	30	0	30
Trip Distribution IN			5%	35%								
Trip Distribution OUT										5%		40%
Hotel Trips	0	0	4	31	0	0	0	0	0	3	0	27
Trip Distribution IN			10%	45%								
Trip Distribution OUT										10%		50%
Office Trips	0	0	-4	-16	0	0	0	0	0	1	0	3
Trip Distribution IN		40%	5%	15%								
Trip Distribution OUT					35%					5%		15%
Retail Trips	0	7	1	3	5	0	0	0	0	1	0	2
Trip Distribution IN		40%	5%	15%								
Trip Distribution OUT					35%					5%		15%
Restaurant Trips	0	5	1	2	10	0	0	0	0	1	0	4
Trip Distribution IN			10%	45%								
Trip Distribution OUT										10%		50%
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	40	11	29	75	0	0	0	0	36	0	66
2033 Buildout Total	28	176	23	38	185	13	2	0	2	41	0	69

PM PEAK HOUR

Description	Corporate Boulevard			Corporate Boulevard			Private Driveway			Site Driveway C		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	2	120	2	2	235	8	6	0	8	25	0	12
Pedestrians		0			1			1			2	
Conflicting Pedestrians	1		2	2		1	1		0	0		1
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	0%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2024 Volumes	2	120	2	2	235	8	6	0	8	25	0	12
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	2	126	2	2	246	8	6	0	8	26	0	13
Project Trips												
Trip Distribution IN		15%	5%	5%								
Trip Distribution OUT					10%					5%		5%
Residential Trips	0	65	22	22	27	0	0	0	0	13	0	13
Trip Distribution IN			5%	35%								
Trip Distribution OUT										5%		40%
Hotel Trips	0	0	5	35	0	0	0	0	0	5	0	42
Trip Distribution IN			10%	45%								
Trip Distribution OUT										10%		50%
Office Trips	0	0	6	26	0	0	0	0	0	5	0	26
Trip Distribution IN		40%	5%	15%								
Trip Distribution OUT					35%					5%		15%
Retail Trips	0	13	2	5	7	0	0	0	0	1	0	3
Trip Distribution IN		40%	5%	15%								
Trip Distribution OUT					35%					5%		15%
Restaurant Trips	0	4	0	1	0	0	0	0	0	0	0	0
Trip Distribution IN			10%	45%								
Trip Distribution OUT										10%		50%
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	5	0	0	0	0	0	0	0	5
Total Project Trips	0	82	35	94	34	0	0	0	0	24	0	89
2033 Buildout Total	2	208	37	96	280	8	6	0	8	50	0	102

INTERSECTION VOLUME DEVELOPMENT

Intersection #13: I-85 Frontage Road (SB) @ Site Driveway D **AM PEAK HOUR**

Description	Northbound			Site Driveway D			Eastbound			I-85 Frontage Road (SB)		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes											807	
Pedestrians					0							
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles						0					27	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	0	807	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	0	0	0	0	0	0	0	0	0	0	844	0
Project Trips												
Trip Distribution IN											20%	5%
Trip Distribution OUT						5%					40%	
Residential Trips	0	0	0	0	0	30	0	0	0	0	275	9
Trip Distribution IN											5%	60%
Trip Distribution OUT						55%						
Hotel Trips	0	0	0	0	0	37	0	0	0	0	4	53
Trip Distribution IN											10%	45%
Trip Distribution OUT						40%						
Office Trips	0	0	0	0	0	2	0	0	0	0	-4	-16
Trip Distribution IN											45%	10%
Trip Distribution OUT						10%						
Retail Trips	0	0	0	0	0	2	0	0	0	0	8	2
Trip Distribution IN											45%	10%
Trip Distribution OUT						10%						
Restaurant Trips	0	0	0	0	0	3	0	0	0	0	5	1
Trip Distribution IN											10%	45%
Trip Distribution OUT						40%						
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	74	0	0	0	0	288	49
2033 Buildout Total	0	0	0	0	0	74	0	0	0	0	1,132	49

PM PEAK HOUR

Description	Northbound			Site Driveway D			Eastbound			I-85 Frontage Road (SB)		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes											588	
Pedestrians					3							
Conflicting Pedestrians	0		0	0		0	3		0	0		3
Heavy Vehicles						0					13	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	0	588	0
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	0	0	0	0	0	0	0	0	0	0	615	0
Project Trips												
Trip Distribution IN											20%	5%
Trip Distribution OUT						5%					40%	
Residential Trips	0	0	0	0	0	13	0	0	0	0	193	22
Trip Distribution IN											5%	60%
Trip Distribution OUT						55%						
Hotel Trips	0	0	0	0	0	57	0	0	0	0	5	59
Trip Distribution IN											10%	45%
Trip Distribution OUT						40%						
Office Trips	0	0	0	0	0	20	0	0	0	0	6	26
Trip Distribution IN											45%	10%
Trip Distribution OUT						10%						
Retail Trips	0	0	0	0	0	2	0	0	0	0	14	3
Trip Distribution IN											45%	10%
Trip Distribution OUT						10%						
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	4	1
Trip Distribution IN											10%	45%
Trip Distribution OUT						40%						
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	92	0	0	0	0	222	111
2033 Buildout Total	0	0	0	0	0	92	0	0	0	0	837	111

INTERSECTION VOLUME DEVELOPMENT

Intersection #14: I-85 Frontage Road (SB) @ Site Driveway E AM PEAK HOUR

Description	Northbound			Site Driveway E Southbound			Eastbound			I-85 Frontage Road (SB) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes						3					804	44
Pedestrians					0							
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles						0					27	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2024 Volumes	0	0	0	0	0	3	0	0	0	0	804	44
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	0	0	0	0	0	3	0	0	0	0	841	46
Project Trips												
Trip Distribution IN											25%	40%
Trip Distribution OUT						40%						
Residential Trips	0	0	0	0	0	238	0	0	0	0	46	74
Trip Distribution IN											65%	
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	57	0
Trip Distribution IN											55%	
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	-20	0
Trip Distribution IN											55%	
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	9	0
Trip Distribution IN											55%	
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	7	0
Trip Distribution IN											55%	
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	238	0	0	0	0	99	74
2033 Buildout Total	0	0	0	0	0	241	0	0	0	0	940	120

PM PEAK HOUR

Description	Northbound			Site Driveway E Southbound			Eastbound			I-85 Frontage Road (SB) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes						14					574	5
Pedestrians					3							
Conflicting Pedestrians	0		0	0		0	3		0	0		3
Heavy Vehicles						0					13	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2024 Volumes	0	0	0	0	0	14	0	0	0	0	574	5
PI#0016054 Traffic Volumes												
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
CHOA DRI #2789												
2033 Background Traffic	0	0	0	0	0	15	0	0	0	0	600	5
Project Trips												
Trip Distribution IN											25%	40%
Trip Distribution OUT						40%						
Residential Trips	0	0	0	0	0	106	0	0	0	0	108	173
Trip Distribution IN											65%	
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	64	0
Trip Distribution IN											55%	
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	32	0
Trip Distribution IN											55%	
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	18	0
Trip Distribution IN											55%	
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN											55%	
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	106	0	0	0	0	227	173
2033 Buildout Total	0	0	0	0	0	121	0	0	0	0	827	178

Programmed Project Fact Sheets

[Blog](#)[News](#)[Contact Us](#)

I-85 @ SR 42

Project ID: 0016054

Project Manager: Butch Welch Jr

Office: Alternative Delivery

County: DeKalb

Congressional District: 004

State Senate District.: 042

State House District: 083

Project Type: Reconstruction/Rehabilitation

Project Status: Under Construction

Right of Way Authorization: 6/14/2021

Notice to Proceed Date: 6/20/2023

Construction Percent Complete: 46.27%

Current Completion Date: 11/6/2025

Work Completion Date:

Construction Contract Amount:

Construction Contractor: NORTH TARRANT INFRASTRUCTURE, LLC

[Preconstruction Status Report](#)

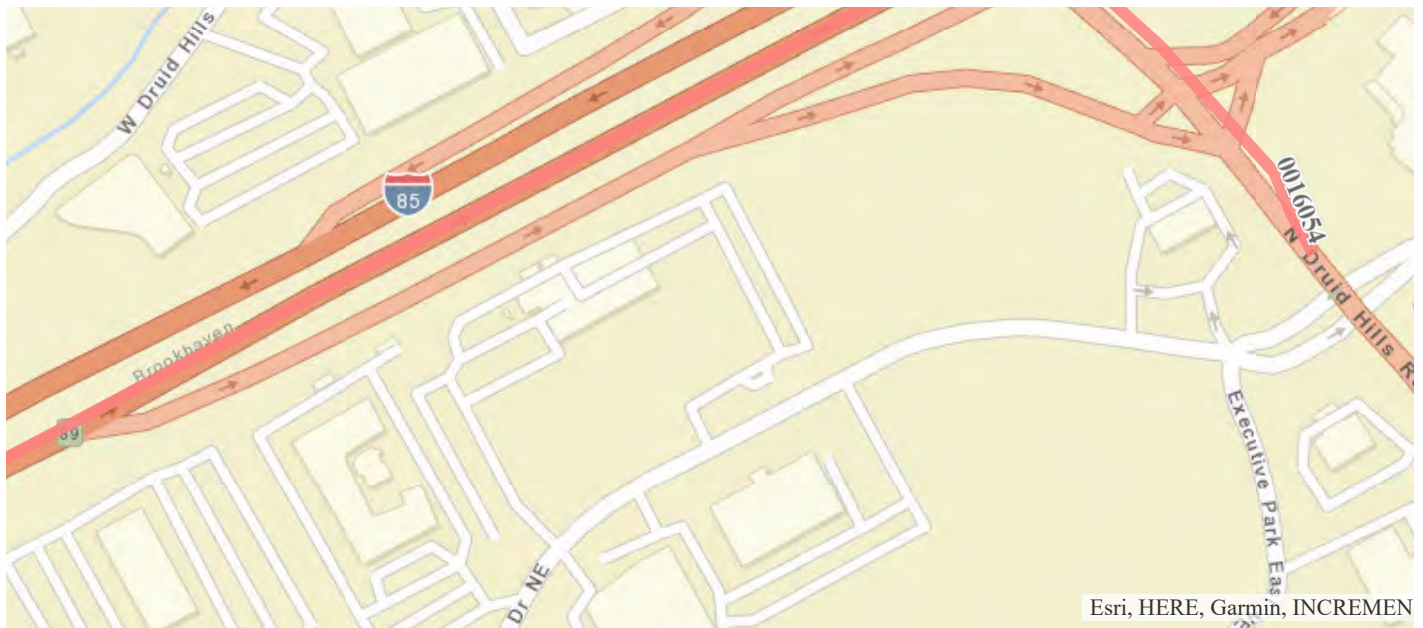
[Construction Status Report](#)

[Contact Us](#)

Project Description:

The interchange proposed for I-85 at SR 42/North Druid Hills Road is a Displaced Left Turn Interchange (DLTI) for the westbound to southbound movement, which includes construction of an additional structure over I-85. Another key improvement is a braided ramp from I-85 NB Off-Ramp to I-85 NB Access Road. This project also includes replacing the SR 42 bridge over Peachtree Creek and constructing a bridge for the I-85 NB off-ramp, over the I-85 NB on-ramp, to the I-85 NB access road.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2019	\$2,800,000.00	
ROW (Right of Way)	2021	\$33,664,000.00	4/22/2021
UTL (Utilities)	2023	\$9,000,000.00	
CST (Construction)	2023	\$97,423,590.38	



Esri, HERE, Garmin, INCREMENTAL

Project Documents

▼ Approved Concept Reports

0016054_L&D_JUN2021.pdf

0016054_L&D_Ad_AUG2021.pdf

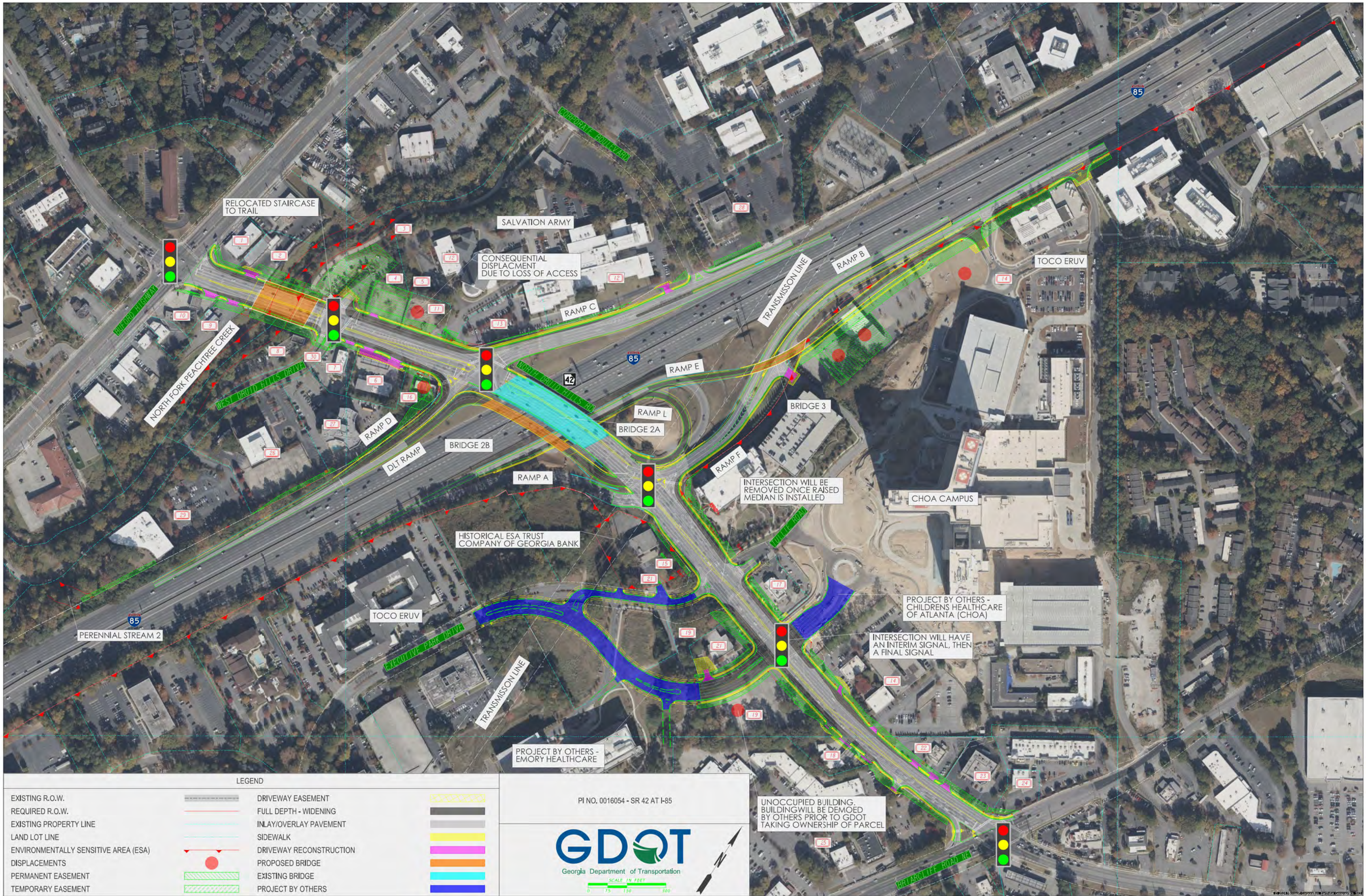
0016054_CR_AUG2021.pdf



Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

[Contact Us](#)



[Blog](#)[News](#)[Contact Us](#)

I-85 NB FROM SR 42 TO SR 155

Project ID: **0015919**

Project Manager: Jagpreet Ghuman

Office: Program Delivery

County: DeKalb

Congressional District: 004

State Senate District.: 042

State House District: 081, 082, 083

Project Type: Reconstruction/Rehabilitation

Project Status: Construction Work Program

Right of Way

Authorization:

Notice to Proceed Date:

Construction Percent Complete: %

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

[Preconstruction Status Report](#)

[Construction Status Report](#)

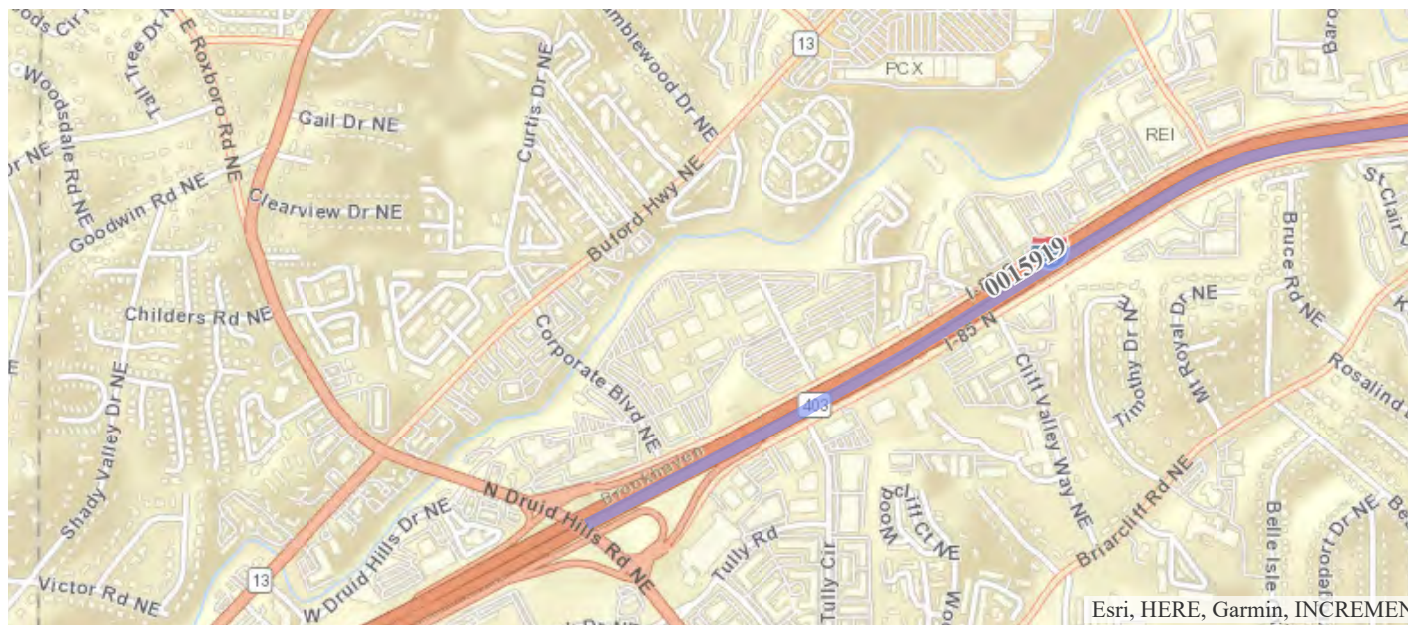
[Contact Us](#)

Project Description:

The proposed project is located in DeKalb County/ GDOT District 7 - City of Metro Atlanta. The proposed improvements are located on I-85 Northbound (NB) between SR 42/North Druid Hills and SR 155 Clairmont Road. The following interchange improvements consists of the following: · Convert one lane of I-85 Northbound onto the SR 42 Northbound exit ramp (as a second exit only lane), and pick-up one Northbound lane from SR 42 to tie to existing road. · Create additional Frontage Rd lane between the I-85 underpass and SR 155 offramp. · Covert one lane of I-85 Northbound onto the SR 155 exit ramp (as an exit only lane), and pick-up one Northbound lane from SR 155 to tie to existing roadway.

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		\$315,000.00	5/23/2024
CST (Construction)		\$14,485,217.68	5/23/2024
PE (Preliminary Engineering)	2018	\$990,000.00	4/8/2019
PE (Preliminary Engineering)	2019	\$550,000.00	4/8/2019





Project Documents

✓ Approved Concept Reports

0015919_CR_FEB2020.pdf



Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

[Contact Us](#)

[Employment](#)

Short Title

I-85 NORTH INTERCHANGE IMPROVEMENTS (INCLUDES LANE REDUCTION ON I-85 AND WIDENING OF I-85 ACCESS ROAD) FROM SR 42 (NORTH DRUID HILLS) TO SR 155 (CLAIRMONT ROAD)

GDOT Project No.

0015919

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / General Purpose Capacity

Sponsor

GDOT

Jurisdiction

Regional - Central

Analysis Level

In the Region's Air Quality Conformity Analysis



Existing Thru Lane

Var

LCI

☐

Network Year

2030

Planned Thru Lane

Var

Flex

☐

Corridor Length

1.71 miles

Detailed Description and Justification

The proposed interchange modification project would include conversion of one lane of I-85 NB onto the SR 42 NB exit ramp (as a second exit only lane). It would pick-up one NB lane from SR 42 as an add lane to tie to existing conditions. The project would include an additional Frontage Rd lane between the I-85 underpass and SR 155 offramp. It would move the NB off-ramp to SR 155 gore point back by 1,600 feet. It would convert one lane of I-85 NB onto the SR 155 exit ramp (as an exit only lane), and pick-up one NB lane from SR 155 as an additional lane to tie to existing conditions.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2018	\$350,000	\$280,000	\$70,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2018	\$990,000	\$0,000	\$990,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2026	\$315,000	\$252,000	\$63,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	\$7,992,896	\$6,394,317	\$1,598,579	\$0,000	\$0,000
				\$9,647,896	\$6,926,317	\$2,721,579	\$0,000	\$0,000

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

Search...

[Blog](#)[News](#)[Contact Us](#)**PTREE CRK GREENWAY TRAIL FM ATL TO N DRUID HILLS RD-PHASE II****Project ID:** 0016053**Notice to Proceed Date:****Project Manager:** Lily Slaughter**Construction Percent Complete:** %**Office:** Program Delivery**Current Completion Date:****County:** DeKalb**Work Completion Date:****Congressional District:** 004**Construction Contract Amount:****State Senate District.:** 042**Construction Contractor:****State House District:** 080, 082**[Preconstruction Status Report](#)****Project Type:** Enhancement**[Construction Status Report](#)****Project Status:** Construction Work Program**Right of Way Authorization:** 6/14/2023**[Contact Us](#)****Project Description:**

Located in The City of Brookhaven, the project begins at the City of Atlanta limits (where the future expansion of the Peachtree Creek Greenway is planned) and follows the North Fork Peachtree Creek on the south side behind the Rio at Lenox Apartments where a connection is made to Buford Highway's (SR 13) existing sidewalks. The Greenway continues to follow the creek underneath Buford Highway NE using the end span of an existing bridge over North Fork Peachtree Creek. The project intends to build a 14' wide concrete shared-use path approximately 1-mile in length of the overall Peachtree Creek Greenway 12.3-mile length. Other elements of the project include: several walls, structures, bridges.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2019	\$250,000.00	4/7/2023
PE (Preliminary Engineering)	2020	\$350,000.00	4/7/2023
ROW (Right of Way)	2023	\$5,390,000.00	2/16/2023
PE (Preliminary Engineering)	2023	\$700,000.00	4/7/2023
UTL (Utilities)	2026	\$614,430.00	2/7/2024
CST (Construction)	2026	\$19,709,871.66	2/7/2024





Project Documents

▼ Approved Concept Reports

0016053_CR_JAN2021.pdf

0016053_L&D_SEP2023.pdf

0016053_L&D_AD_NOV2023.pdf



Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

[Contact Us](#)

Short Title

PEACHTREE CREEK GREENWAY TRAIL PHASE II FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD

GDOT Project No.

0016053

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Sidepaths and Trails

Sponsor

City of Brookhaven

Jurisdiction

DeKalb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

TBD

Corridor Length

1.00 miles

Detailed Description and Justification

This project will connect with the Atlanta Beltline which will then connect the Beltline, to DeKalb County and beyond via the Brookhaven portion of the Peachtree Creek Greenway. This is the continuation of the full 12.3 mile Peachtree Creek Greenway that will stretch through Chamblee, Doraville and DeKalb County, ultimately connecting to Emory University, Morehouse College and on to the Gwinnett trails system. This link is also the lynchpin that will connect all these trails to PATH 400, ultimately to the North Fulton trails system and up through the Forsyth system.



Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2019	\$250,000	\$200,000	\$0,000	\$0,000	\$50,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2020	\$350,000	\$280,000	\$0,000	\$0,000	\$70,000
PE	Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in urbanized areas with a population > 200,000 (Z972)	AUTH	2023	\$700,000	\$700,000	\$0,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2023	\$349,715	\$279,772	\$0,000	\$0,000	\$69,943
ROW	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	AUTH	2023	\$5,349,715	\$4,279,772	\$0,000	\$0,000	\$1,069,943
UTL	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000		2025	\$614,430	\$491,544	\$0,000	\$0,000	\$122,886
CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000		2025	\$18,991,353	\$2,400,000	\$0,000	\$0,000	\$16,591,353
				\$26,605,213	\$8,631,088	\$0,000	\$0,000	\$17,974,125

Short Title

PEACHTREE CREEK GREENWAY PHASE III FROM BRIARWOOD RD TO CLAIMONT ROAD / CITY LIMIT

GDOT Project No.

0017808

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Sidepaths and Trails

Sponsor

City of Brookhaven

Jurisdiction

DeKalb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

TBD

Corridor Length

0.85 miles

Detailed Description and Justification

The Peachtree Creek Greenway is the lynchpin that will link all these trails to PATH 400, ultimately to the North Fulton trails system and the Beltline. This phase (Phase III) calls for a 14' hard trail and, with amenities and ADA access. It will link the Buford Hwy community to a network of green spaces and provide needed, safe pedestrian access to the Buford Hwy MARTA bus, retail establishments, and employment centers at Executive Park, Corporates Square, Children's Healthcare of Atlanta, Century Executive Park in Chamblee. The plan runs the trail under Briarwood Rd and anticipates one bridge and one controlled crossing at Barone Ave, a local road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2021	\$600,000	\$480,000	\$0,000	\$0,000	\$120,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2023	\$1,000,000	\$800,000	\$0,000	\$0,000	\$200,000
ROW	Local Jurisdiction/Municipality Funds		2024	\$2,650,000	\$0,000	\$0,000	\$0,000	\$2,650,000
UTL	Local Jurisdiction/Municipality Funds		2025	\$120,000	\$0,000	\$0,000	\$0,000	\$120,000
CST	Local Jurisdiction/Municipality Funds		2025	\$4,500,000	\$0,000	\$0,000	\$0,000	\$4,500,000
				\$8,870,000	\$1,280,000	\$0,000	\$0,000	\$7,590,000

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

Short Title

BUFORD HIGHWAY ARTERIAL RAPID TRANSIT FROM MARTA LINDBERGH RAIL STATION TO MARTA DORAVILLE RAIL STATION

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Programmed

Service Type

Transit / Bus Capital

Sponsor

MARTA

Jurisdiction

DeKalb County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐



Network Year

2030

Corridor Length

TBD

miles

Detailed Description and Justification

This project will provide high capacity premium transit service along the Buford Highway Corridor in DeKalb County between the MARTA Lindbergh Center and Doraville heavy rail stations.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Local Jurisdiction/Municipality Funds		2025	\$40,000,000	\$0,000	\$0,000	\$0,000	\$40,000,000
				\$40,000,000	\$0,000	\$0,000	\$0,000	\$40,000,000

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

Short Title

SR 42 (BRIARCLIFF ROAD) WIDENING FROM CLIFTON ROAD TO NORTH DRUID HILLS ROAD

GDOT Project No.

0013951

Federal ID No.

N/A

Status

Long Range

Service Type

Roadway / General Purpose Capacity

Sponsor

GDOT

Jurisdiction

DeKalb County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

2

LCI

Planned Thru Lane

4

Flex

Network Year

2040

Corridor Length

1.7

 miles

Detailed Description and Justification

This project will widen SR 42 (Briarcliff Road) to 4 lanes from Clifton Road to North Druid Hills Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)		LR 2029-2030	\$943,000	\$0,000	\$943,000	\$0,000	\$0,000
ROW	Transportation Funding Act (HB 170)		LR 2031-2033	\$40,543,000	\$0,000	\$40,543,000	\$0,000	\$0,000
ALL	Transportation Funding Act (HB 170)		LR 2034-2040	\$12,212,000	\$0,000	\$12,212,000	\$0,000	\$0,000
				\$53,698,000	\$0,000	\$53,698,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition

UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

?

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

ARC

Report Generated: 6/7/2024

Short Title

NORTH DRUID HILLS ROAD WIDENING FROM FROM SR 13 (BUFORD HIGHWAY) TO LENOX PARK ROAD

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Roadway / General Purpose Capacity

Sponsor

City of Brookhaven

Jurisdiction

DeKalb County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

2

LCI

☐

Planned Thru Lane

4

Flex

☐



Network Year

2033

Corridor Length

1

miles

Detailed Description and Justification

This project will widen North Druid Hills Road from SR 13 to Lenox Park Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2029-2030	\$15,000,000	\$0,000	\$0,000	\$0,000	\$15,000,000
				\$15,000,000	\$0,000	\$0,000	\$0,000	\$15,000,000

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

Raw Traffic Count Data

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buford Hwy NE/SR 13 & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-003
Date: 11/13/2024

Data - Total

NS/EW Streets:	Buford Hwy NE/SR 13				Buford Hwy NE/SR 13				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	2 WL	1.5 WT	0.5 WR	0 WU	
7:00 AM	31	59	17	3	71	94	12	0	2	165	26	0	18	188	33	1	720
7:15 AM	39	51	14	5	53	96	11	0	7	172	41	0	39	253	23	0	804
7:30 AM	50	55	17	5	71	126	14	0	4	190	53	0	40	287	37	1	950
7:45 AM	49	59	20	5	58	124	18	0	8	211	84	0	50	298	28	0	1012
8:00 AM	46	57	18	1	38	146	22	0	4	167	88	0	58	398	35	0	1078
8:15 AM	51	86	16	5	74	176	27	0	6	176	62	0	56	342	18	0	1095
8:30 AM	50	67	14	7	49	147	16	0	7	193	91	0	51	397	34	0	1123
8:45 AM	58	71	17	4	29	159	25	0	6	146	56	0	68	383	30	1	1053
TOTAL VOLUMES:	NL 374	NT 505	NR 133	NU 35	SL 443	ST 1068	SR 145	SU 0	EL 44	ET 1420	ER 501	EU 0	WL 380	WT 2546	WR 238	WU 3	TOTAL 7835
APPROACH %'s:	35.72%	48.23%	12.70%	3.34%	26.75%	64.49%	8.76%	0.00%	2.24%	72.26%	25.50%	0.00%	12.00%	80.39%	7.51%	0.09%	
PEAK HR:	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL:	205	281	65	17	190	628	90	0	23	682	297	0	233	1520	117	1	4349
PEAK HR FACTOR:	0.884	0.817	0.903	0.607	0.642	0.892	0.833	0.000	0.821	0.883	0.816	0.000	0.857	0.955	0.836	0.250	0.968
	0.899				0.819				0.861				0.953				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	2 WL	1.5 WT	0.5 WR	0 WU	
4:00 PM	67	115	51	4	47	108	11	0	26	199	54	0	47	169	68	1	967
4:15 PM	82	157	46	6	49	116	17	0	23	222	65	0	68	224	73	0	1148
4:30 PM	63	151	58	7	57	131	15	0	11	209	55	0	50	245	89	0	1141
4:45 PM	80	153	45	4	55	106	15	0	14	220	58	0	49	218	101	1	1119
5:00 PM	97	192	58	4	60	114	10	0	16	209	35	0	56	253	109	1	1214
5:15 PM	83	193	53	7	63	105	21	0	24	180	28	0	46	259	94	0	1156
5:30 PM	93	206	43	3	49	110	14	0	16	176	40	0	63	232	75	0	1120
5:45 PM	81	194	67	3	65	114	12	2	19	174	29	0	39	184	92	0	1075
TOTAL VOLUMES:	NL 646	NT 1361	NR 421	NU 38	SL 445	ST 904	SR 115	SU 2	EL 149	ET 1589	ER 364	EU 0	WL 418	WT 1784	WR 701	WU 3	TOTAL 8940
APPROACH %'s:	26.20%	55.19%	17.07%	1.54%	30.35%	61.66%	7.84%	0.14%	7.09%	75.59%	17.32%	0.00%	14.38%	61.39%	24.12%	0.10%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	323	689	214	22	235	456	61	0	65	818	176	0	201	975	393	2	4630
PEAK HR FACTOR:	0.832	0.892	0.922	0.786	0.933	0.870	0.726	0.000	0.677	0.930	0.759	0.000	0.897	0.941	0.901	0.500	0.953
	0.889				0.926				0.907				0.937				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buford Hwy NE/SR 13 & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-003
Date: 11/13/2024

Data - Cars

NS/EW Streets:	Buford Hwy NE/SR 13				Buford Hwy NE/SR 13				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	2 WL	1.5 WT	0.5 WR	0 WU	
7:00 AM	30	56	16	3	70	90	12	0	2	163	26	0	18	185	33	1	705
7:15 AM	36	49	11	4	53	92	11	0	6	170	39	0	37	246	22	0	776
7:30 AM	45	49	17	5	70	115	14	0	4	185	52	0	39	281	36	1	913
7:45 AM	47	53	19	5	56	115	18	0	7	210	84	0	48	296	28	0	986
8:00 AM	45	54	17	1	36	138	21	0	4	161	87	0	57	391	31	0	1043
8:15 AM	51	81	16	5	72	170	23	0	5	171	62	0	52	337	17	0	1062
8:30 AM	50	63	14	7	47	144	15	0	7	191	90	0	50	390	31	0	1099
8:45 AM	58	69	17	4	29	149	25	0	5	142	55	0	67	377	28	1	1026
TOTAL VOLUMES:	NL 362	NT 474	NR 127	NU 34	SL 433	ST 1013	SR 139	SU 0	EL 40	ET 1393	ER 495	EU 0	WL 368	WT 2503	WR 226	WU 3	TOTAL 7610
APPROACH %'s:	36.31%	47.54%	12.74%	3.41%	27.32%	63.91%	8.77%	0.00%	2.07%	72.25%	25.67%	0.00%	11.87%	80.74%	7.29%	0.10%	
PEAK HR:	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL:	204	267	64	17	184	601	84	0	21	665	294	0	226	1495	107	1	4230
PEAK HR FACTOR:	0.879	0.824	0.941	0.607	0.639	0.884	0.840	0.000	0.750	0.870	0.817	0.000	0.843	0.956	0.863	0.250	0.962
	0.902				0.820				0.851				0.955				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	2 WL	1.5 WT	0.5 WR	0 WU	
4:00 PM	66	110	51	4	46	105	11	0	26	195	52	0	47	167	68	1	949
4:15 PM	82	150	45	6	49	114	17	0	23	218	65	0	68	218	69	0	1124
4:30 PM	63	150	58	7	56	127	15	0	11	205	54	0	49	240	88	0	1123
4:45 PM	79	149	45	4	52	102	14	0	12	218	57	0	48	216	101	1	1098
5:00 PM	96	185	57	4	57	111	10	0	16	204	34	0	55	251	107	1	1188
5:15 PM	83	190	52	7	63	103	21	0	24	177	28	0	46	258	93	0	1145
5:30 PM	93	202	43	3	48	108	13	0	15	176	40	0	63	232	74	0	1110
5:45 PM	81	190	65	3	63	112	12	2	19	172	29	0	39	182	91	0	1060
TOTAL VOLUMES:	NL 643	NT 1326	NR 416	NU 38	SL 434	ST 882	SR 113	SU 2	EL 146	ET 1565	ER 359	EU 0	WL 415	WT 1764	WR 691	WU 3	TOTAL 8797
APPROACH %'s:	26.54%	54.73%	17.17%	1.57%	30.33%	61.64%	7.90%	0.14%	7.05%	75.60%	17.34%	0.00%	14.44%	61.40%	24.05%	0.10%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	321	674	212	22	228	443	60	0	63	804	173	0	198	965	389	2	4554
PEAK HR FACTOR:	0.836	0.887	0.914	0.786	0.905	0.872	0.714	0.000	0.656	0.922	0.759	0.000	0.900	0.935	0.909	0.500	0.958
	0.898				0.923				0.906				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buford Hwy NE/SR 13 & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-003
Date: 11/13/2024

Data - HT

NS/EW Streets:	Buford Hwy NE/SR 13				Buford Hwy NE/SR 13				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	2 WL	1.5 WT	0.5 WR	0 WU	
7:00 AM	1	3	1	0	1	4	0	0	0	2	0	0	0	3	0	0	15
7:15 AM	3	2	3	1	0	4	0	0	1	2	2	0	2	7	1	0	28
7:30 AM	5	6	0	0	1	11	0	0	0	5	1	0	1	6	1	0	37
7:45 AM	2	6	1	0	2	9	0	0	1	1	0	0	2	2	0	0	26
8:00 AM	1	3	1	0	2	8	1	0	0	6	1	0	1	7	4	0	35
8:15 AM	0	5	0	0	2	6	4	0	1	5	0	0	4	5	1	0	33
8:30 AM	0	4	0	0	2	3	1	0	0	2	1	0	1	7	3	0	24
8:45 AM	0	2	0	0	0	10	0	0	1	4	1	0	1	6	2	0	27
TOTAL VOLUMES:	NL 12	NT 31	NR 6	NU 1	SL 10	ST 55	SR 6	SU 0	EL 4	ET 27	ER 6	EU 0	WL 12	WT 43	WR 12	WU 0	TOTAL 225
APPROACH %'s:	24.00%	62.00%	12.00%	2.00%	14.08%	77.46%	8.45%	0.00%	10.81%	72.97%	16.22%	0.00%	17.91%	64.18%	17.91%	0.00%	
PEAK HR:	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL:	1	14	1	0	6	27	6	0	2	17	3	0	7	25	10	0	119
PEAK HR FACTOR:	0.250	0.700	0.250	0.000	0.750	0.675	0.375	0.000	0.500	0.708	0.750	0.000	0.438	0.893	0.625	0.000	0.850
	0.800				0.813				0.786				0.875				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	2 WL	1.5 WT	0.5 WR	0 WU	
4:00 PM	1	5	0	0	1	3	0	0	0	4	2	0	0	2	0	0	18
4:15 PM	0	7	1	0	0	2	0	0	0	4	0	0	0	6	4	0	24
4:30 PM	0	1	0	0	1	4	0	0	0	4	1	0	1	5	1	0	18
4:45 PM	1	4	0	0	3	4	1	0	2	2	1	0	1	2	0	0	21
5:00 PM	1	7	1	0	3	3	0	0	0	5	1	0	1	2	2	0	26
5:15 PM	0	3	1	0	0	2	0	0	0	3	0	0	0	1	1	0	11
5:30 PM	0	4	0	0	1	2	1	0	1	0	0	0	0	0	1	0	10
5:45 PM	0	4	2	0	2	2	0	0	0	2	0	0	0	2	1	0	15
TOTAL VOLUMES:	NL 3	NT 35	NR 5	NU 0	SL 11	ST 22	SR 2	SU 0	EL 3	ET 24	ER 5	EU 0	WL 3	WT 20	WR 10	WU 0	TOTAL 143
APPROACH %'s:	6.98%	81.40%	11.63%	0.00%	31.43%	62.86%	5.71%	0.00%	9.38%	75.00%	15.63%	0.00%	9.09%	60.61%	30.30%	0.00%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	2	15	2	0	7	13	1	0	2	14	3	0	3	10	4	0	76
PEAK HR FACTOR:	0.500	0.536	0.500	0.000	0.583	0.813	0.250	0.000	0.250	0.700	0.750	0.000	0.750	0.500	0.500	0.000	0.731
	0.528				0.656				0.792				0.607				

National Data & Surveying Services

Location: Buford Hwy NE/SR 13 & N Druid Hills Rd/SR 42

City: Atlanta

Control: Signalized

Project ID: 24-180261-003

Date: 11/13/2024

Data - Bikes

[illegible][illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buford Hwy NE/SR 13 & N Druid Hills Rd/SR 42

Project ID: 24-180261-003

City: Atlanta

Date: 11/13/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Buford Hwy NE/SR 13		Buford Hwy NE/SR 13		N Druid Hills Rd/SR 42		N Druid Hills Rd/SR 42		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	2	0	1	1	0	3	8
7:15 AM	0	1	0	1	0	0	0	4	6
7:30 AM	2	0	0	0	0	0	1	3	6
7:45 AM	0	1	0	0	0	1	1	2	5
8:00 AM	1	0	0	0	0	0	0	3	4
8:15 AM	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	1	0	1	1	3
TOTAL VOLUMES :	EB 3	WB 3	EB 3	WB 1	NB 2	SB 2	NB 3	SB 17	TOTAL 34
APPROACH %'s :	50.00%	50.00%	75.00%	25.00%	50.00%	50.00%	15.00%	85.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	1	0	1	0	1	0	1	5	9
PEAK HR FACTOR :	0.250		0.250		0.250		0.250	0.417	0.563
	0.250		0.250		0.250		0.500		

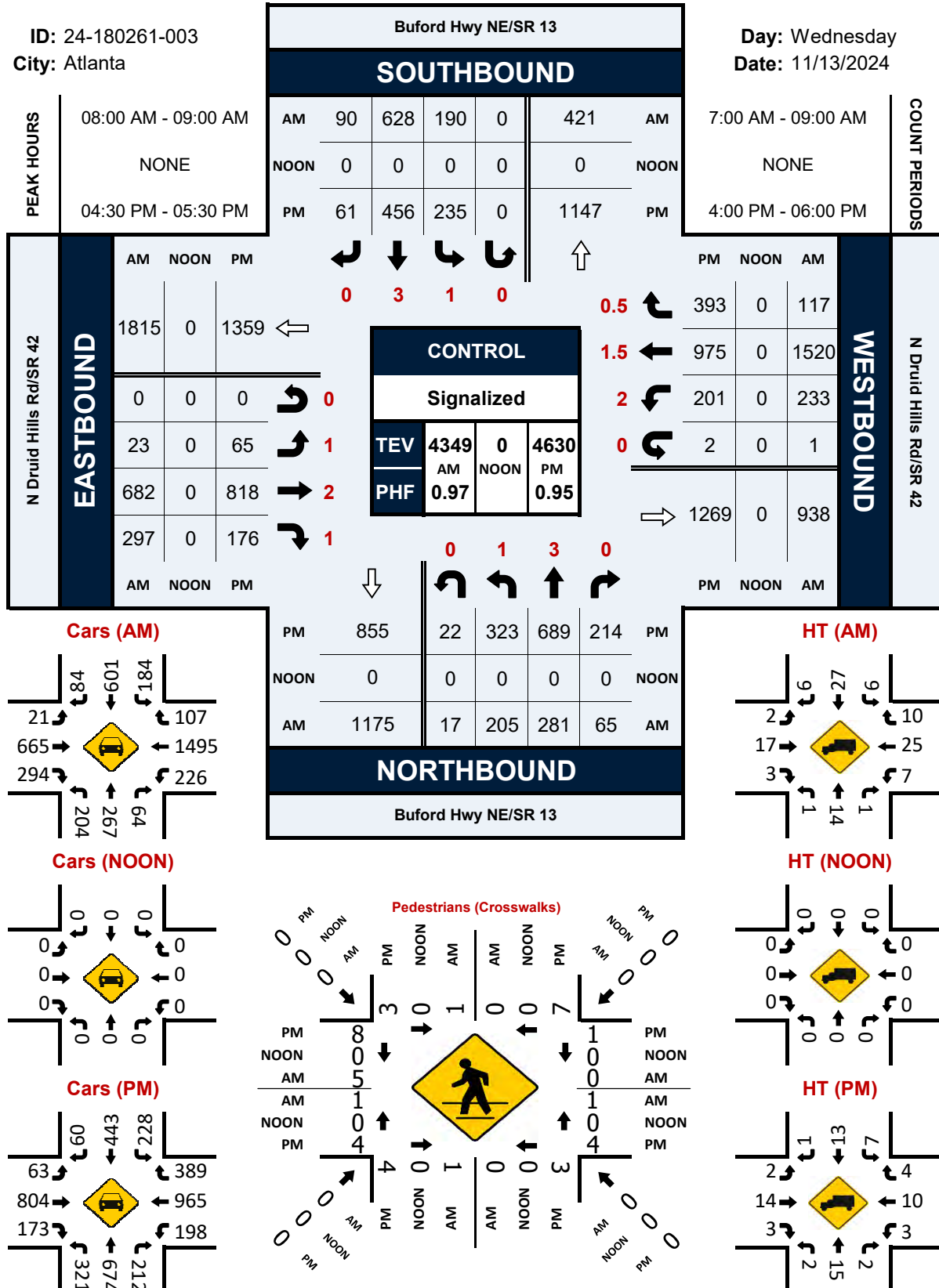
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	4	0	1	0	0	0	0	2	7
4:15 PM	0	2	0	0	0	0	0	3	5
4:30 PM	2	2	0	1	1	0	2	3	11
4:45 PM	0	2	2	2	0	1	1	2	10
5:00 PM	1	2	2	0	0	0	0	2	7
5:15 PM	0	1	0	0	3	0	1	1	6
5:30 PM	0	2	0	1	1	0	2	0	6
5:45 PM	1	0	0	0	0	0	0	3	4
TOTAL VOLUMES :	EB 8	WB 11	EB 5	WB 4	NB 5	SB 1	NB 6	SB 16	TOTAL 56
APPROACH %'s :	42.11%	57.89%	55.56%	44.44%	83.33%	16.67%	27.27%	72.73%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	3	7	4	3	4	1	4	8	34
PEAK HR FACTOR :	0.375	0.875	0.500	0.375	0.333	0.250	0.500	0.667	0.773
	0.625		0.438		0.417		0.600		

Buford Hwy NE/SR 13 & N Druid Hills Rd/SR 42

Peak Hour Turning Movement Count

ID: 24-180261-003
City: Atlanta

Day: Wednesday
Date: 11/13/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 SB Ramps & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-005
Date: 11/13/2024

Data - Total

NS/EW Streets:	Northeast Expy/I-85/SR 403 SB Ramps				Northeast Expy/I-85/SR 403 SB Ramps				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	4 ET	1 ER	0 EU	2 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	159	57	72	0	0	134	109	0	186	186	0	0	903
7:15 AM	0	0	0	0	139	41	84	0	0	154	99	0	273	255	0	2	1047
7:30 AM	0	0	0	0	162	56	133	0	0	151	117	0	237	251	0	1	1108
7:45 AM	0	0	0	0	169	49	152	0	0	179	104	0	207	271	0	1	1132
8:00 AM	0	0	0	0	168	75	181	0	0	135	75	0	184	320	0	3	1141
8:15 AM	0	0	0	0	170	92	201	0	0	170	115	0	149	275	0	1	1173
8:30 AM	0	0	0	0	117	78	141	0	0	172	89	0	174	308	0	1	1080
8:45 AM	0	0	0	0	126	83	123	0	0	158	71	0	183	303	0	2	1049
TOTAL VOLUMES:	NL 0	NT 0	NR 0	NU 0	SL 1210	ST 531	SR 1087	SU 0	EL 0	ET 1253	ER 779	EU 0	WL 1593	WT 2169	WR 0	WU 11	TOTAL 8633
APPROACH %'s:					42.79%	18.78%	38.44%	0.00%	0.00%	61.66%	38.34%	0.00%	42.22%	57.49%	0.00%	0.29%	
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	0	0	0	0	669	272	667	0	0	635	411	0	777	1117	0	6	4554
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.984	0.739	0.830	0.000	0.000	0.887	0.878	0.000	0.820	0.873	0.000	0.500	0.971
					0.868					0.918				0.937			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	4 ET	1 ER	0 EU	2 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	145	80	91	0	0	249	72	0	191	228	0	7	1063
4:15 PM	0	0	0	0	167	80	120	0	0	268	72	0	193	282	0	9	1191
4:30 PM	0	0	0	0	146	72	102	0	0	284	64	0	192	292	0	6	1158
4:45 PM	0	0	0	0	136	66	71	0	0	261	77	0	169	301	0	10	1091
5:00 PM	0	0	0	0	150	59	80	0	0	291	62	0	181	356	0	11	1190
5:15 PM	0	0	0	0	176	69	98	0	0	259	67	0	178	304	0	7	1158
5:30 PM	0	0	0	0	179	57	97	0	0	256	42	0	198	287	0	3	1119
5:45 PM	0	0	0	0	178	41	81	0	0	300	53	0	140	253	0	3	1049
TOTAL VOLUMES:	NL 0	NT 0	NR 0	NU 0	SL 1277	ST 524	SR 740	SU 0	EL 0	ET 2168	ER 509	EU 0	WL 1442	WT 2303	WR 0	WU 56	TOTAL 9019
APPROACH %'s:					50.26%	20.62%	29.12%	0.00%	0.00%	80.99%	19.01%	0.00%	37.94%	60.59%	0.00%	1.47%	
PEAK HR:	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL:	0	0	0	0	599	277	373	0	0	1104	275	0	735	1231	0	36	4630
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.897	0.866	0.777	0.000	0.000	0.948	0.893	0.000	0.952	0.864	0.000	0.818	0.972
					0.851					0.977				0.913			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 SB Ramps & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-005
Date: 11/13/2024

Data - Cars

NS/EW Streets:	Northeast Expy/I-85/SR 403 SB Ramps				Northeast Expy/I-85/SR 403 SB Ramps				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	4 ET	1 ER	0 EU	2 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	152	56	70	0	0	132	108	0	182	186	0	0	886
7:15 AM	0	0	0	0	134	38	81	0	0	149	97	0	268	245	0	2	1014
7:30 AM	0	0	0	0	154	54	128	0	0	148	114	0	234	248	0	1	1081
7:45 AM	0	0	0	0	166	49	148	0	0	176	103	0	201	267	0	1	1111
8:00 AM	0	0	0	0	160	74	181	0	0	133	70	0	180	311	0	3	1112
8:15 AM	0	0	0	0	162	89	197	0	0	167	110	0	148	270	0	1	1144
8:30 AM	0	0	0	0	110	78	139	0	0	169	88	0	173	301	0	1	1059
8:45 AM	0	0	0	0	119	78	120	0	0	154	70	0	183	295	0	2	1021
TOTAL VOLUMES:	NL 0	NT 0	NR 0	NU 0	SL 1157	ST 516	SR 1064	SU 0	EL 0	ET 1228	ER 760	EU 0	WL 1569	WT 2123	WR 0	WU 11	TOTAL 8428
APPROACH %'s:					42.27%	18.85%	38.87%	0.00%	0.00%	61.77%	38.23%	0.00%	42.37%	57.33%	0.00%	0.30%	
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	0	0	0	0	642	266	654	0	0	624	397	0	763	1096	0	6	4448
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.967	0.747	0.830	0.000	0.000	0.886	0.871	0.000	0.815	0.881	0.000	0.500	0.972
					0.872					0.915				0.944			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	4 ET	1 ER	0 EU	2 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	137	78	89	0	0	242	72	0	188	226	0	7	1039
4:15 PM	0	0	0	0	162	79	117	0	0	266	71	0	192	272	0	9	1168
4:30 PM	0	0	0	0	144	71	101	0	0	279	63	0	189	288	0	6	1141
4:45 PM	0	0	0	0	134	65	70	0	0	259	75	0	169	299	0	10	1081
5:00 PM	0	0	0	0	149	58	79	0	0	284	60	0	179	353	0	11	1173
5:15 PM	0	0	0	0	175	68	97	0	0	254	65	0	177	303	0	7	1146
5:30 PM	0	0	0	0	176	57	96	0	0	256	42	0	198	286	0	3	1114
5:45 PM	0	0	0	0	177	41	81	0	0	297	52	0	139	250	0	3	1040
TOTAL VOLUMES:	NL 0	NT 0	NR 0	NU 0	SL 1254	ST 517	SR 730	SU 0	EL 0	ET 2137	ER 500	EU 0	WL 1431	WT 2277	WR 0	WU 56	TOTAL 8902
APPROACH %'s:					50.14%	20.67%	29.19%	0.00%	0.00%	81.04%	18.96%	0.00%	38.02%	60.49%	0.00%	1.49%	
PEAK HR:	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL:	0	0	0	0	589	273	367	0	0	1088	269	0	729	1212	0	36	4563
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.909	0.864	0.784	0.000	0.000	0.958	0.897	0.000	0.949	0.858	0.000	0.818	0.973
					0.858					0.986				0.910			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 SB Ramps & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-005
Date: 11/13/2024

Data - HT

NS/EW Streets:	Northeast Expy/I-85/SR 403 SB Ramps				Northeast Expy/I-85/SR 403 SB Ramps				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	4 ET	1 ER	0 EU	2 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	7	1	2	0	0	2	1	0	4	0	0	0	17
7:15 AM	0	0	0	0	5	3	3	0	0	5	2	0	5	10	0	0	33
7:30 AM	0	0	0	0	8	2	5	0	0	3	3	0	3	3	0	0	27
7:45 AM	0	0	0	0	3	0	4	0	0	3	1	0	6	4	0	0	21
8:00 AM	0	0	0	0	8	1	0	0	0	2	5	0	4	9	0	0	29
8:15 AM	0	0	0	0	8	3	4	0	0	3	5	0	1	5	0	0	29
8:30 AM	0	0	0	0	7	0	2	0	0	3	1	0	1	7	0	0	21
8:45 AM	0	0	0	0	7	5	3	0	0	4	1	0	0	8	0	0	28
TOTAL VOLUMES:	NL 0	NT 0	NR 0	NU 0	SL 53	ST 15	SR 23	SU 0	EL 0	ET 25	ER 19	EU 0	WL 24	WT 46	WR 0	WU 0	TOTAL 205
APPROACH %'s:					58.24%	16.48%	25.27%	0.00%	0.00%	56.82%	43.18%	0.00%	34.29%	65.71%	0.00%	0.00%	
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	0	0	0	0	27	6	13	0	0	11	14	0	14	21	0	0	106
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.844	0.500	0.650	0.000	0.000	0.917	0.700	0.000	0.583	0.583	0.000	0.000	0.914
					0.767					0.781				0.673			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	4 ET	1 ER	0 EU	2 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	8	2	2	0	0	7	0	0	3	2	0	0	24
4:15 PM	0	0	0	0	5	1	3	0	0	2	1	0	1	10	0	0	23
4:30 PM	0	0	0	0	2	1	1	0	0	5	1	0	3	4	0	0	17
4:45 PM	0	0	0	0	2	1	1	0	0	2	2	0	0	2	0	0	10
5:00 PM	0	0	0	0	1	1	1	0	0	7	2	0	2	3	0	0	17
5:15 PM	0	0	0	0	1	1	1	0	0	5	2	0	1	1	0	0	12
5:30 PM	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	0	5
5:45 PM	0	0	0	0	1	0	0	0	0	3	1	0	1	3	0	0	9
TOTAL VOLUMES:	NL 0	NT 0	NR 0	NU 0	SL 23	ST 7	SR 10	SU 0	EL 0	ET 31	ER 9	EU 0	WL 11	WT 26	WR 0	WU 0	TOTAL 117
APPROACH %'s:					57.50%	17.50%	25.00%	0.00%	0.00%	77.50%	22.50%	0.00%	29.73%	70.27%	0.00%	0.00%	
PEAK HR:	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL:	0	0	0	0	10	4	6	0	0	16	6	0	6	19	0	0	67
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.500	1.000	0.500	0.000	0.000	0.571	0.750	0.000	0.500	0.475	0.000	0.000	0.728
					0.556					0.611				0.568			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 SB Ramps & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-005
Date: 11/13/2024

Data - Bikes

NS/EW Streets:	Northeast Expy/I-85/SR 403 SB Ramps				Northeast Expy/I-85/SR 403 SB Ramps				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	4 ET	1 ER	0 EU	2 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	1 ST	1.5 SR	0 SU	0 EL	4 ET	1 ER	0 EU	2 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 SB Ramps & N Druid Hills Rd/SR 42

Project ID: 24-180261-005

City: Atlanta

Date: 11/13/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Northeast Expy/I-85/SR 403 SB Ramps		Northeast Expy/I-85/SR 403 SB Ramps		N Druid Hills Rd/SR 42		N Druid Hills Rd/SR 42		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	3	1	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	1	0	0	0	0	2
8:15 AM	1	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 5	WB 2	EB 0	WB 2	NB 0	SB 0	NB 1	SB 0	TOTAL 10
APPROACH %'s :	71.43%	28.57%	0.00%	100.00%			100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	5	1	0	1	0	0	0	0	7
PEAK HR FACTOR :	0.417	0.250		0.250					0.438
	0.375		0.250						

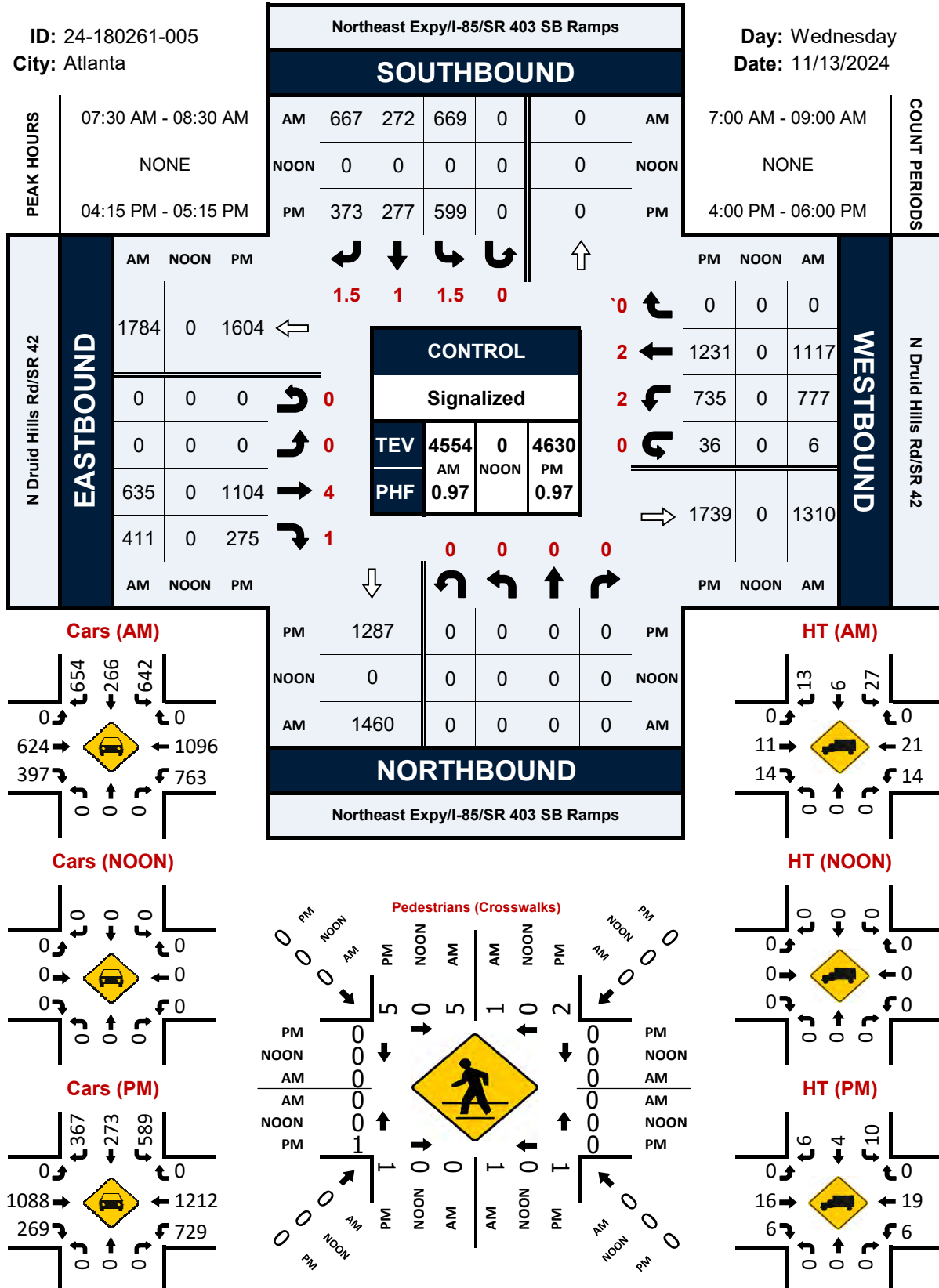
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	4	1	0	0	0	0	0	0	5
4:45 PM	0	1	0	0	0	0	1	0	2
5:00 PM	1	0	1	1	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	1	0	0	0	0	0	3
TOTAL VOLUMES :	EB 5	WB 4	EB 2	WB 1	NB 0	SB 0	NB 1	SB 0	TOTAL 13
APPROACH %'s :	55.56%	44.44%	66.67%	33.33%			100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	5	2	1	1	0	0	1	0	10
PEAK HR FACTOR :	0.313	0.500	0.250	0.250			0.250		0.500
	0.350		0.250				0.250		

Northeast Expy/I-85/SR 403 SB Ramps & N Druid Hills Rd/SR 42

Peak Hour Turning Movement Count

ID: 24-180261-005
City: Atlanta

Day: Wednesday
Date: 11/13/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 NB Ramps & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-006
Date: 11/13/2024

Data - Total

NS/EW Streets:	Northeast Expy/I-85/SR 403 NB Ramps				Northeast Expy/I-85/SR 403 NB Ramps				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	2 NR	0 NU	0 SL	0 ST	1 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	4 WT	1 WR	0 WU	
7:00 AM	0	102	228	0	0	0	70	0	56	198	0	0	0	292	73	1	1020
7:15 AM	2	116	226	0	0	0	72	0	77	241	0	1	0	460	102	0	1297
7:30 AM	0	132	202	0	0	0	54	0	85	215	0	0	0	440	102	0	1230
7:45 AM	0	129	194	0	0	0	68	0	108	240	0	0	0	396	118	0	1253
8:00 AM	1	125	185	0	0	0	71	0	69	273	0	0	0	439	112	1	1276
8:15 AM	0	101	176	0	0	0	75	0	76	234	0	0	0	366	99	0	1127
8:30 AM	1	83	210	0	0	0	109	0	72	229	0	0	0	390	104	0	1198
8:45 AM	3	115	200	0	0	0	106	0	62	235	0	0	0	401	108	0	1230
TOTAL VOLUMES:	NL 7	NT 903	NR 1621	NU 0	SL 0	ST 0	SR 625	SU 0	EL 605	ET 1865	ER 0	EU 1	WL 0	WT 3184	WR 818	WU 2	TOTAL 9631
APPROACH %'s:	0.28%	35.68%	64.05%	0.00%	0.00%	0.00%	100.00%	0.00%	24.48%	75.48%	0.00%	0.04%	0.00%	79.52%	20.43%	0.05%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	3	502	807	0	0	0	265	0	339	969	0	1	0	1735	434	1	5056
PEAK HR FACTOR:	0.375	0.951	0.893	0.000	0.000	0.000	0.920	0.000	0.785	0.887	0.000	0.250	0.000	0.943	0.919	0.250	0.975
	0.953				0.920				0.940				0.965				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	2 NR	0 NU	0 SL	0 ST	1 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	4 WT	1 WR	0 WU	
4:00 PM	1	51	102	0	0	0	68	0	85	322	0	0	0	356	153	0	1138
4:15 PM	0	69	105	0	0	0	59	0	96	333	0	0	0	419	176	0	1257
4:30 PM	1	73	129	0	0	0	79	0	103	328	0	0	0	401	167	0	1281
4:45 PM	0	72	127	0	0	0	113	0	90	317	0	0	0	373	140	0	1232
5:00 PM	0	60	131	0	0	0	107	0	99	350	0	1	0	445	159	0	1352
5:15 PM	2	71	137	0	0	0	91	0	100	359	0	0	0	401	142	0	1303
5:30 PM	0	32	92	0	0	0	43	0	90	345	0	0	0	441	146	1	1190
5:45 PM	4	51	113	0	0	0	57	0	117	348	0	1	0	334	154	0	1179
TOTAL VOLUMES:	NL 8	NT 479	NR 936	NU 0	SL 0	ST 0	SR 617	SU 0	EL 780	ET 2702	ER 0	EU 2	WL 0	WT 3170	WR 1237	WU 1	TOTAL 9932
APPROACH %'s:	0.56%	33.66%	65.78%	0.00%	0.00%	0.00%	100.00%	0.00%	22.39%	77.55%	0.00%	0.06%	0.00%	71.91%	28.06%	0.02%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	3	276	524	0	0	0	390	0	392	1354	0	1	0	1620	608	0	5168
PEAK HR FACTOR:	0.375	0.945	0.956	0.000	0.000	0.000	0.863	0.000	0.951	0.943	0.000	0.250	0.000	0.910	0.910	0.000	0.956
	0.956				0.863				0.952				0.922				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 NB Ramps & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-006
Date: 11/13/2024

Data - Cars

NS/EW Streets:	Northeast Expy/I-85/SR 403 NB Ramps				Northeast Expy/I-85/SR 403 NB Ramps				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	2 NR	0 NU	0 SL	0 ST	1 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	4 WT	1 WR	0 WU	
7:00 AM	0	100	219	0	0	0	70	0	55	190	0	0	0	288	69	1	992
7:15 AM	2	116	225	0	0	0	69	0	75	233	0	1	0	448	98	0	1267
7:30 AM	0	132	201	0	0	0	53	0	84	205	0	0	0	435	97	0	1207
7:45 AM	0	129	193	0	0	0	64	0	107	235	0	0	0	390	112	0	1230
8:00 AM	1	125	179	0	0	0	67	0	67	265	0	0	0	430	105	1	1240
8:15 AM	0	100	174	0	0	0	72	0	76	223	0	0	0	363	96	0	1104
8:30 AM	1	80	206	0	0	0	104	0	70	221	0	0	0	387	94	0	1163
8:45 AM	3	114	197	0	0	0	101	0	61	226	0	0	0	398	101	0	1201
TOTAL VOLUMES:	NL 7	NT 896	NR 1594	NU 0	SL 0	ST 0	SR 600	SU 0	EL 595	ET 1798	ER 0	EU 1	WL 0	WT 3139	WR 772	WU 2	TOTAL 9404
APPROACH %'s:	0.28%	35.88%	63.84%	0.00%	0.00%	0.00%	100.00%	0.00%	24.85%	75.10%	0.00%	0.04%	0.00%	80.22%	19.73%	0.05%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	3	502	798	0	0	0	253	0	333	938	0	1	0	1703	412	1	4944
PEAK HR FACTOR:	0.375	0.951	0.887	0.000	0.000	0.000	0.917	0.000	0.778	0.885	0.000	0.250	0.000	0.950	0.920	0.250	0.976
	0.950				0.917				0.930				0.969				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	2 NR	0 NU	0 SL	0 ST	1 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	4 WT	1 WR	0 WU	
4:00 PM	1	51	102	0	0	0	66	0	85	307	0	0	0	355	149	0	1116
4:15 PM	0	68	104	0	0	0	56	0	94	328	0	0	0	410	167	0	1227
4:30 PM	1	73	127	0	0	0	77	0	102	322	0	0	0	397	167	0	1266
4:45 PM	0	72	127	0	0	0	113	0	89	314	0	0	0	371	136	0	1222
5:00 PM	0	59	130	0	0	0	107	0	97	345	0	1	0	440	156	0	1335
5:15 PM	2	70	137	0	0	0	91	0	99	354	0	0	0	399	137	0	1289
5:30 PM	0	31	92	0	0	0	43	0	89	342	0	0	0	440	145	1	1183
5:45 PM	4	50	113	0	0	0	53	0	114	347	0	1	0	333	153	0	1168
TOTAL VOLUMES:	NL 8	NT 474	NR 932	NU 0	SL 0	ST 0	SR 606	SU 0	EL 769	ET 2659	ER 0	EU 2	WL 0	WT 3145	WR 1210	WU 1	TOTAL 9806
APPROACH %'s:	0.57%	33.52%	65.91%	0.00%	0.00%	0.00%	100.00%	0.00%	22.42%	77.52%	0.00%	0.06%	0.00%	72.20%	27.78%	0.02%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	3	274	521	0	0	0	388	0	387	1335	0	1	0	1607	596	0	5112
PEAK HR FACTOR:	0.375	0.938	0.951	0.000	0.000	0.000	0.858	0.000	0.949	0.943	0.000	0.250	0.000	0.913	0.892	0.000	0.957
	0.955				0.858				0.951				0.924				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 NB Ramps & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-006
Date: 11/13/2024

Data - HT

NS/EW Streets:	Northeast Expy/I-85/SR 403 NB Ramps				Northeast Expy/I-85/SR 403 NB Ramps				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	1 NT	2 NR	0 NU	0 SL	0 ST	1 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	4 WT	1 WR	0 WU		
7:00 AM	0	2	9	0	0	0	0	0	1	8	0	0	0	4	4	0	28	
7:15 AM	0	0	1	0	0	0	3	0	2	8	0	0	0	12	4	0	30	
7:30 AM	0	0	1	0	0	0	1	0	1	10	0	0	0	5	5	0	23	
7:45 AM	0	0	1	0	0	0	4	0	1	5	0	0	0	6	6	0	23	
8:00 AM	0	0	6	0	0	0	4	0	2	8	0	0	0	9	7	0	36	
8:15 AM	0	1	2	0	0	0	3	0	0	11	0	0	0	3	3	0	23	
8:30 AM	0	3	4	0	0	0	5	0	2	8	0	0	0	3	10	0	35	
8:45 AM	0	1	3	0	0	0	5	0	1	9	0	0	0	3	7	0	29	
TOTAL VOLUMES : APPROACH %'s :	0 0.00%	7 20.59%	27 79.41%	0 0.00%	0 0.00%	0 0.00%	25 100.00%	0 0.00%	10 12.99%	67 87.01%	0 0.00%	0 0.00%	0 0.00%	45 49.45%	46 50.55%	0 0.00%	227	
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	0	0	9	0	0	0	12	0	6	31	0	0	0	32	22	0	112	
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.750	0.000	0.750	0.775	0.000	0.000	0.000	0.667	0.786	0.000	0.778	
	0.375				0.750				0.841				0.844					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	1 NT	2 NR	0 NU	0 SL	0 ST	1 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	4 WT	1 WR	0 WU		
4:00 PM	0	0	0	0	0	0	2	0	0	15	0	0	0	1	4	0	22	
4:15 PM	0	1	1	0	0	0	3	0	2	5	0	0	0	9	9	0	30	
4:30 PM	0	0	2	0	0	0	2	0	1	6	0	0	0	4	0	0	15	
4:45 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	2	4	0	10	
5:00 PM	0	1	1	0	0	0	0	0	2	5	0	0	0	5	3	0	17	
5:15 PM	0	1	0	0	0	0	0	0	1	5	0	0	0	2	5	0	14	
5:30 PM	0	1	0	0	0	0	0	0	1	3	0	0	0	1	1	0	7	
5:45 PM	0	1	0	0	0	0	4	0	3	1	0	0	0	1	1	0	11	
TOTAL VOLUMES : APPROACH %'s :	0 0.00%	5 55.56%	4 44.44%	0 0.00%	0 0.00%	0 0.00%	11 100.00%	0 0.00%	11 20.37%	43 79.63%	0 0.00%	0 0.00%	0 0.00%	25 48.08%	27 51.92%	0 0.00%	126	
PEAK HR :	04:30 PM - 05:30 PM																	TOTAL
PEAK HR VOL :	0	2	3	0	0	0	2	0	5	19	0	0	0	13	12	0	56	
PEAK HR FACTOR :	0.000	0.500	0.375	0.000	0.000	0.000	0.250	0.000	0.625	0.792	0.000	0.000	0.000	0.650	0.600	0.000	0.824	
	0.625				0.250				0.857				0.781					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 NB Ramps & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-006
Date: 11/13/2024

Data - Bikes

NS/EW Streets:	Northeast Expy/I-85/SR 403 NB Ramps				Northeast Expy/I-85/SR 403 NB Ramps				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	2 NR	0 NU	0 SL	0 ST	1 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	4 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	2 NR	0 NU	0 SL	0 ST	1 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	4 WT	1 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85/SR 403 NB Ramps & N Druid Hills Rd/SR 42

Project ID: 24-180261-006

City: Atlanta

Date: 11/13/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Northeast Expy/I-85/SR 403 NB Ramps		Northeast Expy/I-85/SR 403 NB Ramps		N Druid Hills Rd/SR 42		N Druid Hills Rd/SR 42		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	2	0	1	0	0	0	0	0	3
8:30 AM	1	1	0	1	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 5	WB 2	EB 1	WB 2	NB 0	SB 0	NB 0	SB 0	TOTAL 10
APPROACH %'s :	71.43%	28.57%	33.33%	66.67%					
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	2	1	0	1	0	0	0	0	4
PEAK HR FACTOR :	0.250	0.250		0.250					0.333
	0.250		0.250						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	0	0	2	0	0	0	0	4
4:15 PM	0	0	1	1	0	0	0	0	2
4:30 PM	3	0	0	2	0	0	1	0	6
4:45 PM	3	1	0	0	0	0	0	0	4
5:00 PM	0	1	3	1	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 8	WB 4	EB 4	WB 6	NB 0	SB 0	NB 1	SB 0	TOTAL 23
APPROACH %'s :	66.67%	33.33%	40.00%	60.00%			100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	6	2	3	3	0	0	1	0	15
PEAK HR FACTOR :	0.500	0.500	0.250	0.375			0.250		0.625
	0.500		0.375				0.250		

Northeast Expy/I-85/SR 403 NB Ramps & N Druid Hills Rd/SR 42

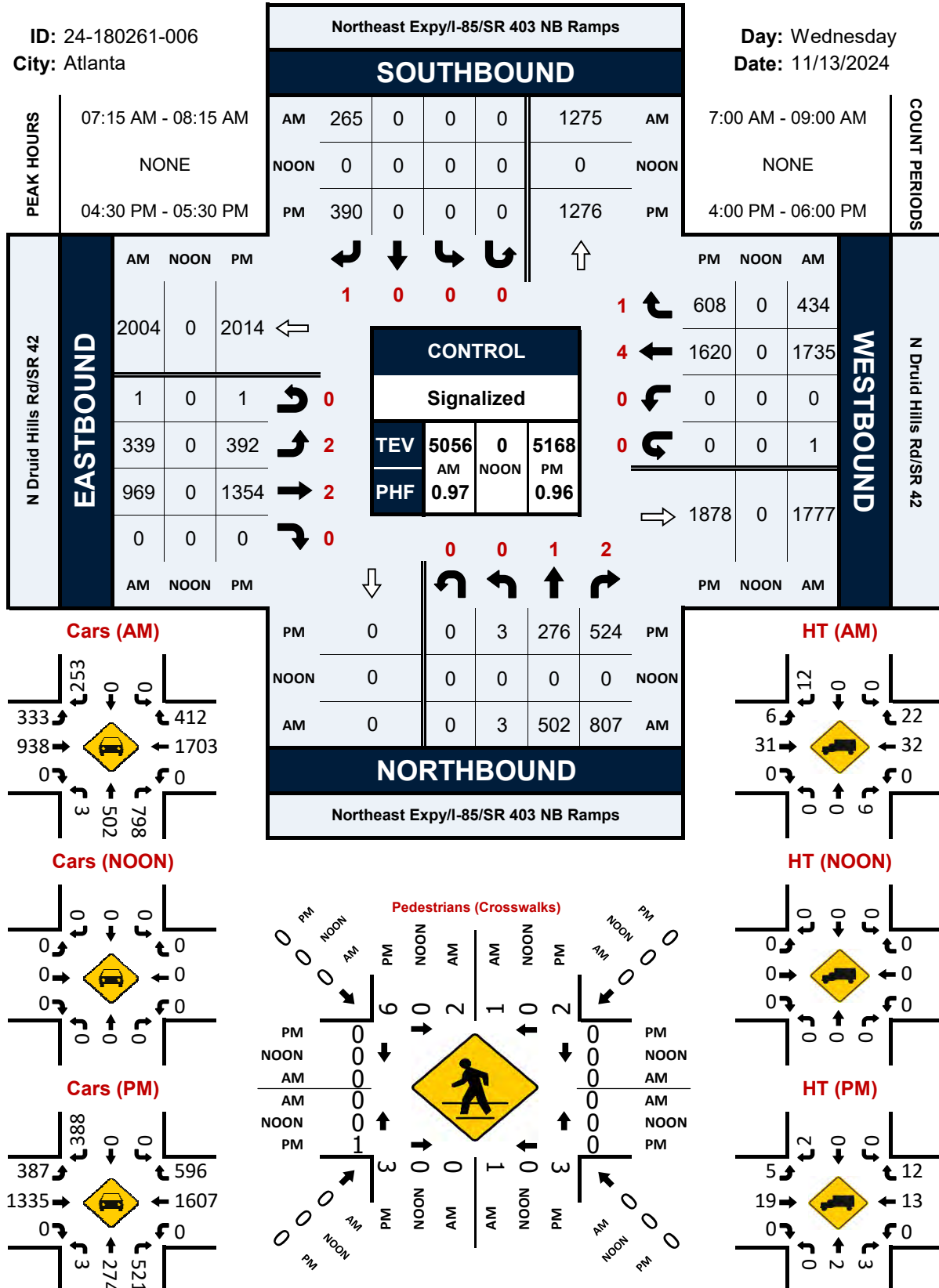
Peak Hour Turning Movement Count

ID: 24-180261-006

City: Atlanta

Day: Wednesday

Date: 11/13/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Briarcliff Rd NE/SR 42 & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-008
Date: 11/13/2024

Data - Total

NS/EW Streets:	Briarcliff Rd NE/SR 42				Briarcliff Rd NE/SR 42				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	54	39	22	0	61	42	32	0	28	188	111	0	32	295	7	0	911
7:15 AM	105	55	24	0	37	44	53	0	18	227	90	0	17	368	10	0	1048
7:30 AM	92	68	22	0	14	62	83	0	25	188	107	0	34	319	3	0	1017
7:45 AM	124	74	24	0	24	88	89	0	26	174	107	0	36	289	4	0	1059
8:00 AM	91	57	20	0	25	74	65	0	23	212	117	0	37	306	9	0	1036
8:15 AM	123	45	12	0	18	111	88	0	19	161	103	0	46	264	4	0	994
8:30 AM	135	59	33	0	32	107	55	0	24	194	100	0	64	251	5	0	1059
8:45 AM	90	59	33	0	16	89	63	0	27	200	72	0	48	286	5	0	988
TOTAL VOLUMES:	814	456	190	0	227	617	528	0	190	1544	807	0	314	2378	47	0	8112
APPROACH %'s:	55.75%	31.23%	13.01%	0.00%	16.55%	44.97%	38.48%	0.00%	7.48%	60.76%	31.76%	0.00%	11.46%	86.82%	1.72%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	412	254	90	0	100	268	290	0	92	801	421	0	124	1282	26	0	4160
PEAK HR FACTOR:	0.831	0.858	0.938	0.000	0.676	0.761	0.815	0.000	0.885	0.882	0.900	0.000	0.838	0.871	0.650	0.000	0.982
	0.851				0.818				0.933				0.906				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	106	43	28	0	57	89	39	0	47	255	114	0	40	203	8	0	1029
4:15 PM	140	66	47	0	62	69	58	0	43	275	49	0	36	222	7	0	1074
4:30 PM	114	47	51	0	58	63	46	0	40	304	58	0	30	227	10	0	1048
4:45 PM	123	46	34	0	67	75	47	0	53	290	55	0	41	227	8	0	1066
5:00 PM	127	69	23	0	44	67	62	0	46	284	98	0	42	251	7	0	1120
5:15 PM	143	66	31	0	33	66	60	0	55	281	99	0	47	243	15	1	1140
5:30 PM	141	59	30	0	50	68	51	0	47	276	67	0	39	252	8	0	1088
5:45 PM	121	72	41	0	29	58	31	0	44	233	88	0	47	256	8	0	1028
TOTAL VOLUMES:	1015	468	285	0	400	555	394	0	375	2198	628	0	322	1881	71	1	8593
APPROACH %'s:	57.41%	26.47%	16.12%	0.00%	29.65%	41.14%	29.21%	0.00%	11.72%	68.67%	19.62%	0.00%	14.15%	82.68%	3.12%	0.04%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	534	240	118	0	194	276	220	0	201	1131	319	0	169	973	38	1	4414
PEAK HR FACTOR:	0.934	0.870	0.868	0.000	0.724	0.920	0.887	0.000	0.914	0.975	0.806	0.000	0.899	0.965	0.633	0.250	0.968
	0.929				0.913				0.949				0.965				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Briarcliff Rd NE/SR 42 & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-008
Date: 11/13/2024

Data - Cars

NS/EW Streets:	Briarcliff Rd NE/SR 42				Briarcliff Rd NE/SR 42				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	50	38	22	0	59	42	31	0	27	179	108	0	31	291	7	0	885
7:15 AM	102	53	23	0	37	43	51	0	18	223	85	0	17	360	10	0	1022
7:30 AM	91	67	20	0	14	61	83	0	24	185	102	0	32	313	3	0	995
7:45 AM	118	74	24	0	23	87	86	0	25	173	103	0	36	283	4	0	1036
8:00 AM	87	57	19	0	24	74	64	0	22	209	113	0	37	303	8	0	1017
8:15 AM	119	45	11	0	17	111	86	0	17	157	99	0	46	262	4	0	974
8:30 AM	129	57	32	0	31	103	53	0	24	189	95	0	62	248	5	0	1028
8:45 AM	87	58	33	0	16	87	61	0	26	195	69	0	47	282	5	0	966
TOTAL VOLUMES:	NL 783	NT 449	NR 184	NU 0	SL 221	ST 608	SR 515	SU 0	EL 183	ET 1510	ER 774	EU 0	WL 308	WT 2342	WR 46	WU 0	TOTAL 7923
APPROACH %'s:	55.30%	31.71%	12.99%	0.00%	16.44%	45.24%	38.32%	0.00%	7.42%	61.21%	31.37%	0.00%	11.42%	86.87%	1.71%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	398	251	86	0	98	265	284	0	89	790	403	0	122	1259	25	0	4070
PEAK HR FACTOR:	0.843	0.848	0.896	0.000	0.662	0.761	0.826	0.000	0.890	0.886	0.892	0.000	0.824	0.874	0.625	0.000	0.982
	0.851				0.825				0.932				0.908				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	102	41	28	0	57	88	38	0	46	247	112	0	39	200	8	0	1006
4:15 PM	136	64	47	0	61	68	56	0	43	273	44	0	35	218	7	0	1052
4:30 PM	113	46	49	0	57	63	46	0	38	300	57	0	30	224	10	0	1033
4:45 PM	120	45	34	0	66	73	46	0	53	290	54	0	41	226	7	0	1055
5:00 PM	123	68	23	0	43	67	60	0	46	280	98	0	42	249	7	0	1106
5:15 PM	139	64	31	0	33	65	60	0	55	277	97	0	47	241	13	1	1123
5:30 PM	139	58	29	0	49	68	51	0	47	274	67	0	39	251	7	0	1079
5:45 PM	119	71	38	0	29	56	31	0	44	232	87	0	47	255	8	0	1017
TOTAL VOLUMES:	NL 991	NT 457	NR 279	NU 0	SL 395	ST 548	SR 388	SU 0	EL 372	ET 2173	ER 616	EU 0	WL 320	WT 1864	WR 67	WU 1	TOTAL 8471
APPROACH %'s:	57.38%	26.46%	16.16%	0.00%	29.68%	41.17%	29.15%	0.00%	11.77%	68.74%	19.49%	0.00%	14.21%	82.77%	2.98%	0.04%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	521	235	117	0	191	273	217	0	201	1121	316	0	169	967	34	1	4363
PEAK HR FACTOR:	0.937	0.864	0.860	0.000	0.723	0.935	0.904	0.000	0.914	0.966	0.806	0.000	0.899	0.963	0.654	0.250	0.971
	0.933				0.920				0.955				0.969				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Briarcliff Rd NE/SR 42 & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-008
Date: 11/13/2024

Data - HT

NS/EW Streets:	Briarcliff Rd NE/SR 42				Briarcliff Rd NE/SR 42				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	4	1	0	0	2	0	1	0	1	9	3	0	1	4	0	0	26
7:15 AM	3	2	1	0	0	1	2	0	0	4	5	0	0	8	0	0	26
7:30 AM	1	1	2	0	0	1	0	0	1	3	5	0	2	6	0	0	22
7:45 AM	6	0	0	0	1	1	3	0	1	1	4	0	0	6	0	0	23
8:00 AM	4	0	1	0	1	0	1	0	1	3	4	0	0	3	1	0	19
8:15 AM	4	0	1	0	1	0	2	0	2	4	4	0	0	2	0	0	20
8:30 AM	6	2	1	0	1	4	2	0	0	5	5	0	2	3	0	0	31
8:45 AM	3	1	0	0	0	2	2	0	1	5	3	0	1	4	0	0	22
TOTAL VOLUMES:	NL 31	NT 7	NR 6	NU 0	SL 6	ST 9	SR 13	SU 0	EL 7	ET 34	ER 33	EU 0	WL 6	WT 36	WR 1	WU 0	TOTAL 189
APPROACH %'s:	70.45%	15.91%	13.64%	0.00%	21.43%	32.14%	46.43%	0.00%	9.46%	45.95%	44.59%	0.00%	13.95%	83.72%	2.33%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	14	3	4	0	2	3	6	0	3	11	18	0	2	23	1	0	90
PEAK HR FACTOR:	0.583	0.375	0.500	0.000	0.500	0.750	0.500	0.000	0.750	0.688	0.900	0.000	0.250	0.719	0.250	0.000	0.865
	0.875				0.550				0.889				0.813				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	4	2	0	0	0	1	1	0	1	8	2	0	1	3	0	0	23
4:15 PM	4	2	0	0	1	1	2	0	0	2	5	0	1	4	0	0	22
4:30 PM	1	1	2	0	1	0	0	0	2	4	1	0	0	3	0	0	15
4:45 PM	3	1	0	0	1	2	1	0	0	0	1	0	0	1	1	0	11
5:00 PM	4	1	0	0	1	0	2	0	0	4	0	0	0	2	0	0	14
5:15 PM	4	2	0	0	0	1	0	0	0	4	2	0	0	2	2	0	17
5:30 PM	2	1	1	0	1	0	0	0	0	2	0	0	0	1	1	0	9
5:45 PM	2	1	3	0	0	2	0	0	0	1	1	0	0	1	0	0	11
TOTAL VOLUMES:	NL 24	NT 11	NR 6	NU 0	SL 5	ST 7	SR 6	SU 0	EL 3	ET 25	ER 12	EU 0	WL 2	WT 17	WR 4	WU 0	TOTAL 122
APPROACH %'s:	58.54%	26.83%	14.63%	0.00%	27.78%	38.89%	33.33%	0.00%	7.50%	62.50%	30.00%	0.00%	8.70%	73.91%	17.39%	0.00%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	13	5	1	0	3	3	3	0	0	10	3	0	0	6	4	0	51
PEAK HR FACTOR:	0.813	0.625	0.250	0.000	0.750	0.375	0.375	0.000	0.000	0.625	0.375	0.000	0.000	0.750	0.500	0.000	0.750
	0.792				0.563				0.542				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Briarcliff Rd NE/SR 42 & N Druid Hills Rd/SR 42
City: Atlanta
Control: Signalized

Project ID: 24-180261-008
Date: 11/13/2024

Data - Bikes

NS/EW Streets:	Briarcliff Rd NE/SR 42				Briarcliff Rd NE/SR 42				N Druid Hills Rd/SR 42				N Druid Hills Rd/SR 42				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
APPROACH %'s:													100.00%	0.00%	0.00%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	3
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	3
PEAK HR FACTOR:	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.375

National Data & Surveying Services

Intersection Turning Movement Count

Location: Briarcliff Rd NE/SR 42 & N Druid Hills Rd/SR 42

Project ID: 24-180261-008

City: Atlanta

Date: 11/13/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Briarcliff Rd NE/SR 42		Briarcliff Rd NE/SR 42		N Druid Hills Rd/SR 42		N Druid Hills Rd/SR 42		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	1	2	1	1	5
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	3	4
8:30 AM	2	0	1	1	0	0	2	2	8
8:45 AM	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES :	EB 2	WB 2	EB 1	WB 2	NB 2	SB 2	NB 3	SB 7	TOTAL 21
APPROACH %'s :	50.00%	50.00%	33.33%	66.67%	50.00%	50.00%	30.00%	70.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	1	0	1	1	2	1	1	7
PEAK HR FACTOR :	0.250		0.250		0.250		0.250		0.350

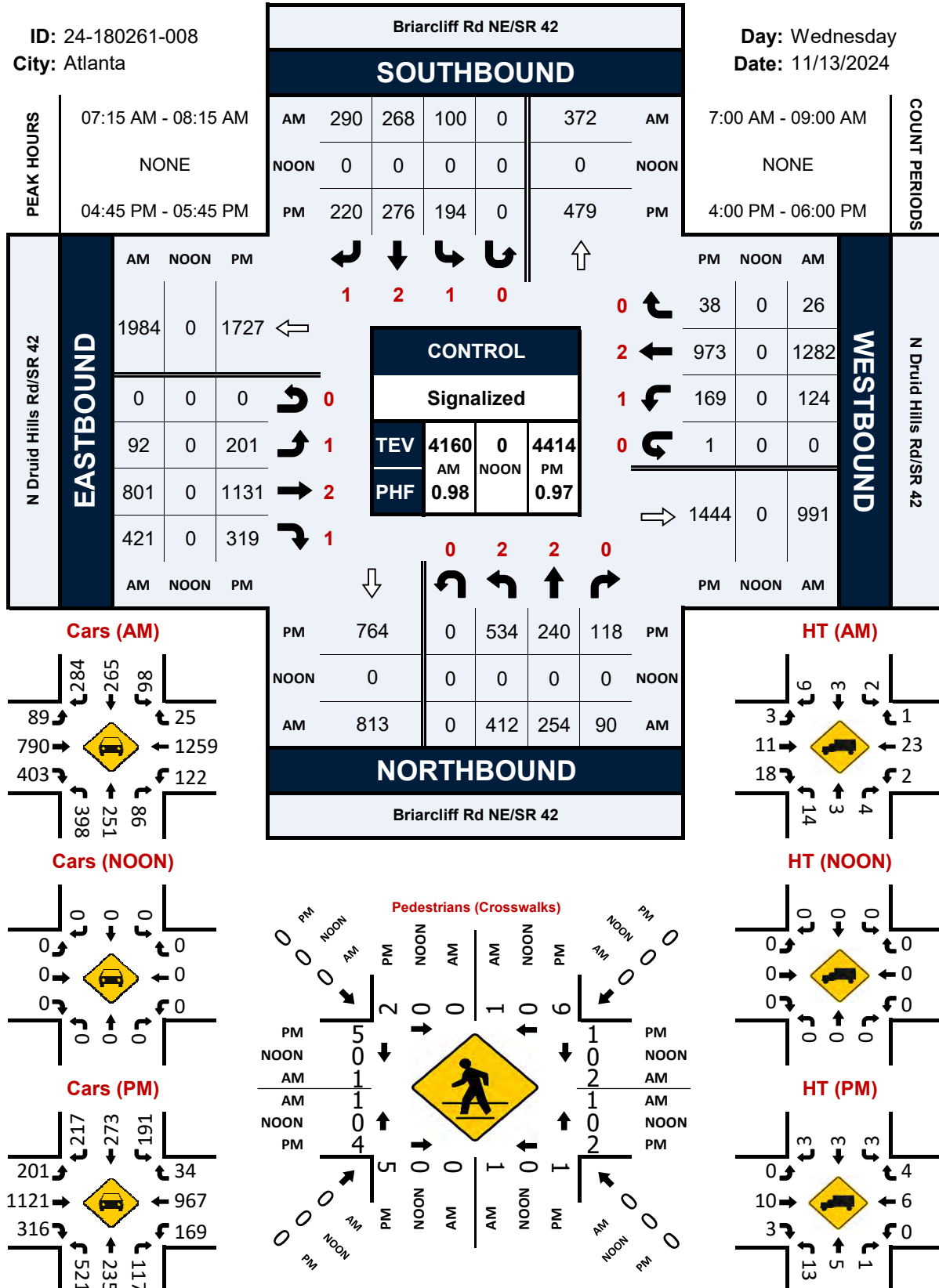
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	2	0	0	0	2	5	9
4:15 PM	1	1	1	3	1	3	3	5	18
4:30 PM	0	0	4	2	0	0	2	4	12
4:45 PM	2	1	1	0	0	0	3	1	8
5:00 PM	0	5	0	0	0	0	0	3	8
5:15 PM	0	0	2	1	1	1	1	1	7
5:30 PM	0	0	2	0	1	0	0	0	3
5:45 PM	1	1	1	1	1	0	1	1	7
TOTAL VOLUMES :	EB 4	WB 8	EB 13	WB 7	NB 4	SB 4	NB 12	SB 20	TOTAL 72
APPROACH %'s :	33.33%	66.67%	65.00%	35.00%	50.00%	50.00%	37.50%	62.50%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	2	6	5	1	2	1	4	5	26
PEAK HR FACTOR :	0.400		0.500		0.375		0.563		0.813

Briarcliff Rd NE/SR 42 & N Druid Hills Rd/SR 42

Peak Hour Turning Movement Count

ID: 24-180261-008
City: Atlanta

Day: Wednesday
Date: 11/13/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Buford Hwy NE/SR 13 & Curtis Dr NE/Corporate Blvd NE
City: Atlanta
Control: Signalized

Project ID: 24-180261-002
Date: 11/13/2024

Data - Total

NS/EW Streets:	Buford Hwy NE/SR 13				Buford Hwy NE/SR 13				Curtis Dr NE/Corporate Blvd NE				Curtis Dr NE/Corporate Blvd NE				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2.5 NT	0.5 NR	0 NU	1 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	25	58	6	0	29	132	6	9	15	5	15	0	3	8	7	0	318
7:15 AM	9	68	11	0	25	150	23	14	22	10	20	0	4	13	0	0	369
7:30 AM	10	71	13	1	24	161	28	14	15	6	8	0	5	14	4	0	374
7:45 AM	16	67	8	0	23	175	30	23	19	4	10	0	10	22	10	0	417
8:00 AM	15	66	11	0	18	172	15	10	13	9	17	0	11	16	14	0	387
8:15 AM	13	86	6	0	23	207	6	17	7	6	9	0	15	9	7	0	411
8:30 AM	5	94	5	2	20	186	8	6	6	3	16	0	13	12	9	0	385
8:45 AM	11	88	11	0	15	165	7	16	6	6	8	0	17	9	10	0	369
TOTAL VOLUMES:	NL 104	NT 598	NR 71	NU 3	SL 177	ST 1348	SR 123	SU 109	EL 103	ET 49	ER 103	EU 0	WL 78	WT 103	WR 61	WU 0	TOTAL 3030
APPROACH %'s:	13.40%	77.06%	9.15%	0.39%	10.07%	76.72%	7.00%	6.20%	40.39%	19.22%	40.39%	0.00%	32.23%	42.56%	25.21%	0.00%	
PEAK HR:	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL:	49	313	30	2	84	740	59	56	45	22	52	0	49	59	40	0	1600
PEAK HR FACTOR:	0.766	0.832	0.682	0.250	0.913	0.894	0.492	0.609	0.592	0.611	0.765	0.000	0.817	0.670	0.714	0.000	0.959
	0.929				0.928				0.763				0.881				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2.5 NT	0.5 NR	0 NU	1 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
4:00 PM	21	157	14	2	16	137	9	31	11	8	13	0	15	8	16	0	458
4:15 PM	16	218	12	1	9	142	7	20	19	25	22	0	7	6	24	0	528
4:30 PM	13	212	10	3	17	161	7	17	12	19	18	0	9	5	27	0	530
4:45 PM	16	235	6	2	18	146	16	27	11	15	16	0	15	14	25	0	562
5:00 PM	24	278	12	0	17	162	10	21	13	20	25	0	4	9	26	0	621
5:15 PM	21	267	14	3	21	124	9	30	25	38	26	0	6	12	22	0	618
5:30 PM	19	260	13	2	16	144	10	46	19	30	22	0	15	10	20	0	626
5:45 PM	23	247	12	1	33	167	13	23	13	29	33	0	12	7	12	0	625
TOTAL VOLUMES:	NL 153	NT 1874	NR 93	NU 14	SL 147	ST 1183	SR 81	SU 215	EL 123	ET 184	ER 175	EU 0	WL 83	WT 71	WR 172	WU 0	TOTAL 4568
APPROACH %'s:	7.17%	87.82%	4.36%	0.66%	9.04%	72.76%	4.98%	13.22%	25.52%	38.17%	36.31%	0.00%	25.46%	21.78%	52.76%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	87	1052	51	6	87	597	42	120	70	117	106	0	37	38	80	0	2490
PEAK HR FACTOR:	0.906	0.946	0.911	0.500	0.659	0.894	0.808	0.652	0.700	0.770	0.803	0.000	0.617	0.792	0.769	0.000	0.994
	0.952				0.896				0.823				0.861				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buford Hwy NE/SR 13 & Curtis Dr NE/Corporate Blvd NE
City: Atlanta
Control: Signalized

Project ID: 24-180261-002
Date: 11/13/2024

Data - Cars

NS/EW Streets:	Buford Hwy NE/SR 13				Buford Hwy NE/SR 13				Curtis Dr NE/Corporate Blvd NE				Curtis Dr NE/Corporate Blvd NE				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2.5 NT	0.5 NR	0 NU	1 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	24	57	6	0	29	128	6	9	14	5	15	0	3	8	7	0	311
7:15 AM	8	65	10	0	25	146	21	14	22	10	19	0	4	13	0	0	357
7:30 AM	10	65	13	1	23	147	23	14	15	6	8	0	5	11	4	0	345
7:45 AM	16	59	7	0	22	165	22	23	17	4	10	0	10	18	8	0	381
8:00 AM	15	61	10	0	18	161	14	10	12	9	17	0	11	16	13	0	367
8:15 AM	12	79	6	0	23	197	5	17	5	6	8	0	15	9	7	0	389
8:30 AM	5	88	4	2	19	180	7	5	6	3	16	0	13	10	9	0	367
8:45 AM	10	85	11	0	14	157	7	15	6	6	8	0	16	7	10	0	352
TOTAL VOLUMES:	NL 100	NT 559	NR 67	NU 3	SL 173	ST 1281	SR 105	SU 107	EL 97	ET 49	ER 101	EU 0	WL 77	WT 92	WR 58	WU 0	TOTAL 2869
APPROACH %'s:	13.72%	76.68%	9.19%	0.41%	10.38%	76.89%	6.30%	6.42%	39.27%	19.84%	40.89%	0.00%	33.92%	40.53%	25.55%	0.00%	
PEAK HR:	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL:	48	287	27	2	82	703	48	55	40	22	51	0	49	53	37	0	1504
PEAK HR FACTOR:	0.750	0.815	0.675	0.250	0.891	0.892	0.545	0.598	0.588	0.611	0.750	0.000	0.817	0.736	0.712	0.000	0.967
	0.919				0.917				0.743				0.869				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2.5 NT	0.5 NR	0 NU	1 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
4:00 PM	19	151	12	2	15	133	8	30	11	8	11	0	15	8	16	0	439
4:15 PM	15	210	12	1	9	142	3	20	18	24	22	0	7	6	23	0	512
4:30 PM	13	209	10	3	16	156	7	17	12	19	16	0	9	5	27	0	519
4:45 PM	16	228	6	2	17	140	16	27	11	15	16	0	15	14	24	0	547
5:00 PM	24	270	12	0	17	157	10	21	13	20	24	0	4	9	26	0	607
5:15 PM	21	263	14	3	21	122	9	30	25	38	26	0	6	12	21	0	611
5:30 PM	18	254	13	2	16	140	10	46	18	29	22	0	15	10	20	0	613
5:45 PM	23	242	12	1	33	165	13	23	13	29	32	0	12	7	12	0	617
TOTAL VOLUMES:	NL 149	NT 1827	NR 91	NU 14	SL 144	ST 1155	SR 76	SU 214	EL 121	ET 182	ER 169	EU 0	WL 83	WT 71	WR 169	WU 0	TOTAL 4465
APPROACH %'s:	7.16%	87.79%	4.37%	0.67%	9.06%	72.69%	4.78%	13.47%	25.64%	38.56%	35.81%	0.00%	25.70%	21.98%	52.32%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	86	1029	51	6	87	584	42	120	69	116	104	0	37	38	79	0	2448
PEAK HR FACTOR:	0.896	0.953	0.911	0.500	0.659	0.885	0.808	0.652	0.690	0.763	0.813	0.000	0.617	0.792	0.760	0.000	0.992
	0.958				0.890				0.812				0.856				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buford Hwy NE/SR 13 & Curtis Dr NE/Corporate Blvd NE
City: Atlanta
Control: Signalized

Project ID: 24-180261-002
Date: 11/13/2024

Data - HT

NS/EW Streets:	Buford Hwy NE/SR 13				Buford Hwy NE/SR 13				Curtis Dr NE/Corporate Blvd NE				Curtis Dr NE/Corporate Blvd NE				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2.5 NT	0.5 NR	0 NU	1 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	1	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0	7
7:15 AM	1	3	1	0	0	4	2	0	0	0	1	0	0	0	0	0	12
7:30 AM	0	6	0	0	1	14	5	0	0	0	0	0	0	3	0	0	29
7:45 AM	0	8	1	0	1	10	8	0	2	0	0	0	0	4	2	0	36
8:00 AM	0	5	1	0	0	11	1	0	1	0	0	0	0	0	1	0	20
8:15 AM	1	7	0	0	0	10	1	0	2	0	1	0	0	0	0	0	22
8:30 AM	0	6	1	0	1	6	1	1	0	0	0	0	0	2	0	0	18
8:45 AM	1	3	0	0	1	8	0	1	0	0	0	0	1	2	0	0	17
TOTAL VOLUMES:	NL 4	NT 39	NR 4	NU 0	SL 4	ST 67	SR 18	SU 2	EL 6	ET 0	ER 2	EU 0	WL 1	WT 11	WR 3	WU 0	TOTAL 161
APPROACH %'s:	8.51%	82.98%	8.51%	0.00%	4.40%	73.63%	19.78%	2.20%	75.00%	0.00%	25.00%	0.00%	6.67%	73.33%	20.00%	0.00%	
PEAK HR:	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL:	1	26	3	0	2	37	11	1	5	0	1	0	0	6	3	0	96
PEAK HR FACTOR:	0.250	0.813	0.750	0.000	0.500	0.841	0.344	0.250	0.625	0.000	0.250	0.000	0.000	0.375	0.375	0.000	0.667
	0.833				0.671				0.500				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2.5 NT	0.5 NR	0 NU	1 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
4:00 PM	2	6	2	0	1	4	1	1	0	0	2	0	0	0	0	0	19
4:15 PM	1	8	0	0	0	0	4	0	1	1	0	0	0	0	1	0	16
4:30 PM	0	3	0	0	1	5	0	0	0	0	2	0	0	0	0	0	11
4:45 PM	0	7	0	0	1	6	0	0	0	0	0	0	0	0	1	0	15
5:00 PM	0	8	0	0	0	5	0	0	0	0	1	0	0	0	0	0	14
5:15 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	1	0	7
5:30 PM	1	6	0	0	0	4	0	0	1	1	0	0	0	0	0	0	13
5:45 PM	0	5	0	0	0	2	0	0	0	0	1	0	0	0	0	0	8
TOTAL VOLUMES:	NL 4	NT 47	NR 2	NU 0	SL 3	ST 28	SR 5	SU 1	EL 2	ET 2	ER 6	EU 0	WL 0	WT 0	WR 3	WU 0	TOTAL 103
APPROACH %'s:	7.55%	88.68%	3.77%	0.00%	8.11%	75.68%	13.51%	2.70%	20.00%	20.00%	60.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	1	23	0	0	0	13	0	0	1	1	2	0	0	0	1	0	42
PEAK HR FACTOR:	0.250	0.719	0.000	0.000	0.000	0.650	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.250	0.000	0.750
	0.750				0.650				0.500				0.250				

National Data & Surveying Services

Location: Buford Hwy NE/SR 13 & Curtis Dr NE/Corporate Blvd NE
City: Atlanta
Control: Signalized

Project ID: 24-180261-002
Date: 11/13/2024

Data - Bikes

[illegible][illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buford Hwy NE/SR 13 & Curtis Dr NE/Corporate Blvd NE
City: Atlanta

Project ID: 24-180261-002
Date: 11/13/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Buford Hwy NE/SR 13		Buford Hwy NE/SR 13		Curtis Dr NE/Corporate Blvd NE		Curtis Dr NE/Corporate Blvd NE		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	3	0	1	0	2	6
7:30 AM	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	0	0	1	0	0	1	2
8:00 AM	0	0	0	1	0	0	0	1	2
8:15 AM	0	0	1	0	0	0	1	0	2
8:30 AM	1	0	1	1	1	0	3	1	8
8:45 AM	0	0	3	1	1	0	1	6	12
TOTAL VOLUMES :	EB 1	WB 0	EB 5	WB 6	NB 3	SB 1	NB 5	SB 13	TOTAL 34
APPROACH %'s :	100.00%	0.00%	45.45%	54.55%	75.00%	25.00%	27.78%	72.22%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	2	2	2	0	4	3	14
PEAK HR FACTOR :	0.250		0.500	0.500	0.500		0.333	0.750	0.438
	0.250		0.500		0.500		0.438		

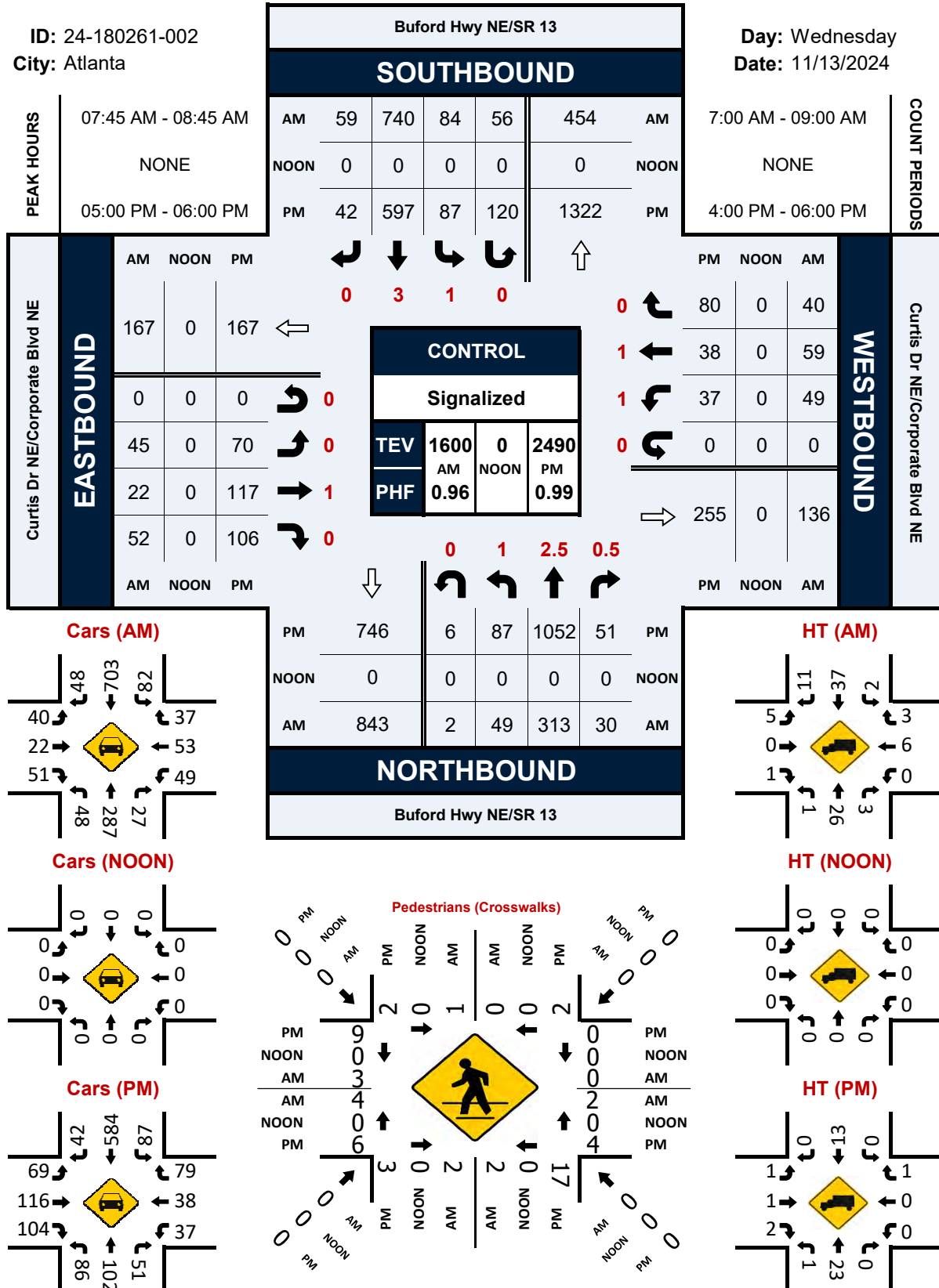
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	4	0	1	0	0	5
4:15 PM	1	0	0	2	0	1	2	0	6
4:30 PM	2	0	0	1	0	0	1	1	5
4:45 PM	0	0	0	1	0	2	0	0	3
5:00 PM	0	1	1	9	1	0	3	0	15
5:15 PM	0	1	1	0	3	0	0	3	8
5:30 PM	2	0	1	6	0	0	3	1	13
5:45 PM	0	0	0	2	0	0	0	5	7
TOTAL VOLUMES :	EB 5	WB 2	EB 3	WB 25	NB 4	SB 4	NB 9	SB 10	TOTAL 62
APPROACH %'s :	71.43%	28.57%	10.71%	89.29%	50.00%	50.00%	47.37%	52.63%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	2	2	3	17	4	0	6	9	43
PEAK HR FACTOR :	0.250	0.500	0.750	0.472	0.333		0.500	0.450	0.717
	0.500		0.500		0.333		0.750		

Buford Hwy NE/SR 13 & Curtis Dr NE/Corporate Blvd NE

Peak Hour Turning Movement Count

ID: 24-180261-002
City: Atlanta

Day: Wednesday
Date: 11/13/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85 Frontage Rd SB & I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy

City: Atlanta

Control: Signalized

Project ID: 24-180261-011

Date: 11/13/2024

Data - Total

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd SB				Northeast Expy/I-85 Frontage Rd SB				I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy				I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0.5 SR	1.5 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	22	66	4	82	0	0	8	0	2	0	0	0	184
7:15 AM	0	0	0	0	25	75	2	107	0	0	7	0	0	0	0	0	216
7:30 AM	0	0	0	0	38	98	2	120	0	0	4	0	1	0	0	0	263
7:45 AM	0	0	0	0	56	124	1	103	0	0	9	0	2	1	0	0	296
8:00 AM	0	0	0	0	28	166	2	108	0	0	7	0	3	1	0	0	315
8:15 AM	0	0	0	0	28	208	3	88	0	0	5	0	1	0	0	0	333
8:30 AM	0	0	0	0	26	216	4	101	0	0	5	0	4	1	0	0	357
8:45 AM	0	0	0	0	16	171	4	82	0	0	10	0	4	1	0	0	288
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 239	ST 1124	SR 22	SU 791	EL 0	ET 0	ER 55	EU 0	WL 17	WT 4	WR 0	WU 0	TOTAL 2252
APPROACH %'s :					10.98%	51.65%	1.01%	36.35%	0.00%	0.00%	100.00%	0.00%	80.95%	19.05%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	138	714	10	400	0	0	26	0	10	3	0	0	1301
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.616	0.826	0.625	0.926	0.000	0.000	0.722	0.000	0.625	0.750	0.000	0.000	0.911
					0.909				0.722				0.650				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0.5 SR	1.5 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	15	67	14	113	0	0	5	0	37	0	0	0	251
4:15 PM	0	0	0	0	22	62	11	121	0	0	6	0	38	1	0	0	261
4:30 PM	0	0	0	0	23	64	8	125	0	0	0	0	31	1	0	0	252
4:45 PM	0	0	0	0	21	75	15	97	0	0	3	0	33	0	0	0	244
5:00 PM	0	0	0	0	7	61	10	103	0	0	3	0	42	0	0	0	226
5:15 PM	0	0	0	0	13	66	16	112	0	0	4	0	26	0	0	0	237
5:30 PM	0	0	0	0	23	70	9	120	0	0	2	0	16	0	0	0	240
5:45 PM	0	0	0	0	15	58	10	133	0	0	6	0	17	2	0	0	241
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 139	ST 523	SR 93	SU 924	EL 0	ET 0	ER 29	EU 0	WL 240	WT 4	WR 0	WU 0	TOTAL 1952
APPROACH %'s :					8.28%	31.15%	5.54%	55.03%	0.00%	0.00%	100.00%	0.00%	98.36%	1.64%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	81	268	48	456	0	0	14	0	139	2	0	0	1008
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.880	0.893	0.800	0.912	0.000	0.000	0.583	0.000	0.914	0.500	0.000	0.000	0.966
					0.969				0.583				0.904				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85 Frontage Rd SB & I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy

City: Atlanta

Control: Signalized

Project ID: 24-180261-011

Date: 11/13/2024

Data - Cars

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd SB				Northeast Expy/I-85 Frontage Rd SB				I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy				I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0.5 SR	1.5 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	22	65	4	82	0	0	8	0	2	0	0	0	183
7:15 AM	0	0	0	0	24	72	2	104	0	0	7	0	0	0	0	0	209
7:30 AM	0	0	0	0	38	94	2	119	0	0	4	0	0	0	0	0	257
7:45 AM	0	0	0	0	56	118	1	102	0	0	9	0	2	1	0	0	289
8:00 AM	0	0	0	0	28	164	2	107	0	0	7	0	3	1	0	0	312
8:15 AM	0	0	0	0	24	205	3	88	0	0	5	0	1	0	0	0	326
8:30 AM	0	0	0	0	26	210	4	98	0	0	5	0	4	1	0	0	348
8:45 AM	0	0	0	0	16	162	4	81	0	0	10	0	4	1	0	0	278
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	234	1090	22	781	0	0	55	0	16	4	0	0	2202
					11.00%	51.25%	1.03%	36.72%	0.00%	0.00%	100.00%	0.00%	80.00%	20.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	134	697	10	395	0	0	26	0	10	3	0	0	1275
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.598	0.830	0.625	0.923	0.000	0.000	0.722	0.000	0.625	0.750	0.000	0.000	0.916
					0.914				0.722				0.650				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0.5 SR	1.5 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	15	64	14	106	0	0	5	0	37	0	0	0	241
4:15 PM	0	0	0	0	22	62	11	117	0	0	6	0	38	1	0	0	257
4:30 PM	0	0	0	0	21	63	8	123	0	0	0	0	31	1	0	0	247
4:45 PM	0	0	0	0	21	73	15	95	0	0	3	0	33	0	0	0	240
5:00 PM	0	0	0	0	7	60	10	102	0	0	3	0	42	0	0	0	224
5:15 PM	0	0	0	0	11	65	16	111	0	0	4	0	26	0	0	0	233
5:30 PM	0	0	0	0	23	69	8	119	0	0	2	0	16	0	0	0	237
5:45 PM	0	0	0	0	15	58	10	131	0	0	6	0	17	2	0	0	239
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	135	514	92	904	0	0	29	0	240	4	0	0	1918
					8.21%	31.25%	5.59%	54.95%	0.00%	0.00%	100.00%	0.00%	98.36%	1.64%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	79	262	48	441	0	0	14	0	139	2	0	0	985
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.898	0.897	0.800	0.896	0.000	0.000	0.583	0.000	0.914	0.500	0.000	0.000	0.958
					0.965				0.583				0.904				

National Data & Surveying Services

City: Atlanta

Project ID: 24-180261-011

Data - HT

NS/EW Streets:		Northeast Expy/I-85 Frontage Rd SB				Northeast Expy/I-85 Frontage Rd SB				I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy				I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0.5 SR	1.5 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
	7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	1	3	0	3	0	0	0	0	0	0	0	0	7
	7:30 AM	0	0	0	0	0	4	0	1	0	0	0	0	1	0	0	0	6
	7:45 AM	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	7
	8:00 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	8:30 AM	0	0	0	0	0	6	0	3	0	0	0	0	0	0	0	0	9
	8:45 AM	0	0	0	0	0	9	0	1	0	0	0	0	0	0	0	0	10
TOTAL VOLUMES : APPROACH %'s :		NL 0	NT 0	NR 0	NU 0	SL 5	ST 34	SR 0	SU 10	EL 0	ET 0	ER 0	EU 0	WL 1	WT 0	WR 0	WU 0	TOTAL 50
PEAK HR :		07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :		0	0	0	0	4	17	0	5	0	0	0	0	0	0	0	0	26
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.250	0.708	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.722

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85 Frontage Rd SB & I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy

City: Atlanta

Control: Signalized

Project ID: 24-180261-011

Date: 11/13/2024

Data - Bikes

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd SB				Northeast Expy/I-85 Frontage Rd SB				I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy				I-85 Underpass/Stone Creek at Brookhaven Apartment Homes Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0.5 SR	1.5 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 0
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 0
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0.5 SR	1.5 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 1 100.00%	WT 0 0.00%	WR 0 0.00%	WU 0 0.00%	TOTAL 1
PEAK HR :	04:00 PM - 05:00 PM																TOTAL 1
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250

Intersection Turning Movement Count

City: Atlanta

Date: 11/13/2024

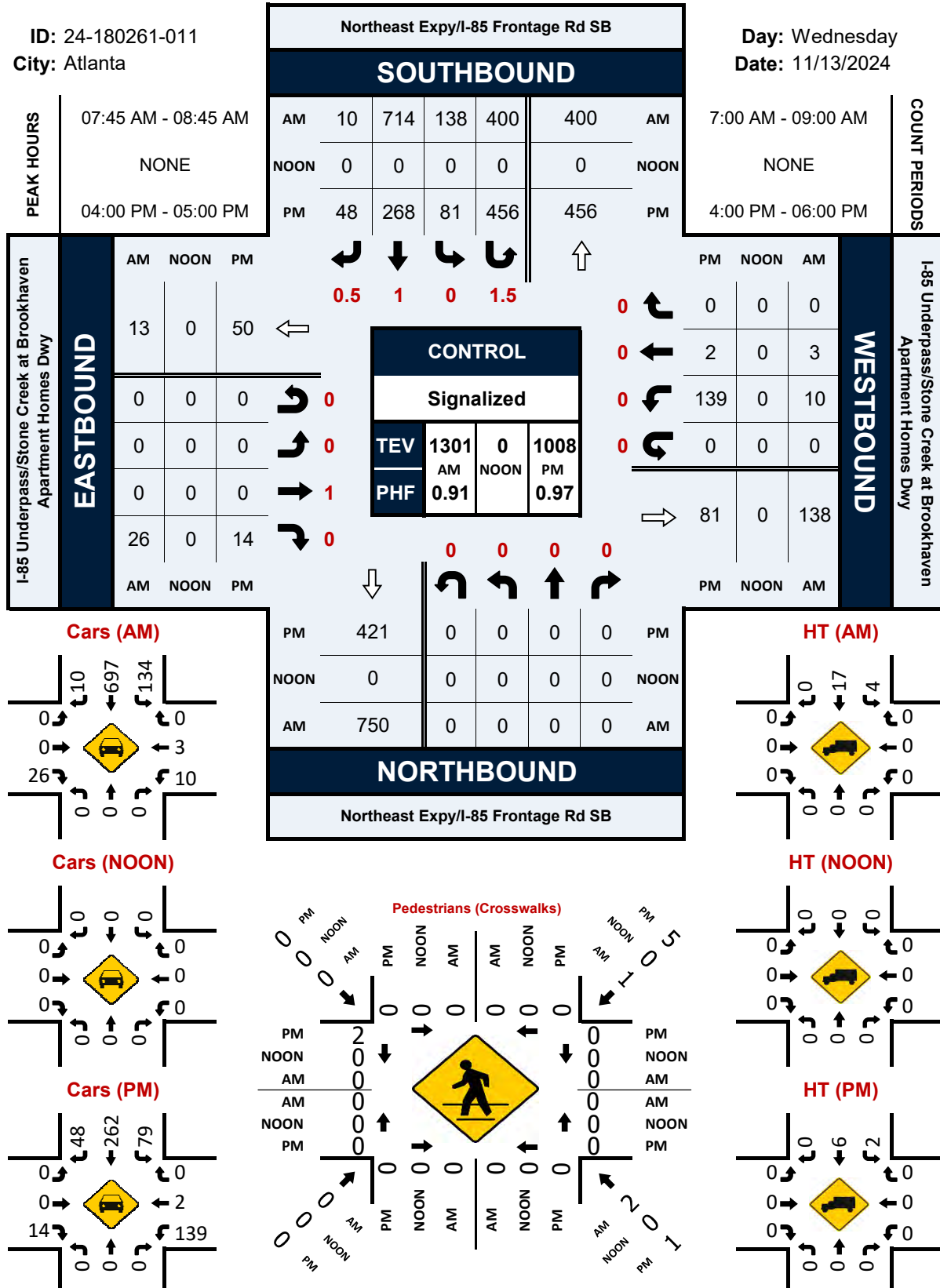
NS/EW Streets:	Northeast Expy/I-85 Frontage Rd SB		Northeast Expy/I-85 Frontage Rd SB		I-85 Underpass/Stone Creek at Brookhaven		I-85 Underpass/Stone Creek at Brookhaven				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		MIDBLOCK		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
7:00 AM	0	0	0	0	0	0	0	1	1	0	2
7:15 AM	0	0	0	0	0	0	0	2	2	0	4
7:30 AM	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0 0.00%	SB 3 100.00%	NB 6 85.71%	SB 1 14.29%	TOTAL 10
PEAK HR :	07:45 AM - 08:45 AM										TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0		0 0		0 0		0 0		2 1 0.250 0.250 0.375		3 0.375

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		MIDBLOCK		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
4:00 PM	0	0	0	0	0	0	0	1	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	5	5
4:45 PM	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1	0	2
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0 0.00%	SB 3 100.00%	NB 3 30.00%	SB 7 70.00%	TOTAL 13
PEAK HR :	04:00 PM - 05:00 PM										TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0 0.500	2 0.500	1 0.250	5 0.250 0.300	8 0.400

Peak Hour Turning Movement Count

ID: 24-180261-011
City: Atlanta

Day: Wednesday
Date: 11/13/2024



National Data & Surveying Services

Intersection Turning Movement Count

City: Brookhaven
Control: Signalized

Project ID: 24-180261-012
Date: 11/13/2024

Data - Total

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd NB					Northeast Expy/I-85 Frontage Rd NB					I-85 Underpass/N/S Visitor Parking Dwy					I-85 Underpass/N/S Visitor Parking Dwy					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2
	0 NL	1.5 NT	1 NR	1.5 NU	0 NR2	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2	TOTAL
7:00 AM	1	49	11	10	6	0	0	0	0	1	0	0	0	24	0	1	1	0	0	7	111
7:15 AM	0	86	8	18	23	0	0	0	0	3	0	0	0	22	0	0	1	0	1	3	165
7:30 AM	1	91	7	16	21	0	0	0	0	8	0	0	0	24	0	0	0	0	0	2	170
7:45 AM	1	89	9	30	21	0	0	0	0	8	0	0	0	46	0	1	0	0	0	6	211
8:00 AM	3	104	8	15	14	0	0	0	0	14	0	0	0	19	0	0	1	0	0	7	185
8:15 AM	1	72	7	10	9	0	0	0	0	15	0	0	0	16	0	0	0	0	0	1	131
8:30 AM	3	64	5	11	7	0	0	0	0	10	0	0	0	14	0	1	1	0	0	1	117
8:45 AM	3	96	4	13	13	0	0	0	0	3	0	0	0	15	0	1	0	0	0	0	148
TOTAL VOLUMES :	NL 13	NT 651	NR 59	NU 123	NR2 114	SL 0	ST 0	SR 0	SU 0	EL 62	ET 0	ER 0	EU 0	ET2 180	WL 0	WT 4	WR 4	WU 0	WU2 1	W2R2 27	TOTAL 1238
APPROACH %'s :	1.35%	67.81%	6.15%	12.81%	11.88%					25.62%	0.00%	0.00%	0.00%	74.38%	0.00%	44.44%	44.44%	0.00%	11.11%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM																				TOTAL
PEAK HR VOL :	5	370	32	79	79	0	0	0	0	33	0	0	0	111	0	1	2	0	1	18	731
PEAK HR FACTOR :	0.417	0.889	0.889	0.658	0.859	0.000	0.000	0.000	0.000	0.589	0.000	0.000	0.000	0.603	0.000	0.250	0.500	0.000	0.250	0.643	0.866
			0.942									0.667					0.500				

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	0 NL	1.5 NT	1 NR	1.5 NU	0 NR2	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2	TOTAL
4:00 PM	2	125	2	42	1	0	0	0	0	15	0	0	0	0	0	35	1	0	0	7	230
4:15 PM	4	132	3	35	0	0	0	0	0	12	0	0	0	6	0	35	2	0	0	12	241
4:30 PM	2	151	3	50	1	0	0	0	0	17	0	0	0	4	0	30	2	0	0	15	275
4:45 PM	3	128	3	31	2	0	0	0	0	18	0	0	0	5	0	30	0	0	0	3	223
5:00 PM	4	116	1	30	0	0	0	0	0	6	0	0	0	1	0	38	0	0	0	11	207
5:15 PM	1	130	3	28	0	0	0	0	0	17	0	0	0	1	0	25	0	0	0	3	208
5:30 PM	1	79	2	25	2	0	0	0	0	16	0	0	0	4	0	17	0	0	0	3	149
5:45 PM	3	107	1	10	1	0	0	0	0	11	0	0	0	3	0	14	0	0	0	2	152
TOTAL VOLUMES :	NL 20	NT 968	NR 18	NU 251	NR2 7	SL 0	ST 0	SR 0	SU 0	EL 112	ET 0	ER 0	EU 0	ET2 24	WL 0	WT 224	WR 5	WU 0	WU2 0	W2R2 56	TOTAL 1685
APPROACH %'s :	1.58%	76.58%	1.42%	19.86%	0.55%					82.35%	0.00%	0.00%	0.00%	17.65%	0.00%	97.82%	2.18%	0.00%	0.00%	100.00%	
PEAK HR :	04:00 PM - 05:00 PM																				TOTAL
PEAK HR VOL :	11	536	11	158	4	0	0	0	0	62	0	0	0	15	0	130	5	0	0	37	969
PEAK HR FACTOR :	0.688	0.887	0.917	0.790	0.500	0.000	0.000	0.000	0.000	0.861	0.000	0.000	0.000	0.625	0.000	0.929	0.625	0.000	0.000	0.617	0.881
			0.870									0.837					0.912				

National Data & Surveying Services

Intersection Turning Movement Count

City: Brookhaven
Control: Signalized

Project ID: 24-180261-012
Date: 11/13/2024

Data - Cars

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd NB					Northeast Expy/I-85 Frontage Rd NB				I-85 Underpass/N/S Visitor Parking Dwy					I-85 Underpass/N/S Visitor Parking Dwy					
AM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					WESTBOUND2
	0 NL	1.5 NT	1 NR	1.5 NU	0 NR2	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2
7:00 AM	1	47	11	9	6	0	0	0	0	1	0	0	0	24	0	1	1	0	0	7
7:15 AM	0	85	8	15	23	0	0	0	0	2	0	0	0	22	0	0	1	0	1	3
7:30 AM	0	91	7	12	21	0	0	0	0	8	0	0	0	24	0	0	0	0	0	2
7:45 AM	1	89	9	29	21	0	0	0	0	8	0	0	0	46	0	1	0	0	0	6
8:00 AM	3	104	7	13	14	0	0	0	0	14	0	0	0	19	0	0	1	0	0	7
8:15 AM	1	70	7	7	9	0	0	0	0	11	0	0	0	16	0	0	0	0	0	1
8:30 AM	3	61	5	10	7	0	0	0	0	10	0	0	0	14	0	1	1	0	0	1
8:45 AM	3	96	4	12	13	0	0	0	0	3	0	0	0	15	0	1	0	0	0	0
TOTAL VOLUMES :	NL 12	NT 643	NR 58	NU 107	NR2 114	SL 0	ST 0	SR 0	SU 0	EL 57	ET 0	ER 0	EU 0	ET2 180	WL 0	WT 4	WR 4	WU 0	WU2 1	W2R2 27
APPROACH %'s :	1.28%	68.84%	6.21%	11.46%	12.21%					24.05%	0.00%	0.00%	0.00%	75.95%	0.00%	44.44%	44.44%	0.00%	11.11%	100.00%
PEAK HR :	07:15 AM - 08:15 AM																			
PEAK HR VOL :	4	369	31	69	79	0	0	0	0	32	0	0	0	111	0	1	2	0	1	18
PEAK HR FACTOR :	0.333	0.887	0.861	0.595	0.859	0.000	0.000	0.000	0.000	0.571	0.000	0.000	0.000	0.603	0.000	0.250	0.500	0.000	0.250	0.643
			0.926									0.662					0.500			0.854

PM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					
	0 NL	1.5 NT	1 NR	1.5 NU	0 NR2	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2
4:00 PM	2	124	2	38	1	0	0	0	0	15	0	0	0	0	0	35	1	0	0	7
4:15 PM	4	131	3	34	0	0	0	0	0	12	0	0	0	6	0	35	2	0	0	12
4:30 PM	2	150	3	49	1	0	0	0	0	15	0	0	0	4	0	30	2	0	0	15
4:45 PM	3	127	3	30	2	0	0	0	0	18	0	0	0	5	0	30	0	0	0	3
5:00 PM	4	112	1	30	0	0	0	0	0	6	0	0	0	1	0	38	0	0	0	11
5:15 PM	1	128	3	27	0	0	0	0	0	15	0	0	0	1	0	25	0	0	0	3
5:30 PM	1	78	2	25	2	0	0	0	0	16	0	0	0	4	0	17	0	0	0	3
5:45 PM	3	105	1	10	1	0	0	0	0	11	0	0	0	3	0	14	0	0	0	2
TOTAL VOLUMES :	NL 20	NT 955	NR 18	NU 243	NR2 7	SL 0	ST 0	SR 0	SU 0	EL 108	ET 0	ER 0	EU 0	ET2 24	WL 0	WT 224	WR 5	WU 0	WU2 0	W2R2 56
APPROACH %'s :	1.61%	76.83%	1.45%	19.55%	0.56%					81.82%	0.00%	0.00%	0.00%	18.18%	0.00%	97.82%	2.18%	0.00%	0.00%	100.00%
PEAK HR :	04:00 PM - 05:00 PM																			
PEAK HR VOL :	11	532	11	151	4	0	0	0	0	60	0	0	0	15	0	130	5	0	0	37
PEAK HR FACTOR :	0.688	0.887	0.917	0.770	0.500	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.000	0.625	0.000	0.929	0.625	0.000	0.000	0.617
			0.865									0.815					0.912			0.882

National Data & Surveying Services

Intersection Turning Movement Count

City: Brookhaven
Control: Signalized

Project ID: 24-180261-012
Date: 11/13/2024

Data - HT

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd NB					Northeast Expy/I-85 Frontage Rd NB				I-85 Underpass/N/S Visitor Parking Dwy					I-85 Underpass/N/S Visitor Parking Dwy					
AM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					WESTBOUND2
	0 NL	1.5 NT	1 NR	1.5 NU	0 NR2	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2
7:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	1	8	1	16	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	3.85%	30.77%	3.85%	61.54%	0.00%					100.00%	0.00%	0.00%	0.00%	0.00%						
PEAK HR :	07:15 AM - 08:15 AM																			
PEAK HR VOL :	1	1	1	10	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.250	0.250	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
				0.650								0.250								0.700
PM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					
	0 NL	1.5 NT	1 NR	1.5 NU	0 NR2	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2
4:00 PM	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	13	0	8	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	0.00%	61.90%	0.00%	38.10%	0.00%					100.00%	0.00%	0.00%	0.00%	0.00%						
PEAK HR :	04:00 PM - 05:00 PM																			
PEAK HR VOL :	0	4	0	7	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	1.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
				0.550								0.250								0.650

National Data & Surveying Services

Intersection Turning Movement Count

City: Brookhaven
Control: Signalized

Project ID: 24-180261-012
Date: 11/13/2024

Data - Bikes

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd NB					Northeast Expy/I-85 Frontage Rd NB				I-85 Underpass/N/S Visitor Parking Dwy					I-85 Underpass/N/S Visitor Parking Dwy					
AM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					WESTBOUND2
	0 NL	1.5 NT	1 NR	1.5 NU	0 NR2	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	NR2 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	ET2 0	WL 0	WT 0	WR 0	WU 0	WU2 0	W2R2 0
APPROACH %'s :	07:15 AM - 08:15 AM																			TOTAL
PEAK HR :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					0 W2R2
	0 NL	1.5 NT	1 NR	1.5 NU	0 NR2	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2R2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	NR2 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	ET2 0	WL 0	WT 1	WR 0	WU 0	WU2 0	W2R2 0
APPROACH %'s :	04:00 PM - 05:00 PM														0.00% 100.00% 0.00% 0.00% 0.00%					TOTAL
PEAK HR :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
PEAK HR VOL :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85 Frontage Rd NB & I-85 Underpass/N/S Visitor Parking Dwy
City: Brookhaven

Project ID: 24-180261-012
Date: 11/13/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:		Northeast Expy/I-85 Frontage Rd NB		Northeast Expy/I-85 Frontage Rd NB		I-85 Underpass/N/S Visitor Parking Dwy		I-85 Underpass/N/S Visitor Parking Dwy						
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		MIDBLOCK		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	EB	WB		
	7:00 AM	0	0	0	0	0	1	0	0	0	0	0		2
	7:15 AM	0	0	0	0	0	3	0	0	0	3	0		6
	7:30 AM	0	0	0	0	0	1	0	0	0	1	0		2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1		1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0		0
	8:15 AM	0	0	0	0	0	1	0	0	0	1	0		2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0		0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0		0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0 0.00%	SB 6 100.00%	NB 0	SB 0	NB 0	SB 0	NB 6 85.71%	SB 1 14.29%	TOTAL 13	
PEAK HR :	07:15 AM - 08:15 AM		0	0	0	4 0.333	0	0	0	0	4 0.333	1 0.250	TOTAL 9 0.375	
PEAK HR VOL : PEAK HR FACTOR :	0	0												0.333

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		MIDBLOCK		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	EB	WB		
	4:00 PM	0	0	0	0	1	1	0	0	0	1	0		4
	4:15 PM	0	0	0	0	2	0	0	0	2	0	1		5
	4:30 PM	0	0	0	0	4	0	0	0	0	0	3		7
	4:45 PM	0	0	0	0	2	0	0	0	2	0	0		4
	5:00 PM	0	0	0	0	3	0	0	0	1	0	2		6
	5:15 PM	0	0	0	0	1	1	0	0	1	1	0		4
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0		0
	5:45 PM	0	0	0	0	1	0	0	0	1	0	0		3
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 14 87.50%	SB 2 12.50%	NB 0	SB 0	NB 7 77.78%	SB 2 22.22%	NB 2 25.00%	SB 6 75.00%	TOTAL 33	
PEAK HR :	04:00 PM - 05:00 PM		0	0	9 0.563	1 0.250	0	0	4 0.500	1 0.250	1 0.250	4 0.333	TOTAL 20 0.714	
PEAK HR VOL : PEAK HR FACTOR :	0	0												0.625

Northeast Expy/I-85 Frontage Rd NB & I-85 Underpass/N/S Visitor Parking Dwy

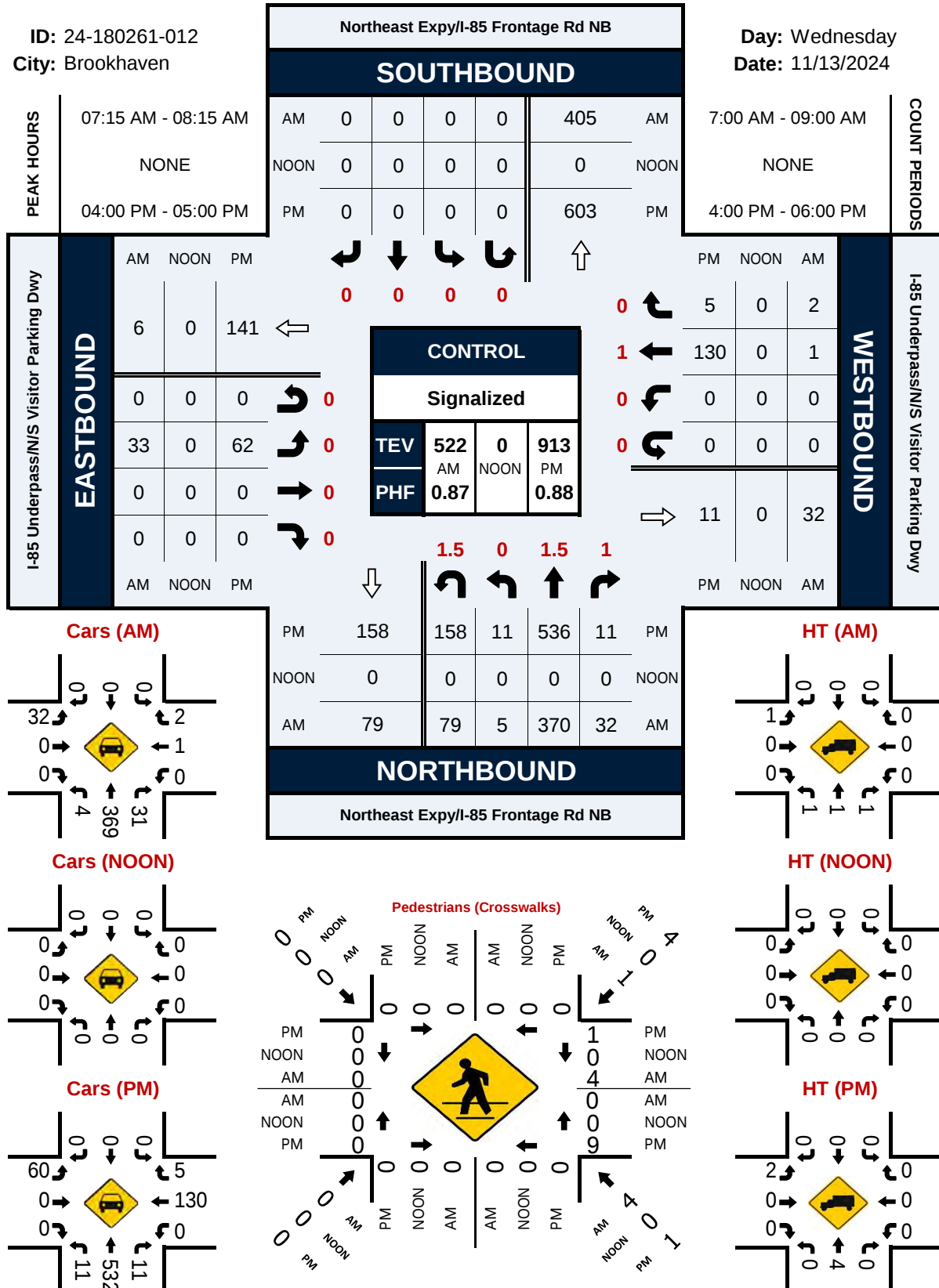
Peak Hour Turning Movement Count

ID: 24-180261-012

City: Brookhaven

Day: Wednesday

Date: 11/13/2024



National Data & Surveying ServicesIntersection Turning Movement Count

Location: Clairmont Rd/US 23 & I-85 Frontage Rd SB Off-Ramp
City: Atlanta
Control: Signalized

Project ID: 24-180279-001
Date: 12/12/2024

Data - Total

NS/EW Streets:	Clairmont Rd/US 23				Clairmont Rd/US 23				I-85 Frontage Rd SB Off-Ramp				I-85 Frontage Rd SB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	0 SL	3 ST	1 SR	0 SU	0 EL	0 ET	0 ER	0 EU	1.5 WL	1.5 WT	1 WR	1 WU	
7:00 AM	203	195	0	0	0	94	147	0	0	0	0	26	115	114	44	10	948
7:15 AM	224	202	0	0	0	161	180	0	0	0	0	36	154	139	53	7	1156
7:30 AM	251	286	0	0	0	186	200	0	0	0	0	35	146	142	53	17	1316
7:45 AM	272	316	0	0	0	145	206	0	0	0	0	63	175	173	50	13	1413
8:00 AM	196	335	0	0	0	142	145	0	0	0	0	55	135	171	50	5	1234
8:15 AM	276	306	0	0	0	145	172	0	0	0	0	32	105	137	67	4	1244
8:30 AM	226	271	0	0	0	128	118	0	0	0	0	41	124	152	52	2	1114
8:45 AM	202	301	0	0	0	134	130	0	0	0	0	47	106	155	67	13	1155
TOTAL VOLUMES :	NL 1850	NT 2212	NR 0	NU 0	SL 0	ST 1135	SR 1298	SU 0	EL 0	ET 0	ER 0	EU 335	WL 1060	WT 1183	WR 436	WU 71	TOTAL 9580
APPROACH %'s :	45.54%	54.46%	0.00%	0.00%	0.00%	46.65%	53.35%	0.00%	0.00%	0.00%	0.00%	100.00%	38.55%	43.02%	15.85%	2.58%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	995	1243	0	0	0	618	723	0	0	0	0	185	561	623	220	39	5207
PEAK HR FACTOR :	0.901	0.928	0.000	0.000	0.000	0.831	0.877	0.000	0.000	0.000	0.000	0.734	0.801	0.900	0.821	0.574	0.921
	0.952				0.869				0.734				0.878				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	0 SL	3 ST	1 SR	0 SU	0 EL	0 ET	0 ER	0 EU	1.5 WL	1.5 WT	1 WR	1 WU	
4:00 PM	106	218	0	4	0	199	108	0	0	0	0	53	122	97	51	45	1003
4:15 PM	93	258	0	5	0	199	109	0	0	0	0	59	130	96	60	31	1040
4:30 PM	93	226	0	7	0	200	104	0	0	0	0	54	149	102	52	33	1020
4:45 PM	78	246	0	8	0	203	88	0	0	0	0	45	132	101	47	25	973
5:00 PM	106	202	0	6	0	166	83	0	0	0	0	44	130	106	57	49	949
5:15 PM	104	209	0	6	0	173	103	0	0	0	0	53	130	99	58	24	959
5:30 PM	97	210	0	7	0	160	92	0	0	0	0	51	141	98	57	39	952
5:45 PM	106	222	0	4	0	179	116	0	0	0	0	62	134	105	78	28	1034
TOTAL VOLUMES :	NL 783	NT 1791	NR 0	NU 47	SL 0	ST 1479	SR 803	SU 0	EL 0	ET 0	ER 0	EU 421	WL 1068	WT 804	WR 460	WU 274	TOTAL 7930
APPROACH %'s :	29.87%	68.33%	0.00%	1.79%	0.00%	64.81%	35.19%	0.00%	0.00%	0.00%	0.00%	100.00%	40.98%	30.85%	17.65%	10.51%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	370	948	0	24	0	801	409	0	0	0	0	211	533	396	210	134	4036
PEAK HR FACTOR :	0.873	0.919	0.000	0.750	0.000	0.986	0.938	0.000	0.000	0.000	0.000	0.894	0.894	0.971	0.875	0.744	0.970
	0.942				0.982				0.894				0.947				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Clairmont Rd/US 23 & I-85 Frontage Rd SB Off-Ramp
City: Atlanta
Control: Signalized

Project ID: 24-180279-001
Date: 12/12/2024

Data - Cars

NS/EW Streets:	Clairmont Rd/US 23				Clairmont Rd/US 23				I-85 Frontage Rd SB Off-Ramp				I-85 Frontage Rd SB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	0 SL	3 ST	1 SR	0 SU	0 EL	0 ET	0 ER	0 EU	1.5 WL	1.5 WT	1 WR	1 WU	
7:00 AM	201	192	0	0	0	91	145	0	0	0	0	26	114	110	43	10	932
7:15 AM	221	196	0	0	0	153	177	0	0	0	0	36	149	135	53	7	1127
7:30 AM	250	282	0	0	0	178	197	0	0	0	0	35	143	134	48	17	1284
7:45 AM	269	311	0	0	0	139	196	0	0	0	0	63	170	167	49	12	1376
8:00 AM	196	331	0	0	0	139	141	0	0	0	0	55	134	170	48	5	1219
8:15 AM	274	298	0	0	0	142	167	0	0	0	0	31	101	128	61	4	1206
8:30 AM	221	261	0	0	0	123	117	0	0	0	0	40	120	150	52	2	1086
8:45 AM	199	292	0	0	0	127	128	0	0	0	0	46	104	153	64	13	1126
TOTAL VOLUMES :	1831	2163	0	0	0	1092	1268	0	0	0	0	332	1035	1147	418	70	9356
APPROACH %'s :	45.84%	54.16%	0.00%	0.00%	0.00%	46.27%	53.73%	0.00%	0.00%	0.00%	0.00%	100.00%	38.76%	42.96%	15.66%	2.62%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	989	1222	0	0	0	598	701	0	0	0	0	184	548	599	206	38	5085
PEAK HR FACTOR :	0.902	0.923	0.000	0.000	0.000	0.840	0.890	0.000	0.000	0.000	0.000	0.730	0.806	0.881	0.844	0.559	0.924
	0.953				0.866				0.730				0.874				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	0 SL	3 ST	1 SR	0 SU	0 EL	0 ET	0 ER	0 EU	1.5 WL	1.5 WT	1 WR	1 WU	
4:00 PM	105	212	0	4	0	193	108	0	0	0	0	52	120	95	51	45	985
4:15 PM	90	255	0	5	0	196	109	0	0	0	0	56	128	92	58	30	1019
4:30 PM	92	221	0	7	0	197	104	0	0	0	0	53	148	100	52	30	1004
4:45 PM	77	245	0	8	0	200	88	0	0	0	0	44	132	99	46	23	962
5:00 PM	105	193	0	6	0	162	82	0	0	0	0	44	128	106	57	49	932
5:15 PM	103	208	0	6	0	173	100	0	0	0	0	53	129	99	58	24	953
5:30 PM	97	206	0	7	0	160	92	0	0	0	0	50	141	95	57	39	944
5:45 PM	104	217	0	4	0	175	116	0	0	0	0	62	134	103	77	26	1018
TOTAL VOLUMES :	773	1757	0	47	0	1456	799	0	0	0	0	414	1060	789	456	266	7817
APPROACH %'s :	30.00%	68.18%	0.00%	1.82%	0.00%	64.57%	35.43%	0.00%	0.00%	0.00%	0.00%	100.00%	41.23%	30.69%	17.74%	10.35%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	364	933	0	24	0	786	409	0	0	0	0	205	528	386	207	128	3970
PEAK HR FACTOR :	0.867	0.915	0.000	0.750	0.000	0.983	0.938	0.000	0.000	0.000	0.000	0.915	0.892	0.965	0.892	0.711	0.974
	0.944				0.980				0.915				0.946				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Clairmont Rd/US 23 & I-85 Frontage Rd SB Off-Ramp
City: Atlanta
Control: Signalized

Project ID: 24-180279-001
Date: 12/12/2024

Data - HT

NS/EW Streets:	Clairmont Rd/US 23				Clairmont Rd/US 23				I-85 Frontage Rd SB Off-Ramp				I-85 Frontage Rd SB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	0 SL	3 ST	1 SR	0 SU	0 EL	0 ET	0 ER	0 EU	1.5 WL	1.5 WT	1 WR	1 WU	
7:00 AM	2	3	0	0	0	3	2	0	0	0	0	0	1	4	1	0	16
7:15 AM	3	6	0	0	0	8	3	0	0	0	0	0	5	4	0	0	29
7:30 AM	1	4	0	0	0	8	3	0	0	0	0	0	3	8	5	0	32
7:45 AM	3	5	0	0	0	6	10	0	0	0	0	0	5	6	1	1	37
8:00 AM	0	4	0	0	0	3	4	0	0	0	0	0	1	1	2	0	15
8:15 AM	2	8	0	0	0	3	5	0	0	0	0	1	4	9	6	0	38
8:30 AM	5	10	0	0	0	5	1	0	0	0	0	1	4	2	0	0	28
8:45 AM	3	9	0	0	0	7	2	0	0	0	0	1	2	2	3	0	29
TOTAL VOLUMES :	NL 19	NT 49	NR 0	NU 0	SL 0	ST 43	SR 30	SU 0	EL 0	ET 0	ER 0	EU 3	WL 25	WT 36	WR 18	WU 1	TOTAL 224
APPROACH %'s :	27.94%	72.06%	0.00%	0.00%	0.00%	58.90%	41.10%	0.00%	0.00%	0.00%	0.00%	100.00%	31.25%	45.00%	22.50%	1.25%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	6	21	0	0	0	20	22	0	0	0	0	1	13	24	14	1	122
PEAK HR FACTOR :	0.500	0.656	0.000	0.000	0.000	0.625	0.550	0.000	0.000	0.000	0.000	0.250	0.650	0.667	0.583	0.250	0.803
	0.675				0.656				0.250				0.684				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	0 SL	3 ST	1 SR	0 SU	0 EL	0 ET	0 ER	0 EU	1.5 WL	1.5 WT	1 WR	1 WU	
4:00 PM	1	6	0	0	0	6	0	0	0	0	0	1	2	2	0	0	18
4:15 PM	3	3	0	0	0	3	0	0	0	0	0	3	2	4	2	1	21
4:30 PM	1	5	0	0	0	3	0	0	0	0	0	1	1	2	0	3	16
4:45 PM	1	1	0	0	0	3	0	0	0	0	0	1	0	2	1	2	11
5:00 PM	1	9	0	0	0	4	1	0	0	0	0	0	2	0	0	0	17
5:15 PM	1	1	0	0	0	0	3	0	0	0	0	0	1	0	0	0	6
5:30 PM	0	4	0	0	0	0	0	0	0	0	0	1	0	3	0	0	8
5:45 PM	2	5	0	0	0	4	0	0	0	0	0	0	0	2	1	2	16
TOTAL VOLUMES : APPROACH %'s :	NL 10	NT 34	NR 0	NU 0	SL 0	ST 23	SR 4	SU 0	EL 0	ET 0	ER 0	EU 7	WL 8	WT 15	WR 4	WU 8	TOTAL 113
	22.73%	77.27%	0.00%	0.00%	0.00%	85.19%	14.81%	0.00%	0.00%	0.00%	0.00%	100.00%	22.86%	42.86%	11.43%	22.86%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL 66 0.786
PEAK HR VOL :	6	15	0	0	0	15	0	0	0	0	0	6	5	10	3	6	
PEAK HR FACTOR :	0.500	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.625	0.625	0.375	0.500	
	0.750				0.625				0.500				0.667				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Clairmont Rd/US 23 & I-85 Frontage Rd SB Off-Ramp
City: Atlanta
Control: Signalized

Project ID: 24-180279-001
Date: 12/12/2024

Data - Bikes

NS/EW Streets:		Clairmont Rd/US 23				Clairmont Rd/US 23				I-85 Frontage Rd SB Off-Ramp				I-85 Frontage Rd SB Off-Ramp				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		2	2	0	0	0	3	1	0	0	0	0	0	1.5	1.5	1	1	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES : APPROACH %'s :		NL 1 50.00%	NT 1 50.00%	NR 0 0.00%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL : PEAK HR FACTOR :		0 0.000	1 0.250	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	1 0.250

[illegible]

National Data & Surveying Services Intersection Turning Movement Count

Location: Clairmont Rd/US 23 & I-85 Frontage Rd SB Off-Ramp
City: Atlanta

Project ID: 24-180279-001
Date: 12/12/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Clairmont Rd/US 23		Clairmont Rd/US 23		I-85 Frontage Rd SB Off-Ramp		I-85 Frontage Rd SB Off-Ramp		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 1	WB 1	EB 0	WB 0	NB 2	SB 0	NB 0	SB 0	TOTAL 4
APPROACH %'s :	50.00%	50.00%			100.00%	0.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	1	0	0	1	0	0	0	2
PEAK HR FACTOR :	0.250				0.250	0.250			0.250

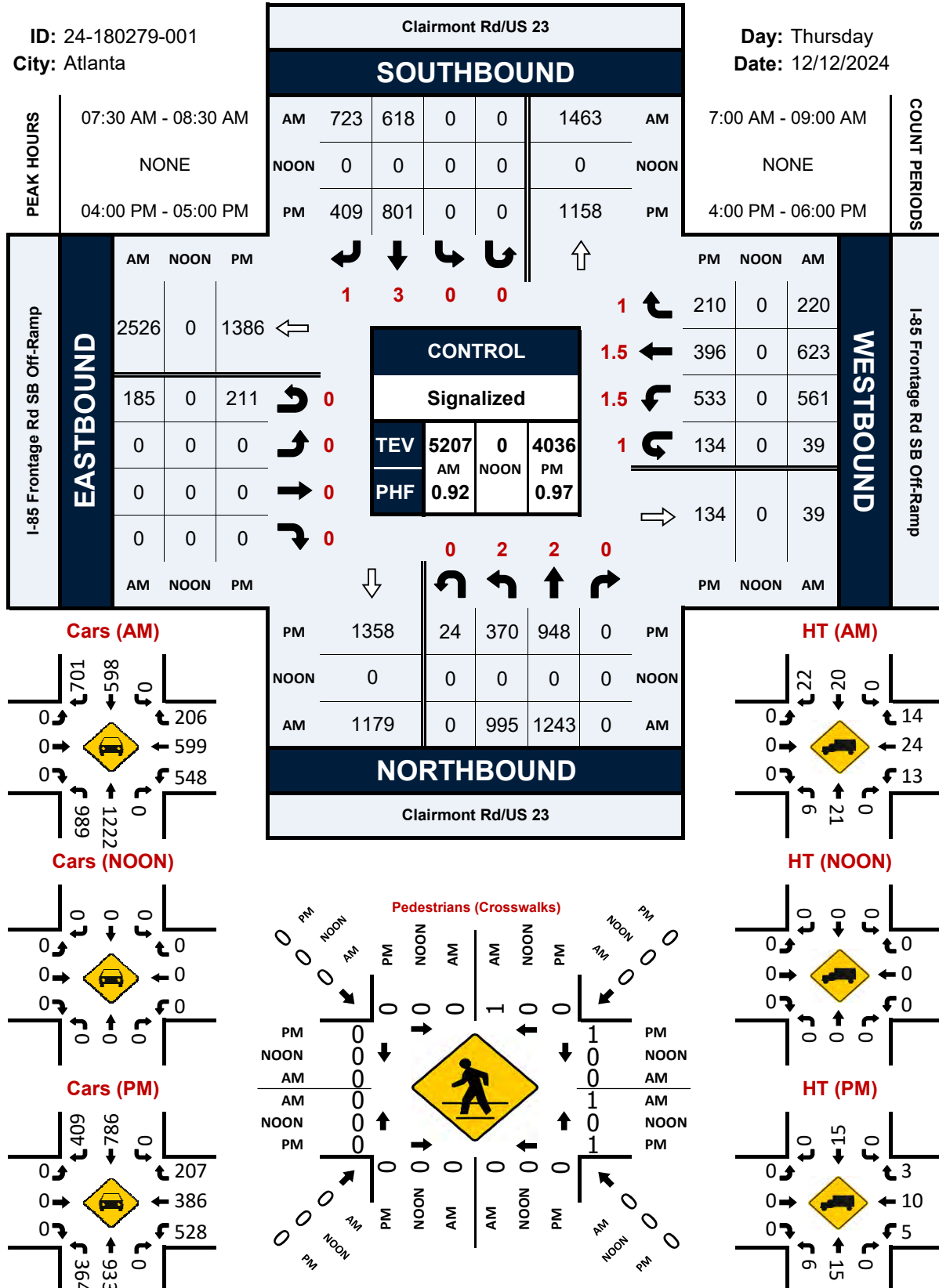
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	1	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	2	0	1	5
5:15 PM	0	0	0	0	2	2	0	0	4
5:30 PM	0	0	0	1	2	1	0	0	4
5:45 PM	1	1	0	0	1	0	1	0	4
TOTAL VOLUMES :	EB 1	WB 2	EB 0	WB 1	NB 7	SB 6	NB 1	SB 1	TOTAL 19
APPROACH %'s :	33.33%	66.67%	0.00%	100.00%	53.85%	46.15%	50.00%	50.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	1	1	0	0	2
PEAK HR FACTOR :					0.250	0.250			0.250

Clairmont Rd/US 23 & I-85 Frontage Rd SB Off-Ramp

Peak Hour Turning Movement Count

ID: 24-180279-001
City: Atlanta

Day: Thursday
Date: 12/12/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Square Private Dwy & Corporate Blvd NE
City: Atlanta
Control: 2-Way Stop(NB/SB)

Project ID: 24-180261-009
Date: 11/13/2024

Data - Total

NS/EW Streets:	Corporate Square Private Dwy				Corporate Square Private Dwy				Corporate Blvd NE				Corporate Blvd NE				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	38	2	0	4	16	0	0	60
7:15 AM	0	0	1	0	0	0	0	0	0	35	5	0	5	21	0	0	67
7:30 AM	0	0	1	0	0	0	0	0	3	32	1	0	5	28	1	0	71
7:45 AM	0	0	2	0	0	0	1	0	3	23	1	0	2	37	3	0	72
8:00 AM	0	0	0	0	1	0	1	0	2	29	4	0	2	40	0	0	79
8:15 AM	2	0	0	0	0	0	0	0	2	31	2	0	10	25	3	0	75
8:30 AM	0	0	1	0	1	0	0	0	0	24	2	0	10	31	0	0	69
8:45 AM	0	0	1	0	3	0	2	0	5	21	4	0	5	34	8	0	83
TOTAL VOLUMES:	NL 2	NT 0	NR 6	NU 0	SL 5	ST 0	SR 4	SU 0	EL 15	ET 233	ER 21	EU 0	WL 43	WT 232	WR 15	WU 0	TOTAL 576
APPROACH %'s:	25.00%	0.00%	75.00%	0.00%	55.56%	0.00%	44.44%	0.00%	5.58%	86.62%	7.81%	0.00%	14.83%	80.00%	5.17%	0.00%	
PEAK HR:	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL:	2	0	2	0	5	0	3	0	9	105	12	0	27	130	11	0	306
PEAK HR FACTOR:	0.250	0.000	0.500	0.000	0.417	0.000	0.375	0.000	0.450	0.847	0.750	0.000	0.675	0.813	0.344	0.000	0.922
	0.500				0.400				0.900				0.894				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	3	0	20	0	2	0	2	0	0	45	2	0	0	26	2	0	102
4:15 PM	3	0	8	0	2	0	0	0	0	43	2	0	0	27	3	0	88
4:30 PM	3	0	17	0	6	0	4	0	2	35	2	0	0	32	2	0	103
4:45 PM	2	0	6	0	4	0	1	0	2	32	1	0	0	45	0	0	93
5:00 PM	1	0	5	0	9	0	1	0	0	45	1	0	0	36	0	0	98
5:15 PM	2	0	2	0	2	0	3	0	0	67	3	0	0	31	1	0	111
5:30 PM	1	0	1	0	7	0	7	0	0	57	2	0	0	30	1	0	106
5:45 PM	2	0	0	0	7	0	1	0	2	66	2	0	2	23	0	0	105
TOTAL VOLUMES:	NL 17	NT 0	NR 59	NU 0	SL 39	ST 0	SR 19	SU 0	EL 6	ET 390	ER 15	EU 0	WL 2	WT 250	WR 9	WU 0	TOTAL 806
APPROACH %'s:	22.37%	0.00%	77.63%	0.00%	67.24%	0.00%	32.76%	0.00%	1.46%	94.89%	3.65%	0.00%	0.77%	95.79%	3.45%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	6	0	8	0	25	0	12	0	2	235	8	0	2	120	2	0	420
PEAK HR FACTOR:	0.750	0.000	0.400	0.000	0.694	0.000	0.429	0.000	0.250	0.877	0.667	0.000	0.250	0.833	0.500	0.000	0.946
	0.583				0.661				0.875				0.861				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Square Private Dwy & Corporate Blvd NE
City: Atlanta
Control: 2-Way Stop(NB/SB)

Project ID: 24-180261-009
Date: 11/13/2024

Data - Cars

NS/EW Streets:	Corporate Square Private Dwy				Corporate Square Private Dwy				Corporate Blvd NE				Corporate Blvd NE				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	38	2	0	4	16	0	0	60
7:15 AM	0	0	1	0	0	0	0	0	0	34	5	0	5	21	0	0	66
7:30 AM	0	0	1	0	0	0	0	0	3	32	1	0	5	24	1	0	67
7:45 AM	0	0	2	0	0	0	1	0	3	22	1	0	2	33	3	0	67
8:00 AM	0	0	0	0	1	0	1	0	2	28	4	0	2	39	0	0	77
8:15 AM	2	0	0	0	0	0	0	0	2	31	2	0	10	25	3	0	75
8:30 AM	0	0	1	0	1	0	0	0	0	23	2	0	10	29	0	0	66
8:45 AM	0	0	1	0	3	0	2	0	5	20	4	0	5	31	8	0	79
TOTAL VOLUMES:	NL 2	NT 0	NR 6	NU 0	SL 5	ST 0	SR 4	SU 0	EL 15	ET 228	ER 21	EU 0	WL 43	WT 218	WR 15	WU 0	TOTAL 557
APPROACH %'s:	25.00%	0.00%	75.00%	0.00%	55.56%	0.00%	44.44%	0.00%	5.68%	86.36%	7.95%	0.00%	15.58%	78.99%	5.43%	0.00%	
PEAK HR:	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL:	2	0	2	0	5	0	3	0	9	102	12	0	27	124	11	0	297
PEAK HR FACTOR:	0.250	0.000	0.500	0.000	0.417	0.000	0.375	0.000	0.450	0.823	0.750	0.000	0.675	0.795	0.344	0.000	0.940
	0.500				0.400				0.879				0.920				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	3	0	20	0	2	0	2	0	0	42	2	0	0	25	2	0	98
4:15 PM	3	0	8	0	2	0	0	0	0	42	2	0	0	27	3	0	87
4:30 PM	3	0	17	0	6	0	4	0	2	34	2	0	0	32	2	0	102
4:45 PM	2	0	6	0	4	0	1	0	2	31	1	0	0	44	0	0	91
5:00 PM	1	0	5	0	9	0	1	0	0	45	1	0	0	36	0	0	98
5:15 PM	2	0	2	0	2	0	3	0	0	67	3	0	0	30	1	0	110
5:30 PM	1	0	1	0	7	0	7	0	0	56	2	0	0	30	1	0	105
5:45 PM	2	0	0	0	7	0	1	0	2	66	2	0	2	23	0	0	105
TOTAL VOLUMES:	NL 17	NT 0	NR 59	NU 0	SL 39	ST 0	SR 19	SU 0	EL 6	ET 383	ER 15	EU 0	WL 2	WT 247	WR 9	WU 0	TOTAL 796
APPROACH %'s:	22.37%	0.00%	77.63%	0.00%	67.24%	0.00%	32.76%	0.00%	1.49%	94.80%	3.71%	0.00%	0.78%	95.74%	3.49%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	6	0	8	0	25	0	12	0	2	234	8	0	2	119	2	0	418
PEAK HR FACTOR:	0.750	0.000	0.400	0.000	0.694	0.000	0.429	0.000	0.250	0.873	0.667	0.000	0.250	0.826	0.500	0.000	0.950
	0.583				0.661				0.871				0.854				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Square Private Dwy & Corporate Blvd NE
City: Atlanta
Control: 2-Way Stop(NB/SB)

Project ID: 24-180261-009
Date: 11/13/2024

Data - HT

NS/EW Streets:	Corporate Square Private Dwy				Corporate Square Private Dwy				Corporate Blvd NE				Corporate Blvd NE				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	5	0	0	0	14	0	0	19
APPROACH %'s:									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR:	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.563

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	10
APPROACH %'s:									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500

National Data & Surveying Services

Location: Corporate Square Private Dwy & Corporate Blvd NE

City: Atlanta

Control: 2-Way Stop(NB/SB)

Project ID: 24-180261-009

Date: 11/13/2024

Data - Bikes

[illegible][illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Square Private Dwy & Corporate Blvd NE

Project ID: 24-180261-009

City: Atlanta

Date: 11/13/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Corporate Square Private Dwy		Corporate Square Private Dwy		Corporate Blvd NE		Corporate Blvd NE		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	2	0	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 2	WB 0	EB 0	WB 0	NB 0	SB 1	NB 2	SB 0	TOTAL 5
APPROACH %'s :	100.00%	0.00%			0.00%	100.00%	100.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	2	0	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.500					0.250			0.375
	0.500				0.250				

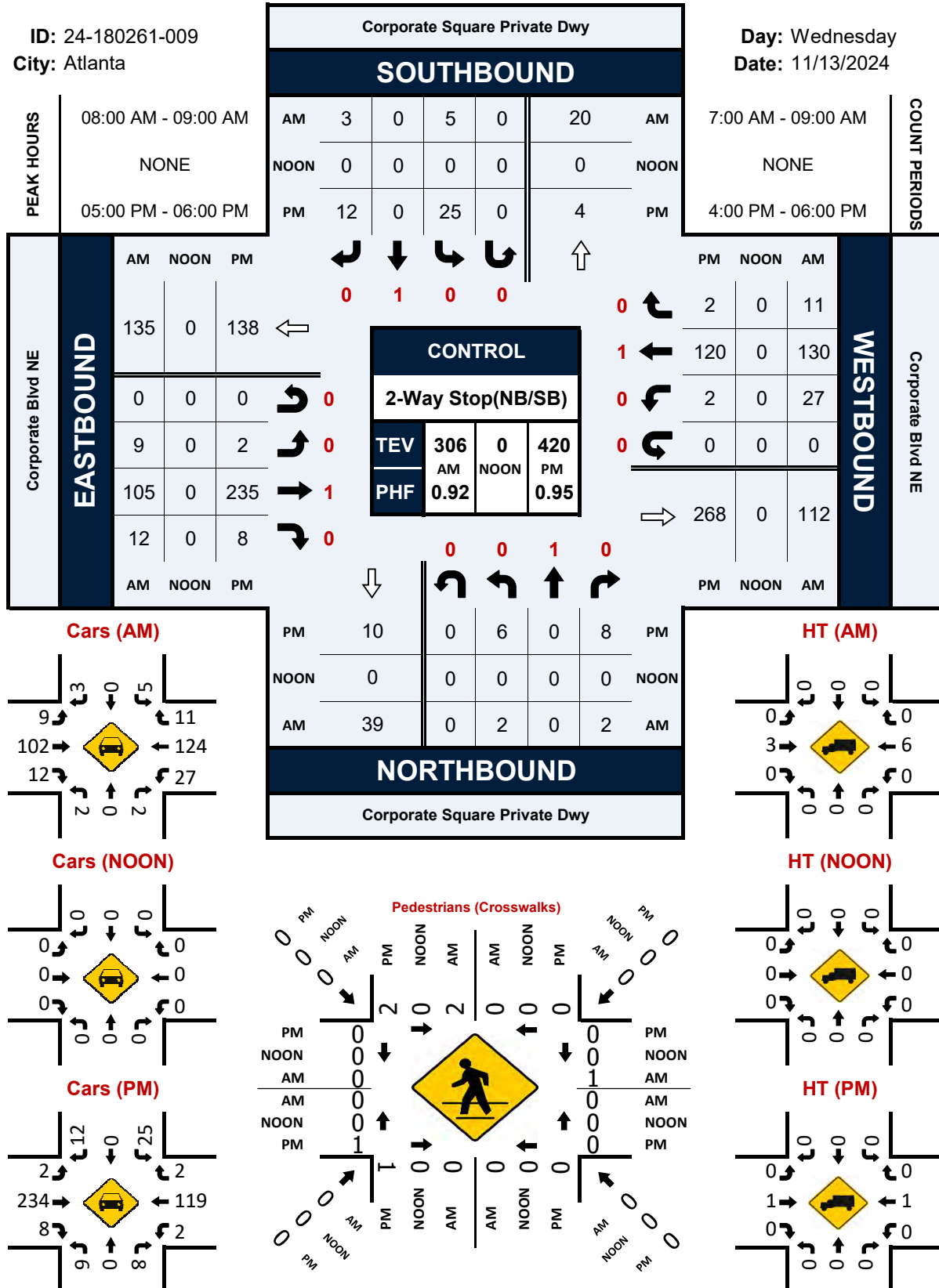
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	EB 2	WB 0	EB 1	WB 0	NB 0	SB 0	NB 1	SB 3	TOTAL 7
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%			25.00%	75.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	2	0	1	0	0	0	1	0	4
PEAK HR FACTOR :	0.500		0.250				0.250		0.500
	0.500		0.250				0.250		

Corporate Square Private Dwy & Corporate Blvd NE

Peak Hour Turning Movement Count

ID: 24-180261-009
City: Atlanta

Day: Wednesday
Date: 11/13/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85 Frontage Rd SB & National Data Plaza NE
 City: Atlanta
 Control: 1-Way Stop(EB)

Project ID: 24-180261-010
 Date: 11/13/2024

Data - Total

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd SB				Northeast Expy/I-85 Frontage Rd SB				National Data Plaza NE				National Data Plaza NE				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	81	5	0	0	0	1	0	0	0	0	0	87
7:15 AM	0	0	0	0	0	94	7	0	0	0	0	0	0	0	0	0	101
7:30 AM	0	0	0	0	0	114	5	0	0	0	0	0	0	0	0	0	119
7:45 AM	0	0	0	0	0	153	8	0	0	0	1	0	0	0	0	0	162
8:00 AM	0	0	0	0	0	179	11	0	0	0	3	0	0	0	0	0	193
8:15 AM	0	0	0	0	0	215	13	0	0	0	0	0	0	0	0	0	228
8:30 AM	0	0	0	0	0	221	8	0	0	0	0	0	0	0	0	0	229
8:45 AM	0	0	0	0	0	189	12	0	0	0	0	0	0	0	0	0	201
TOTAL VOLUMES:	0	0	0	0	0	1246	69	0	0	0	5	0	0	0	0	0	1320
APPROACH %'s:					0.00%	94.75%	5.25%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR:	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL:	0	0	0	0	0	804	44	0	0	0	3	0	0	0	0	0	851
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.910	0.846	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.929
						0.926					0.250						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	147	1	0	0	0	5	0	0	0	0	0	153
4:15 PM	0	0	0	0	0	144	0	0	0	0	3	0	0	0	0	0	147
4:30 PM	0	0	0	0	0	139	1	0	0	0	3	0	0	0	0	0	143
4:45 PM	0	0	0	0	0	144	3	0	0	0	3	0	0	0	0	0	150
5:00 PM	0	0	0	0	0	131	1	0	0	0	3	0	0	0	0	0	135
5:15 PM	0	0	0	0	0	124	2	0	0	0	2	0	0	0	0	0	128
5:30 PM	0	0	0	0	0	111	2	0	0	0	7	0	0	0	0	0	120
5:45 PM	0	0	0	0	0	89	1	0	0	0	3	0	0	0	0	0	93
TOTAL VOLUMES:	0	0	0	0	0	1029	11	0	0	0	29	0	0	0	0	0	1069
APPROACH %'s:					0.00%	98.94%	1.06%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR:	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL:	0	0	0	0	0	574	5	0	0	0	14	0	0	0	0	0	593
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.976	0.417	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.969
						0.978					0.700						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85 Frontage Rd SB & National Data Plaza NE
 City: Atlanta
 Control: 1-Way Stop(EB)

Project ID: 24-180261-010
 Date: 11/13/2024

Data - Cars

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd SB				Northeast Expy/I-85 Frontage Rd SB				National Data Plaza NE				National Data Plaza NE				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	79	5	0	0	0	1	0	0	0	0	0	85
7:15 AM	0	0	0	0	0	88	7	0	0	0	0	0	0	0	0	0	95
7:30 AM	0	0	0	0	0	105	5	0	0	0	0	0	0	0	0	0	110
7:45 AM	0	0	0	0	0	146	8	0	0	0	1	0	0	0	0	0	155
8:00 AM	0	0	0	0	0	175	11	0	0	0	3	0	0	0	0	0	189
8:15 AM	0	0	0	0	0	209	13	0	0	0	0	0	0	0	0	0	222
8:30 AM	0	0	0	0	0	214	8	0	0	0	0	0	0	0	0	0	222
8:45 AM	0	0	0	0	0	179	12	0	0	0	0	0	0	0	0	0	191
TOTAL VOLUMES :	0	0	0	0	0	1195	69	0	0	0	5	0	0	0	0	0	1269
APPROACH %'s :					0.00%	94.54%	5.46%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	777	44	0	0	0	3	0	0	0	0	0	824
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.908	0.846	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.928
						0.925					0.250						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	140	1	0	0	0	5	0	0	0	0	0	146
4:15 PM	0	0	0	0	0	143	0	0	0	0	3	0	0	0	0	0	146
4:30 PM	0	0	0	0	0	138	1	0	0	0	3	0	0	0	0	0	142
4:45 PM	0	0	0	0	0	140	3	0	0	0	3	0	0	0	0	0	146
5:00 PM	0	0	0	0	0	130	1	0	0	0	3	0	0	0	0	0	134
5:15 PM	0	0	0	0	0	122	2	0	0	0	2	0	0	0	0	0	126
5:30 PM	0	0	0	0	0	110	2	0	0	0	7	0	0	0	0	0	119
5:45 PM	0	0	0	0	0	89	1	0	0	0	3	0	0	0	0	0	93
TOTAL VOLUMES :	0	0	0	0	0	1012	11	0	0	0	29	0	0	0	0	0	1052
APPROACH %'s :					0.00%	98.92%	1.08%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	561	5	0	0	0	14	0	0	0	0	0	580
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.981	0.417	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.993
						0.990					0.700						

Project ID: 24-180261-010
Date: 11/13/2024

[illegible]

Intersection Turning Movement Count

Location: Northeast Expy/I-85 Frontage Rd SB & National Data Plaza NE
City: Atlanta
Control: 1-Way Stop(EB)

Project ID: 24-180261-010
Date: 11/13/2024

Data - Bikes

[illegible][illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Northeast Expy/I-85 Frontage Rd SB & National Data Plaza NE
City: Atlanta

Project ID: 24-180261-010
Date: 11/13/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Northeast Expy/I-85 Frontage Rd SB		Northeast Expy/I-85 Frontage Rd SB		National Data Plaza NE		National Data Plaza NE	
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	2 66.67%	1 33.33%
PEAK HR :	08:00 AM - 09:00 AM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								
								TOTAL
								0

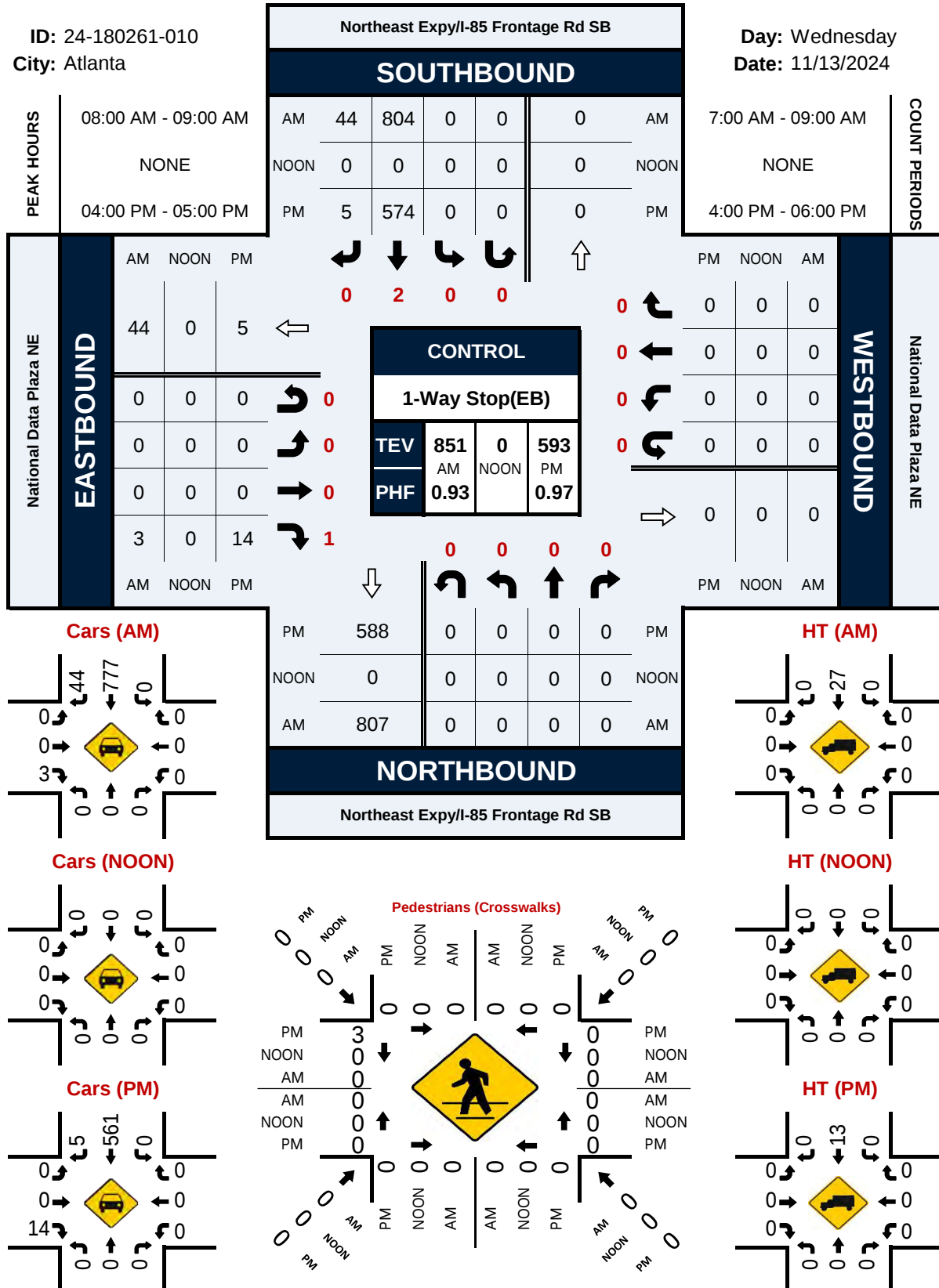
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	2	0
5:30 PM	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	3 50.00%	3 50.00%
PEAK HR :	04:00 PM - 05:00 PM							
PEAK HR VOL :	0	0	0	0	0	0	0	3
PEAK HR FACTOR :							0.750 0.750	0.750
								TOTAL
								3

Northeast Expy/I-85 Frontage Rd SB & National Data Plaza NE

Peak Hour Turning Movement Count

ID: 24-180261-010
City: Atlanta

Day: Wednesday
Date: 11/13/2024



Synchro Capacity Analyses

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	281	65	190	628	90	234	1520	117	23	682	297
Future Volume (veh/h)	222	281	65	190	628	90	234	1520	117	23	682	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1870	1856	1841	1796	1856	1870	1767	1767	1870	1870
Adj Flow Rate, veh/h	229	290	43	196	647	81	241	1567	118	24	703	171
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	3	4	7	3	2	9	9	2	2
Cap, veh/h	297	1078	155	407	1109	137	300	1631	122	92	1505	671
Arrive On Green	0.09	0.25	0.25	0.09	0.25	0.25	0.03	0.16	0.16	0.02	0.42	0.42
Sat Flow, veh/h	1781	4397	633	1767	4525	560	3428	3351	251	1682	3554	1584
Grp Volume(v), veh/h	229	217	116	196	477	251	241	826	859	24	703	171
Grp Sat Flow(s),veh/h/ln	1781	1662	1706	1767	1675	1735	1714	1777	1825	1682	1777	1584
Q Serve(g_s), s	15.0	8.4	8.8	13.2	20.1	20.4	11.2	73.7	74.9	1.3	22.7	11.2
Cycle Q Clear(g_c), s	15.0	8.4	8.8	13.2	20.1	20.4	11.2	73.7	74.9	1.3	22.7	11.2
Prop In Lane	1.00		0.37	1.00		0.32	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	297	815	418	407	821	425	300	865	888	92	1505	671
V/C Ratio(X)	0.77	0.27	0.28	0.48	0.58	0.59	0.80	0.96	0.97	0.26	0.47	0.25
Avail Cap(c_a), veh/h	297	815	418	407	821	425	921	866	890	145	1505	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	48.8	48.9	39.6	53.2	53.3	76.3	65.4	65.9	38.7	33.1	29.8
Incr Delay (d2), s/veh	11.7	0.8	1.6	0.9	2.9	5.8	3.9	17.3	19.3	1.5	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	3.6	3.9	5.8	8.7	9.5	5.4	39.5	41.7	0.6	9.9	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	49.6	50.6	40.5	56.1	59.1	80.3	82.7	85.2	40.2	33.4	30.0
LnGrp LOS	D	D	D	D	E	E	F	F	F	D	C	C
Approach Vol, veh/h	562			924			1926			898		
Approach Delay, s/veh	51.8			53.6			83.5			32.9		
Approach LOS	D			D			F			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	45.2	20.0	73.8	21.0	45.2	9.9	83.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	34.0	43.0	44.0	15.0	34.0	9.0	78.0				
Max Q Clear Time (g_c+I1), s	17.0	22.4	13.2	24.7	15.2	10.8	3.3	76.9				
Green Ext Time (p_c), s	0.0	3.3	0.8	5.2	0.0	1.8	0.0	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	62.4											
HCM 7th LOS	E											

Queues

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Existing 2024 AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	229	357	196	740	241	1688	24	703	306
v/c Ratio	0.88	0.31	0.54	0.68	0.68	0.95	0.21	0.48	0.39
Control Delay (s/veh)	72.9	47.7	39.0	51.9	82.1	30.2	20.3	35.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.9	47.7	39.0	51.9	82.1	30.2	20.3	35.1	9.3
Queue Length 50th (ft)	181	107	136	248	126	421	10	268	46
Queue Length 95th (ft)	#348	142	189	220	m168	#1070	25	343	125
Internal Link Dist (ft)		840		1466		1175		521	
Turn Bay Length (ft)	500		500		450		300		200
Base Capacity (vph)	260	1163	372	1095	913	1773	135	1479	787
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.31	0.53	0.68	0.26	0.95	0.18	0.48	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320

Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	669	272	667	783	1117	0	0	635	411
Future Volume (veh/h)	0	0	0	669	272	667	783	1117	0	0	635	411
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1841	1870	1870	1870	1870	0	0	1870	1856
Adj Flow Rate, veh/h				779	453	396	807	1152	0	0	655	268
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				4	2	2	2	2	0	0	2	3
Cap, veh/h				1011	539	457	910	2263	0	0	2161	527
Arrive On Green				0.29	0.29	0.29	0.09	0.21	0.00	0.00	0.11	0.11
Sat Flow, veh/h				3506	1870	1585	3456	3647	0	0	6696	1570
Grp Volume(v), veh/h				779	453	396	807	1152	0	0	655	268
Grp Sat Flow(s),veh/h/ln				1753	1870	1585	1728	1777	0	0	1609	1570
Q Serve(g_s), s				32.5	36.4	37.9	37.0	45.9	0.0	0.0	15.0	25.7
Cycle Q Clear(g_c), s				32.5	36.4	37.9	37.0	45.9	0.0	0.0	15.0	25.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1011	539	457	910	2263	0	0	2161	527
V/C Ratio(X)				0.77	0.84	0.87	0.89	0.51	0.00	0.00	0.30	0.51
Avail Cap(c_a), veh/h				1183	631	535	1404	2263	0	0	2161	527
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	1.00	0.80	0.80	0.00	0.00	0.87	0.87
Uniform Delay (d), s/veh				52.1	53.5	54.0	70.7	41.1	0.0	0.0	53.9	58.7
Incr Delay (d2), s/veh				2.7	8.7	12.6	3.8	0.7	0.0	0.0	0.3	3.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.4	18.1	31.7	17.8	22.2	0.0	0.0	6.6	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	62.2	66.6	74.5	41.7	0.0	0.0	54.2	61.7
LnGrp LOS				D	E	E	E	D			D	E
Approach Vol, veh/h					1628			1959			923	
Approach Delay, s/veh					59.7			55.2			56.4	
Approach LOS					E			E			E	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	107.9			52.1	48.2	59.7						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	94.0			54.0	65.0	23.0						
Max Q Clear Time (g_c+I1), s	47.9			39.9	39.0	27.7						
Green Ext Time (p_c), s	10.9			6.2	3.2	0.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			57.1									
HCM 7th LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

Corporate Square DRI #4320

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Existing 2024 AM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	435	838	385	807	1152	655	424
v/c Ratio	0.86	0.85	0.75	0.84	0.54	0.36	0.71
Control Delay (s/veh)	68.6	56.4	48.0	34.6	11.5	36.8	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay (s/veh)	68.6	56.4	48.0	34.6	12.1	36.8	23.9
Queue Length 50th (ft)	458	438	315	363	511	176	241
Queue Length 95th (ft)	#631	536	461	412	508	221	#418
Internal Link Dist (ft)		402			690	1175	
Turn Bay Length (ft)							
Base Capacity (vph)	532	1038	538	1394	2143	1839	595
Starvation Cap Reductn	0	0	0	0	565	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.81	0.72	0.58	0.73	0.36	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320

Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑↑			↑		↑↑↑	↑	↑↑	↑↑	
Traffic Volume (vph)	0	502	807	0	0	265	0	1735	434	340	969	0
Future Volume (vph)	0	502	807	0	0	265	0	1735	434	340	969	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	0.88			1.00		0.86	1.00	0.97	0.95	
Frpb, ped/bikes		1.00	1.00			1.00		1.00	0.99	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00		1.00	1.00	1.00	1.00	
Frt		1.00	0.85			0.87		1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1863	2787			1565		6408	1517	3433	3505	
Flt Permitted		1.00	1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1863	2787			1565		6408	1517	3433	3505	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	518	832	0	0	273	0	1789	447	351	999	0
RTOR Reduction (vph)	0	0	168	0	0	158	0	0	42	0	0	0
Lane Group Flow (vph)	0	518	664	0	0	115	0	1789	405	351	999	0
Confl. Peds. (#/hr)							1		3	3		1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%	3%	2%
Turn Type		NA	Perm			Prot		NA	Perm	Prot	NA	
Protected Phases		8				4		2		1	6	
Permitted Phases			8						2			
Actuated Green, G (s)		46.5	46.5			46.5		76.9	76.9	18.6	101.5	
Effective Green, g (s)		46.5	46.5			46.5		76.9	76.9	18.6	101.5	
Actuated g/C Ratio		0.29	0.29			0.29		0.48	0.48	0.12	0.63	
Clearance Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0	3.0			3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		541	809			454		3079	729	399	2223	
v/s Ratio Prot		c0.28				0.07		c0.28		c0.10	0.29	
v/s Ratio Perm			0.24						0.27			
v/c Ratio		0.96	0.82			0.25		0.58	0.56	0.88	0.45	
Uniform Delay, d1		55.8	52.9			43.5		29.9	29.4	69.6	15.0	
Progression Factor		1.00	1.00			1.00		0.84	0.81	1.01	1.51	
Incremental Delay, d2		28.0	6.7			0.3		0.6	2.4	16.3	0.5	
Delay (s)		83.8	59.6			43.7		25.8	26.3	86.6	23.2	
Level of Service		F	E			D		C	C	F	C	
Approach Delay (s/veh)		68.8			43.7			25.9			39.6	
Approach LOS		E			D			C			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			41.5				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			78.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Existing 2024 AM Peak



Lane Group	EBT	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	518	832	273	1789	447	351	999
v/c Ratio	0.96	0.85	0.45	0.58	0.58	0.88	0.45
Control Delay (s/veh)	84.4	47.1	11.9	26.1	22.4	89.5	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Total Delay (s/veh)	84.4	47.1	11.9	26.1	22.4	89.5	24.6
Queue Length 50th (ft)	533	350	38	258	161	176	408
Queue Length 95th (ft)	#764	448	122	327	278	m#262	456
Internal Link Dist (ft)	508			1846			690
Turn Bay Length (ft)							
Base Capacity (vph)	547	986	617	3077	770	407	2222
Starvation Cap Reductn	0	0	0	0	0	0	919
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.84	0.44	0.58	0.58	0.86	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320
Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	412	254	90	100	268	290	124	1282	26	92	801	421
Future Volume (veh/h)	412	254	90	100	268	290	124	1282	26	92	801	421
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1870	1870	1870	1870	1841	1856	1870	1841
Adj Flow Rate, veh/h	420	259	69	102	273	176	127	1308	26	94	817	313
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	4	2	2	2	2	2	4	3	2	4
Cap, veh/h	481	564	147	281	443	255	327	1954	39	227	1916	841
Arrive On Green	0.14	0.20	0.20	0.06	0.12	0.12	0.05	0.55	0.55	0.04	0.54	0.54
Sat Flow, veh/h	3428	2785	727	1781	3554	1574	1781	3564	71	1767	3554	1559
Grp Volume(v), veh/h	420	163	165	102	273	176	127	652	682	94	817	313
Grp Sat Flow(s),veh/h/ln	1714	1777	1736	1781	1777	1574	1781	1777	1858	1767	1777	1559
Q Serve(g_s), s	19.2	12.9	13.4	7.9	11.7	16.9	5.1	41.9	42.0	3.8	22.0	18.5
Cycle Q Clear(g_c), s	19.2	12.9	13.4	7.9	11.7	16.9	5.1	41.9	42.0	3.8	22.0	18.5
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	481	360	352	281	443	255	327	974	1018	227	1916	841
V/C Ratio(X)	0.87	0.45	0.47	0.36	0.62	0.69	0.39	0.67	0.67	0.41	0.43	0.37
Avail Cap(c_a), veh/h	729	378	369	437	533	295	512	974	1018	283	1916	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	67.4	56.0	56.2	56.1	66.4	63.3	16.9	25.8	25.8	21.8	22.0	21.2
Incr Delay (d2), s/veh	7.6	0.9	1.0	0.8	1.5	5.6	0.8	3.6	3.5	0.9	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	5.9	6.0	3.6	5.4	7.2	2.1	18.2	19.0	1.6	9.3	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.0	56.9	57.2	56.9	67.9	68.9	17.6	29.4	29.3	22.7	22.6	22.2
LnGrp LOS	E	E	E	E	E	E	B	C	C	C	C	C
Approach Vol, veh/h	748			551			1461			1224		
Approach Delay, s/veh	67.1			66.2			28.4			22.5		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	93.7	28.4	25.9	13.3	92.3	16.0	38.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	11.0	67.0	34.0	24.0	24.0	54.0	24.0	34.0				
Max Q Clear Time (g_c+I1), s	5.8	44.0	21.2	18.9	7.1	24.0	9.9	15.4				
Green Ext Time (p_c), s	0.1	9.4	1.2	1.0	0.3	7.7	0.2	1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	39.1											
HCM 7th LOS	D											

Queues

Corporate Square DRI #4320

4: North Druid Hills Road (SR 42) & Briarcliff Road

Existing 2024 AM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	420	351	102	273	296	127	1335	94	817	430
v/c Ratio	0.79	0.53	0.42	0.70	0.76	0.34	0.73	0.46	0.45	0.47
Control Delay (s/veh)	76.0	55.9	46.0	78.4	41.6	16.4	34.2	18.9	10.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.0	55.9	46.0	78.4	41.6	16.4	34.2	18.9	10.6	3.5
Queue Length 50th (ft)	221	162	79	147	150	52	551	9	132	37
Queue Length 95th (ft)	272	205	119	194	242	98	776	m43	265	m110
Internal Link Dist (ft)		597		437			459		1846	
Turn Bay Length (ft)	400		150		150	200		150		150
Base Capacity (vph)	722	750	376	530	406	499	1835	225	1835	909
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.47	0.27	0.52	0.73	0.25	0.73	0.42	0.45	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

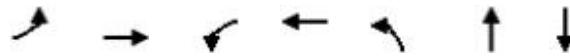
HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

5: Corporate Boulevard/Curtis Drive & Buford Highway (SR 13)

Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	313	30	140	740	59	49	59	40	45	22	52
Future Volume (veh/h)	51	313	30	140	740	59	49	59	40	45	22	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1781	1752	1841	1826	1618	1870	1752	1781	1737	1870	1870
Adj Flow Rate, veh/h	53	326	26	146	771	57	51	61	23	47	23	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	10	4	5	19	2	10	8	11	2	2
Cap, veh/h	561	3386	266	834	3506	258	155	137	52	78	40	40
Arrive On Green	0.03	0.74	0.74	0.04	0.74	0.74	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	4596	361	1753	4736	348	1340	1208	456	395	350	352
Grp Volume(v), veh/h	53	228	124	146	540	288	51	0	84	103	0	0
Grp Sat Flow(s),veh/h/ln	1781	1621	1714	1753	1662	1761	1340	0	1664	1097	0	0
Q Serve(g_s), s	1.1	3.2	3.3	3.3	8.1	8.1	0.0	0.0	7.5	8.1	0.0	0.0
Cycle Q Clear(g_c), s	1.1	3.2	3.3	3.3	8.1	8.1	8.4	0.0	7.5	15.7	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.20	1.00		0.27	0.46		0.32
Lane Grp Cap(c), veh/h	561	2389	1263	834	2460	1304	155	0	188	157	0	0
V/C Ratio(X)	0.09	0.10	0.10	0.18	0.22	0.22	0.33	0.00	0.45	0.66	0.00	0.00
Avail Cap(c_a), veh/h	601	2389	1263	922	2460	1304	296	0	364	314	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	6.0	6.0	4.5	6.4	6.5	66.6	0.0	66.2	70.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.1	0.2	0.4	1.2	0.0	1.6	4.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	1.1	1.1	2.6	2.9	2.0	0.0	3.3	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.6	6.0	6.1	4.6	6.6	6.8	67.9	0.0	67.9	75.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E		E	E		
Approach Vol, veh/h	405			974			135			103		
Approach Delay, s/veh	5.9			6.4			67.9			75.5		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	124.4		24.1	12.0	123.9		24.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	98.0		35.0	14.0	93.0		35.0				
Max Q Clear Time (g_c+I1), s	3.1	10.1		17.7	5.3	5.3		10.4				
Green Ext Time (p_c), s	0.0	5.7		0.5	0.2	2.2		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				15.8								
HCM 7th LOS				B								



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	53	357	146	832	51	103	124
v/c Ratio	0.10	0.10	0.18	0.23	0.50	0.54	0.86
Control Delay (s/veh)	3.0	4.4	3.9	6.6	82.1	63.7	101.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.0	4.4	3.9	6.6	82.1	63.7	101.7
Queue Length 50th (ft)	6	22	26	88	51	83	107
Queue Length 95th (ft)	m13	m35	53	131	96	143	179
Internal Link Dist (ft)		1466		514		632	208
Turn Bay Length (ft)	150		150		200		
Base Capacity (vph)	541	3449	842	3651	211	371	274
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.17	0.23	0.24	0.28	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	639	168	0	112
Future Vol, veh/h	0	0	639	168	0	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	3	4	2	3
Mvmt Flow	0	0	687	181	0	120
Major/Minor		Major2		Minor2		
Conflicting Flow All			-	0	-	344
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.96
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.33
Pot Cap-1 Maneuver			-	0	0	650
Stage 1			-	0	0	-
Stage 2			-	0	0	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver			-	-	-	650
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach			WB		SB	
HCM Control Delay, s/v			0		11.8	
HCM LOS					B	
Minor Lane/Major Mvmt		WBT SBLn1				
Capacity (veh/h)		- 650				
HCM Lane V/C Ratio		- 0.185				
HCM Control Delay (s/veh)		- 11.8				
HCM Lane LOS		- B				
HCM 95th %tile Q(veh)		- 0.7				

HCM Signalized Intersection Capacity Analysis

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road

Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↗↘					↗
Traffic Volume (vph)	0	0	0	0	596	8	78	0	0	0	0	25
Future Volume (vph)	0	0	0	0	596	8	78	0	0	0	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0		6.0					6.0
Lane Util. Factor					0.95		0.97					1.00
Frt					1.00		1.00					0.87
Flt Protected					1.00		0.95					1.00
Satd. Flow (prot)					3498		3072					1611
Flt Permitted					1.00		0.95					1.00
Satd. Flow (perm)					3498		3072					1611
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	634	9	83	0	0	0	0	27
RTOR Reduction (vph)	0	0	0	0	1	0	79	0	0	0	0	26
Lane Group Flow (vph)	0	0	0	0	642	0	4	0	0	0	0	1
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	14%	2%	2%	2%	2%	2%
Turn Type					NA		Prot					Prot
Protected Phases					2		3					4
Permitted Phases												
Actuated Green, G (s)					67.3		4.8					2.2
Effective Green, g (s)					67.3		4.8					2.2
Actuated g/C Ratio					0.73		0.05					0.02
Clearance Time (s)					6.0		6.0					6.0
Vehicle Extension (s)					3.0		3.0					3.0
Lane Grp Cap (vph)					2550		159					38
v/s Ratio Prot					c0.18		c0.00					c0.00
v/s Ratio Perm												
v/c Ratio					0.25		0.03					0.02
Uniform Delay, d1					4.1		41.5					44.0
Progression Factor					1.00		1.00					1.00
Incremental Delay, d2					0.2		0.1					0.2
Delay (s)					4.4		41.6					44.2
Level of Service					A		D					D
Approach Delay (s/veh)		0.0			4.4			41.6			44.2	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			9.9									
HCM 2000 Volume to Capacity ratio			0.23									
Actuated Cycle Length (s)			92.3									
Intersection Capacity Utilization			47.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road

Existing 2024 AM Peak



Lane Group	WBT	NBL	SBR
Lane Group Flow (vph)	643	83	27
v/c Ratio	0.23	0.09	0.07
Control Delay (s/veh)	4.1	0.2	0.3
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	4.1	0.2	0.3
Queue Length 50th (ft)	34	0	0
Queue Length 95th (ft)	92	0	0
Internal Link Dist (ft)	38		
Turn Bay Length (ft)			
Base Capacity (vph)	2744	1246	590
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.07	0.05
Intersection Summary			

HCM Unsignalized Intersection Capacity Analysis

72: Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Existing 2024 AM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			↘	↗		
Traffic Volume (veh/h)	0	0	569	604	0	0
Future Volume (Veh/h)	0	0	569	604	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	605	643	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	118					
pX, platoon unblocked						
vC, conflicting volume			0	1532	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	1532	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			63	100	100	
cM capacity (veh/h)			1622	67	1084	
Direction, Lane #	WB 1	WB 2	WB 3			
Volume Total	403	416	429			
Volume Left	403	202	0			
Volume Right	0	0	0			
cSH	1622	1622	1700			
Volume to Capacity	0.37	0.37	0.25			
Queue Length 95th (ft)	44	44	0			
Control Delay (s/veh)	8.5	6.0	0.0			
Lane LOS	A	A				
Approach Delay (s/veh)	4.8					
Approach LOS						
Intersection Summary						
Average Delay		4.8				
Intersection Capacity Utilization		42.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	421	31	0	0	0	0	1	1	0	0	0
Future Volume (vph)	77	421	31	0	0	0	0	1	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0				
Lane Util. Factor	0.91	0.91	1.00					1.00				
Frpb, ped/bikes	1.00	1.00	0.98					1.00				
Flpb, ped/bikes	1.00	1.00	1.00					1.00				
Frt	1.00	1.00	0.85					0.93				
Flt Protected	0.95	1.00	1.00					1.00				
Satd. Flow (prot)	1441	3380	1532					1737				
Flt Permitted	0.95	1.00	1.00					1.00				
Satd. Flow (perm)	1441	3380	1532					1737				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	448	33	0	0	0	0	1	1	0	0	0
RTOR Reduction (vph)	23	10	10	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	51	446	23	0	0	0	0	1	0	0	0	0
Confl. Peds. (#/hr)			4	4			5					5
Heavy Vehicles (%)	14%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm					NA				
Protected Phases	2	2						8				
Permitted Phases			2									
Actuated Green, G (s)	64.1	64.1	64.1					16.6				
Effective Green, g (s)	64.1	64.1	64.1					16.6				
Actuated g/C Ratio	0.69	0.69	0.69					0.18				
Clearance Time (s)	6.0	6.0	6.0					6.0				
Vehicle Extension (s)	3.0	3.0	3.0					3.0				
Lane Grp Cap (vph)	996	2337	1059					311				
v/s Ratio Prot	0.04	c0.13						c0.00				
v/s Ratio Perm			0.01									
v/c Ratio	0.05	0.19	0.02					0.00				
Uniform Delay, d1	4.6	5.1	4.5					31.3				
Progression Factor	1.00	1.00	1.00					1.00				
Incremental Delay, d2	0.1	0.2	0.0					0.0				
Delay (s)	4.7	5.3	4.5					31.3				
Level of Service	A	A	A					C				
Approach Delay (s/veh)		5.1			0.0			31.3			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			5.2									
HCM 2000 Volume to Capacity ratio			0.15									
Actuated Cycle Length (s)			92.7									
Intersection Capacity Utilization			28.3%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Existing 2024 AM Peak



Lane Group	EBL	EBT	EBR	NBT
Lane Group Flow (vph)	74	456	33	2
v/c Ratio	0.07	0.19	0.03	0.01
Control Delay (s/veh)	1.5	5.2	1.9	26.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.5	5.2	1.9	26.5
Queue Length 50th (ft)	0	46	0	1
Queue Length 95th (ft)	14	65	9	6
Internal Link Dist (ft)		430		162
Turn Bay Length (ft)	200		300	
Base Capacity (vph)	1019	2348	1070	357
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.07	0.19	0.03	0.01
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	357	65	0	0	0	0	0	26	464	105	0
Future Volume (vph)	0	357	65	0	0	0	0	0	26	464	105	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0							4.0	6.0	6.0	
Lane Util. Factor		0.95							1.00	0.95	0.95	
Frt		0.98							0.87	1.00	1.00	
Flt Protected		1.00							1.00	0.95	0.97	
Satd. Flow (prot)		3458							1611	1681	1715	
Flt Permitted		1.00							1.00	0.95	0.97	
Satd. Flow (perm)		3458							1611	1681	1715	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	380	69	0	0	0	0	0	28	494	112	0
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	247	67	0
Lane Group Flow (vph)	0	434	0	0	0	0	0	0	28	54	238	0
Turn Type		NA							Free	Split	NA	
Protected Phases		2								4	4	
Permitted Phases									Free			
Actuated Green, G (s)		64.1							92.7	16.6	16.6	
Effective Green, g (s)		64.1							92.7	16.6	16.6	
Actuated g/C Ratio		0.69							1.00	0.18	0.18	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		3.0								3.0	3.0	
Lane Grp Cap (vph)		2391							1611	301	307	
v/s Ratio Prot		c0.13								0.03	c0.14	
v/s Ratio Perm									0.02			
v/c Ratio		0.18							0.02	0.18	0.77	
Uniform Delay, d1		5.0							0.0	32.3	36.3	
Progression Factor		0.11							1.00	1.00	1.00	
Incremental Delay, d2		0.2							0.0	0.3	11.5	
Delay (s)		0.7							0.0	32.6	47.8	
Level of Service		A							A	C	D	
Approach Delay (s/veh)		0.7			0.0			0.0			40.2	
Approach LOS		A			A			A			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.8									
HCM 2000 Level of Service										C		
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			92.7							12.0		
Intersection Capacity Utilization			37.6%							A		
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	NBR	SBL	SBT
Lane Group Flow (vph)	449	28	301	305
v/c Ratio	0.19	0.02	0.55	0.82
Control Delay (s/veh)	0.7	0.0	8.2	44.8
Queue Delay	0.3	0.0	0.0	0.0
Total Delay (s/veh)	1.0	0.0	8.2	44.8
Queue Length 50th (ft)	0	0	0	134
Queue Length 95th (ft)	0	0	70	#261
Internal Link Dist (ft)	73			164
Turn Bay Length (ft)				
Base Capacity (vph)	2406	1611	584	417
Starvation Cap Reductn	1352	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.02	0.52	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 		 	 			  	
Traffic Volume (veh/h)	0	0	0	561	623	220	995	1243	0	0	618	723
Future Volume (veh/h)	0	0	0	561	623	220	995	1243	0	0	618	723
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1841	1811	1870	1870	0	0	1856	1856
Adj Flow Rate, veh/h				429	930	186	1082	1351	0	0	672	736
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	4	6	2	2	0	0	3	3
Cap, veh/h				482	995	415	1175	2326	0	0	1404	436
Arrive On Green				0.27	0.27	0.27	0.34	0.65	0.00	0.00	0.28	0.28
Sat Flow, veh/h				1781	3681	1533	3456	3647	0	0	5233	1572
Grp Volume(v), veh/h				429	930	186	1082	1351	0	0	672	736
Grp Sat Flow(s),veh/h/ln				1781	1841	1533	1728	1777	0	0	1689	1572
Q Serve(g_s), s				37.0	39.5	16.1	48.1	33.9	0.0	0.0	17.7	44.4
Cycle Q Clear(g_c), s				37.0	39.5	16.1	48.1	33.9	0.0	0.0	17.7	44.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				482	995	415	1175	2326	0	0	1404	436
V/C Ratio(X)				0.89	0.93	0.45	0.92	0.58	0.00	0.00	0.48	1.69
Avail Cap(c_a), veh/h				490	1012	422	1490	2326	0	0	1404	436
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				56.1	57.0	48.5	50.7	15.4	0.0	0.0	48.2	57.8
Incr Delay (d2), s/veh				18.0	14.9	0.8	8.3	1.1	0.0	0.0	1.2	319.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.7	20.0	14.4	21.8	13.4	0.0	0.0	7.6	56.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				74.1	71.9	49.2	59.0	16.5	0.0	0.0	49.4	377.4
LnGrp LOS				E	E	D	E	B			D	F
Approach Vol, veh/h					1545			2433			1408	
Approach Delay, s/veh					69.8			35.4			220.8	
Approach LOS					E			D			F	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	110.7			49.3	60.4	50.4						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	104.0			44.0	69.0	29.0						
Max Q Clear Time (g_c+I1), s	35.9			41.5	50.1	46.4						
Green Ext Time (p_c), s	14.2			1.8	4.2	0.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			93.7									
HCM 7th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	421	866	239	1082	1351	672	786
v/c Ratio	0.95	0.95	0.52	0.86	0.59	0.54	1.82
Control Delay (s/veh)	88.8	77.1	39.0	54.8	17.2	55.3	405.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.8	77.1	39.0	54.8	17.2	55.3	405.6
Queue Length 50th (ft)	479	492	152	537	399	227	~1198
Queue Length 95th (ft)	#718	#633	246	581	462	290	#1535
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	442	908	462	1480	2300	1246	433
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.95	0.52	0.73	0.59	0.54	1.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	689	214	235	456	61	203	975	393	65	818	176
Future Volume (veh/h)	345	689	214	235	456	61	203	975	393	65	818	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	363	725	193	247	480	55	214	1026	390	68	861	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	2	2	2	2	3	2	2
Cap, veh/h	495	1356	356	349	1366	154	259	967	362	102	1221	540
Arrive On Green	0.15	0.34	0.34	0.11	0.30	0.30	0.10	0.51	0.51	0.04	0.34	0.34
Sat Flow, veh/h	1781	4016	1055	1767	4612	520	3456	2523	946	1767	3554	1571
Grp Volume(v), veh/h	363	613	305	247	349	186	214	718	698	68	861	103
Grp Sat Flow(s),veh/h/ln	1781	1702	1667	1767	1689	1754	1728	1777	1691	1767	1777	1571
Q Serve(g_s), s	24.9	26.2	26.7	17.4	14.6	15.0	10.9	69.0	69.0	4.5	37.8	8.3
Cycle Q Clear(g_c), s	24.9	26.2	26.7	17.4	14.6	15.0	10.9	69.0	69.0	4.5	37.8	8.3
Prop In Lane	1.00		0.63	1.00		0.30	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	495	1150	563	349	1000	520	259	681	648	102	1221	540
V/C Ratio(X)	0.73	0.53	0.54	0.71	0.35	0.36	0.83	1.05	1.08	0.67	0.71	0.19
Avail Cap(c_a), veh/h	531	1150	563	458	1000	520	499	681	648	207	1221	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	48.1	48.3	38.6	49.7	49.9	79.9	44.1	44.1	46.7	51.2	41.5
Incr Delay (d2), s/veh	4.8	1.8	3.7	3.3	1.0	1.9	5.5	46.6	54.5	7.2	1.9	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	11.3	11.6	7.8	6.3	6.8	5.0	37.1	36.7	2.2	17.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	49.9	52.0	41.9	50.7	51.8	85.4	90.8	98.6	54.0	53.0	41.7
LnGrp LOS	D	D	D	D	D	D	F	F	F	D	D	D
Approach Vol, veh/h	1281			782			1630			1032		
Approach Delay, s/veh	47.4			48.2			93.4			52.0		
Approach LOS	D			D			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.4	59.3	19.5	67.9	25.9	66.8	12.3	75.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	31.0	39.0	26.0	60.0	31.0	39.0	17.0	69.0				
Max Q Clear Time (g_c+I1), s	26.9	17.0	12.9	39.8	19.4	28.7	6.5	71.0				
Green Ext Time (p_c), s	0.4	3.0	0.5	6.3	0.5	4.0	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	64.4											
HCM 7th LOS	E											

Queues

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Existing 2024 PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	363	950	247	544	214	1440	68	861	185
v/c Ratio	0.87	0.76	0.83	0.48	0.68	1.00	0.50	0.63	0.27
Control Delay (s/veh)	59.8	65.3	59.4	54.0	96.8	60.1	41.3	47.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.8	65.3	59.4	54.0	96.8	60.1	41.3	47.9	13.7
Queue Length 50th (ft)	311	373	134	213	128	906	40	434	44
Queue Length 95th (ft)	#450	446	242	258	m164	m#1073	87	531	112
Internal Link Dist (ft)		840		1466		1175		521	
Turn Bay Length (ft)	500		500		450		300		200
Base Capacity (vph)	430	1244	355	1123	495	1445	206	1365	678
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.76	0.70	0.48	0.43	1.00	0.33	0.63	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320

Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	599	277	373	771	1231	0	0	1104	275
Future Volume (veh/h)	0	0	0	599	277	373	771	1231	0	0	1104	275
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				682	345	198	795	1269	0	0	1138	220
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				741	389	329	870	2577	0	0	2833	696
Arrive On Green				0.21	0.21	0.21	0.25	0.73	0.00	0.00	0.44	0.44
Sat Flow, veh/h				3563	1870	1583	3456	3647	0	0	6696	1581
Grp Volume(v), veh/h				682	345	198	795	1269	0	0	1138	220
Grp Sat Flow(s),veh/h/ln				1781	1870	1583	1728	1777	0	0	1609	1581
Q Serve(g_s), s				33.7	32.2	20.4	40.2	27.5	0.0	0.0	21.6	16.3
Cycle Q Clear(g_c), s				33.7	32.2	20.4	40.2	27.5	0.0	0.0	21.6	16.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				741	389	329	870	2577	0	0	2833	696
V/C Ratio(X)				0.92	0.89	0.60	0.91	0.49	0.00	0.00	0.40	0.32
Avail Cap(c_a), veh/h				772	405	343	1229	2577	0	0	2833	696
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.84	0.84	0.00	0.00	0.68	0.68
Uniform Delay (d), s/veh				69.8	69.2	64.5	65.5	10.6	0.0	0.0	34.3	32.8
Incr Delay (d2), s/veh				15.8	19.9	2.7	7.0	0.6	0.0	0.0	0.3	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.8	17.4	18.0	18.6	10.7	0.0	0.0	8.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				85.6	89.1	67.2	72.5	11.1	0.0	0.0	34.5	33.6
LnGrp LOS				F	F	E	E	B			C	C
Approach Vol, veh/h					1225			2064			1358	
Approach Delay, s/veh					83.7			34.8			34.4	
Approach LOS					F			C			C	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	136.5			43.5	51.3	85.3						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	129.0			39.0	64.0	59.0						
Max Q Clear Time (g_c+I1), s	29.5			35.7	42.2	23.6						
Green Ext Time (p_c), s	13.6			1.7	3.0	11.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			47.5									
HCM 7th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

Corporate Square DRI #4320

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Existing 2024 PM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	328	665	296	795	1269	1138	284
v/c Ratio	0.94	0.99	0.76	0.86	0.50	0.43	0.40
Control Delay (s/veh)	103.7	100.6	56.6	64.1	5.2	27.1	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.7	100.6	56.6	64.1	5.3	27.1	15.3
Queue Length 50th (ft)	424	456	246	278	83	159	70
Queue Length 95th (ft)	#646	#614	385	372	111	220	108
Internal Link Dist (ft)		402			690	1175	
Turn Bay Length (ft)							
Base Capacity (vph)	348	671	388	1220	2536	2658	709
Starvation Cap Reductn	0	0	0	0	112	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.99	0.76	0.65	0.52	0.43	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320

Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑↑			↑		↑↑↑	↑	↑↑	↑↑	
Traffic Volume (vph)	0	276	524	0	0	390	0	1620	608	393	1354	0
Future Volume (vph)	0	276	524	0	0	390	0	1620	608	393	1354	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	0.88			1.00		0.86	1.00	0.97	0.95	
Frpb, ped/bikes		1.00	1.00			1.00		1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00		1.00	1.00	1.00	1.00	
Frt		1.00	0.85			0.87		1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1863	2787			1611		6408	1558	3433	3539	
Flt Permitted		1.00	1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1863	2787			1611		6408	1558	3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	288	546	0	0	406	0	1688	633	409	1410	0
RTOR Reduction (vph)	0	0	98	0	0	221	0	0	68	0	0	0
Lane Group Flow (vph)	0	288	448	0	0	185	0	1688	565	409	1410	0
Confl. Peds. (#/hr)	1					1	6		8	8		6
Turn Type		NA	Perm			Prot		NA	Perm	Prot	NA	
Protected Phases		8				4		2		1	6	
Permitted Phases			8						2			
Actuated Green, G (s)		35.3	35.3			35.3		100.8	100.8	25.9	132.7	
Effective Green, g (s)		35.3	35.3			35.3		100.8	100.8	25.9	132.7	
Actuated g/C Ratio		0.20	0.20			0.20		0.56	0.56	0.14	0.74	
Clearance Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0	3.0			3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		365	546			315		3588	872	493	2609	
v/s Ratio Prot		0.15				0.11		0.26		c0.12	0.40	
v/s Ratio Perm			c0.16						c0.36			
v/c Ratio		0.79	0.82			0.59		0.47	0.65	0.83	0.54	
Uniform Delay, d1		68.8	69.3			65.7		23.7	27.3	74.9	10.3	
Progression Factor		1.00	1.00			1.00		0.70	0.64	0.77	1.20	
Incremental Delay, d2		10.8	9.6			2.8		0.4	3.3	9.1	0.7	
Delay (s)		79.6	78.9			68.5		17.0	20.7	66.8	13.1	
Level of Service		E	E			E		B	C	E	B	
Approach Delay (s/veh)		79.1			68.5			18.0			25.2	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			33.7									
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			180.0									
Intersection Capacity Utilization			79.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Existing 2024 PM Peak



Lane Group	EBT	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	288	546	406	1688	633	409	1410
v/c Ratio	0.79	0.85	0.76	0.47	0.67	0.83	0.54
Control Delay (s/veh)	83.9	66.2	30.1	17.8	17.7	69.8	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Total Delay (s/veh)	83.9	66.2	30.1	17.8	17.7	69.8	14.7
Queue Length 50th (ft)	328	284	153	277	366	229	289
Queue Length 95th (ft)	420	346	276	272	450	m284	m584
Internal Link Dist (ft)	508			1846			690
Turn Bay Length (ft)							
Base Capacity (vph)	455	773	601	3588	940	553	2608
Starvation Cap Reductn	0	0	0	0	0	0	756
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.71	0.68	0.47	0.67	0.74	0.76

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320
Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	534	240	118	194	276	220	170	973	38	201	1131	319
Future Volume (veh/h)	534	240	118	194	276	220	170	973	38	201	1131	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1737	1870	1870	1870
Adj Flow Rate, veh/h	551	247	82	200	285	155	175	1003	38	207	1166	260
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	11	2	2	2
Cap, veh/h	609	472	152	331	401	281	226	1781	67	329	1840	817
Arrive On Green	0.18	0.18	0.18	0.11	0.11	0.11	0.06	0.51	0.51	0.02	0.17	0.17
Sat Flow, veh/h	3456	2629	850	1781	3554	1547	1781	3490	132	1781	3554	1578
Grp Volume(v), veh/h	551	165	164	200	285	155	175	511	530	207	1166	260
Grp Sat Flow(s),veh/h/ln	1728	1777	1702	1781	1777	1547	1781	1777	1846	1781	1777	1578
Q Serve(g_s), s	28.1	15.1	15.8	17.7	13.9	16.4	8.4	35.5	35.5	9.6	54.9	26.0
Cycle Q Clear(g_c), s	28.1	15.1	15.8	17.7	13.9	16.4	8.4	35.5	35.5	9.6	54.9	26.0
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	609	319	305	331	401	281	226	907	942	329	1840	817
V/C Ratio(X)	0.90	0.52	0.54	0.60	0.71	0.55	0.77	0.56	0.56	0.63	0.63	0.32
Avail Cap(c_a), veh/h	787	513	492	343	632	382	338	907	942	467	1840	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	72.7	66.8	67.1	61.3	77.0	67.2	33.2	30.3	30.3	25.1	58.8	46.8
Incr Delay (d2), s/veh	11.7	1.3	1.5	2.8	2.3	1.7	6.3	2.5	2.4	1.5	1.2	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	7.0	7.0	8.3	6.5	6.7	4.2	15.8	16.4	4.6	26.8	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.4	68.1	68.6	64.1	79.3	68.9	39.4	32.8	32.7	26.6	60.0	47.5
LnGrp LOS	F	E	E	E	E	E	D	C	C	C	E	D
Approach Vol, veh/h	880				640				1216			
Approach Delay, s/veh	78.4				72.1				33.7			
Approach LOS	E				E				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	97.9	37.7	26.3	16.8	99.2	25.8	38.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	26.0	57.0	41.0	32.0	22.0	61.0	21.0	52.0				
Max Q Clear Time (g_c+I1), s	11.6	37.5	30.1	18.4	10.4	56.9	19.7	17.8				
Green Ext Time (p_c), s	0.5	6.3	1.6	1.9	0.3	2.9	0.1	2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			55.8									
HCM 7th LOS			E									

Queues

Corporate Square DRI #4320

4: North Druid Hills Road (SR 42) & Briarcliff Road

Existing 2024 PM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	551	369	200	285	227	175	1042	207	1166	329
v/c Ratio	0.85	0.54	0.67	0.73	0.52	0.64	0.67	0.62	0.70	0.41
Control Delay (s/veh)	83.2	58.9	57.2	88.7	35.4	32.9	44.2	25.7	28.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.2	58.9	57.2	88.7	35.4	32.9	44.2	25.7	28.3	14.8
Queue Length 50th (ft)	328	184	179	174	135	89	507	63	430	135
Queue Length 95th (ft)	384	224	231	224	203	177	710	204	#750	225
Internal Link Dist (ft)		597		437			459		1846	
Turn Bay Length (ft)	400		150		150	200		150		150
Base Capacity (vph)	781	1000	315	629	473	328	1562	377	1671	801
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.37	0.63	0.45	0.48	0.53	0.67	0.55	0.70	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

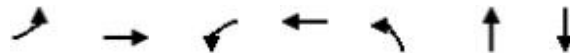
HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

5: Corporate Boulevard/Curtis Drive & Buford Highway (SR 13)

Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	1052	51	128	597	42	37	38	80	70	117	106
Future Volume (veh/h)	93	1052	51	128	597	42	37	38	80	70	117	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	1063	50	129	603	39	37	38	28	71	118	93
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	579	3283	154	390	3236	208	158	204	150	95	139	102
Arrive On Green	0.03	0.66	0.66	0.04	0.66	0.66	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	4994	235	1781	4899	315	1157	987	727	337	671	496
Grp Volume(v), veh/h	94	724	389	129	418	224	37	0	66	282	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1825	1781	1702	1809	1157	0	1714	1505	0	0
Q Serve(g_s), s	3.1	16.7	16.7	4.3	8.5	8.6	0.0	0.0	5.7	27.5	0.0	0.0
Cycle Q Clear(g_c), s	3.1	16.7	16.7	4.3	8.5	8.6	11.4	0.0	5.7	33.2	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.17	1.00		0.42	0.25		0.33
Lane Grp Cap(c), veh/h	579	2238	1200	390	2249	1195	158	0	354	336	0	0
V/C Ratio(X)	0.16	0.32	0.32	0.33	0.19	0.19	0.23	0.00	0.19	0.84	0.00	0.00
Avail Cap(c_a), veh/h	609	2238	1200	513	2249	1195	330	0	609	572	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	13.4	13.4	10.1	11.8	11.8	61.2	0.0	59.0	70.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.4	0.5	0.2	0.3	0.8	0.0	0.3	5.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.3	6.8	1.7	3.2	3.5	1.5	0.0	2.6	13.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	13.6	13.9	10.6	12.0	12.2	62.0	0.0	59.2	76.1	0.0	0.0
LnGrp LOS	A	B	B	B	B	B	E		E	E		
Approach Vol, veh/h	1207			771			103			282		
Approach Delay, s/veh	13.4			11.8			60.2			76.1		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	124.9		43.2	12.5	124.3		43.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	89.0		64.0	19.0	79.0		64.0				
Max Q Clear Time (g_c+I1), s	5.1	10.6		35.2	6.3	18.7		13.4				
Green Ext Time (p_c), s	0.1	4.2		2.0	0.2	8.5		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				22.4								
HCM 7th LOS				C								



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	94	1115	129	645	37	119	296
v/c Ratio	0.18	0.35	0.37	0.20	0.25	0.29	0.95
Control Delay (s/veh)	5.1	9.7	12.0	14.5	59.6	26.7	104.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.1	9.7	12.0	14.5	59.6	26.7	104.7
Queue Length 50th (ft)	18	141	43	109	37	51	332
Queue Length 95th (ft)	m31	m205	85	163	71	106	429
Internal Link Dist (ft)		1466		514		632	208
Turn Bay Length (ft)	150		150		200		
Base Capacity (vph)	544	3185	428	3206	246	630	503
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.35	0.30	0.20	0.15	0.19	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↶			↷
Traffic Vol, veh/h	0	0	464	124	0	268
Future Vol, veh/h	0	0	464	124	0	268
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	0	0	478	128	0	276
Major/Minor		Major2		Minor2		
Conflicting Flow All			-	0	-	478
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.22
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.318
Pot Cap-1 Maneuver			-	0	0	587
Stage 1			-	0	0	-
Stage 2			-	0	0	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver			-	-	-	587
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach			WB		SB	
HCM Control Delay, s/v			0		16.46	
HCM LOS					C	
Minor Lane/Major Mvmt		WBT SBLn1				
Capacity (veh/h)		- 587				
HCM Lane V/C Ratio		- 0.471				
HCM Control Delay (s/veh)		- 16.5				
HCM Lane LOS		- C				
HCM 95th %tile Q(veh)		- 2.5				

HCM Signalized Intersection Capacity Analysis

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road

Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↘↘					↗
Traffic Volume (vph)	0	0	0	0	268	48	299	0	0	0	0	14
Future Volume (vph)	0	0	0	0	268	48	299	0	0	0	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0		6.0					6.0
Lane Util. Factor					0.95		0.97					1.00
Frt					0.98		1.00					0.87
Flt Protected					1.00		0.95					1.00
Satd. Flow (prot)					3459		3433					1611
Flt Permitted					1.00		0.95					1.00
Satd. Flow (perm)					3459		3433					1611
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	285	51	318	0	0	0	0	15
RTOR Reduction (vph)	0	0	0	0	17	0	266	0	0	0	0	15
Lane Group Flow (vph)	0	0	0	0	319	0	52	0	0	0	0	0
Turn Type					NA		Prot					Prot
Protected Phases					2		3					4
Permitted Phases												
Actuated Green, G (s)					12.2		6.1					0.9
Effective Green, g (s)					12.2		6.1					0.9
Actuated g/C Ratio					0.33		0.16					0.02
Clearance Time (s)					6.0		6.0					6.0
Vehicle Extension (s)					3.0		3.0					3.0
Lane Grp Cap (vph)					1134		562					38
v/s Ratio Prot					c0.09		c0.02					c0.00
v/s Ratio Perm												
v/c Ratio					0.28		0.09					0.01
Uniform Delay, d1					9.3		13.2					17.7
Progression Factor					1.00		1.00					1.00
Incremental Delay, d2					0.1		0.1					0.1
Delay (s)					9.4		13.3					17.8
Level of Service					A		B					B
Approach Delay (s/veh)		0.0			9.4			13.3			17.8	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		11.4										
HCM 2000 Level of Service												B
HCM 2000 Volume to Capacity ratio		0.21										
Actuated Cycle Length (s)		37.2										
Sum of lost time (s)												18.0
Intersection Capacity Utilization		44.0%										A
ICU Level of Service												
Analysis Period (min)		15										
c Critical Lane Group												

Queues

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road

Existing 2024 PM Peak



Lane Group	WBT	NBL	SBR
Lane Group Flow (vph)	336	318	15
v/c Ratio	0.25	0.19	0.02
Control Delay (s/veh)	8.0	0.3	0.1
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	8.0	0.3	0.1
Queue Length 50th (ft)	14	0	0
Queue Length 95th (ft)	54	0	0
Internal Link Dist (ft)	38		
Turn Bay Length (ft)			
Base Capacity (vph)	3458	2554	1140
Starvation Cap Reductn	0	529	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.10	0.16	0.01
Intersection Summary			

HCM Unsignalized Intersection Capacity Analysis

72: Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Existing 2024 PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			↘	↗		
Traffic Volume (veh/h)	0	0	537	316	0	0
Future Volume (Veh/h)	0	0	537	316	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	571	336	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	118					
pX, platoon unblocked						
vC, conflicting volume			0	1310	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	1310	0	
tC, single (s)			4.2	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			65	100	100	
cM capacity (veh/h)			1614	97	1084	
Direction, Lane #	WB 1	WB 2	WB 3			
Volume Total	381	302	224			
Volume Left	381	190	0			
Volume Right	0	0	0			
cSH	1614	1614	1700			
Volume to Capacity	0.35	0.35	0.13			
Queue Length 95th (ft)	41	41	0			
Control Delay (s/veh)	8.4	6.5	0.0			
Lane LOS	A	A				
Approach Delay (s/veh)	5.7					
Approach LOS						
Intersection Summary						
Average Delay		5.7				
Intersection Capacity Utilization		39.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	540	11	0	0	0	0	130	5	0	0	0
Future Volume (vph)	169	540	11	0	0	0	0	130	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0				
Lane Util. Factor	0.91	0.91	1.00					1.00				
Frt	1.00	1.00	0.85					1.00				
Flt Protected	0.95	1.00	1.00					1.00				
Satd. Flow (prot)	1579	3383	1583					1854				
Flt Permitted	0.95	1.00	1.00					1.00				
Satd. Flow (perm)	1579	3383	1583					1854				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	180	574	12	0	0	0	0	138	5	0	0	0
RTOR Reduction (vph)	89	19	7	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	73	573	5	0	0	0	0	141	0	0	0	0
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm					NA				
Protected Phases	2	2						8				
Permitted Phases			2									
Actuated Green, G (s)	17.7	17.7	17.7					9.8				
Effective Green, g (s)	17.7	17.7	17.7					9.8				
Actuated g/C Ratio	0.45	0.45	0.45					0.25				
Clearance Time (s)	6.0	6.0	6.0					6.0				
Vehicle Extension (s)	3.0	3.0	3.0					3.0				
Lane Grp Cap (vph)	707	1515	709					459				
v/s Ratio Prot	0.05	c0.17						c0.08				
v/s Ratio Perm			0.00									
v/c Ratio	0.10	0.38	0.01					0.31				
Uniform Delay, d1	6.3	7.2	6.0					12.1				
Progression Factor	1.00	1.00	1.00					1.00				
Incremental Delay, d2	0.1	0.2	0.0					0.4				
Delay (s)	6.4	7.4	6.0					12.5				
Level of Service	A	A	A					B				
Approach Delay (s/veh)		7.2			0.0			12.5			0.0	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			8.0									
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			39.5									
Intersection Capacity Utilization			32.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Existing 2024 PM Peak



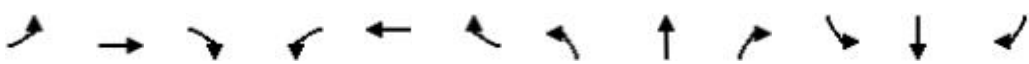
Lane Group	EBL	EBT	EBR	NBT
Lane Group Flow (vph)	162	592	12	143
v/c Ratio	0.21	0.39	0.02	0.31
Control Delay (s/veh)	2.3	7.8	1.1	15.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.3	7.8	1.1	15.9
Queue Length 50th (ft)	0	36	0	24
Queue Length 95th (ft)	24	81	3	75
Internal Link Dist (ft)		430		162
Turn Bay Length (ft)	200		300	
Base Capacity (vph)	1579	3381	1583	916
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.18	0.01	0.16
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑							↑	↑	↑	
Traffic Volume (vph)	0	541	4	0	0	0	0	0	37	554	15	0
Future Volume (vph)	0	541	4	0	0	0	0	0	37	554	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0							4.0	6.0	6.0	
Lane Util. Factor		0.95							1.00	0.95	0.95	
Frt		1.00							0.87	1.00	1.00	
Flt Protected		1.00							1.00	0.95	0.95	
Satd. Flow (prot)		3536							1611	1665	1674	
Flt Permitted		1.00							1.00	0.95	0.95	
Satd. Flow (perm)		3536							1611	1665	1674	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	576	4	0	0	0	0	0	39	589	16	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	226	217	0
Lane Group Flow (vph)	0	579	0	0	0	0	0	0	39	74	88	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Turn Type		NA							Free	Split	NA	
Protected Phases		2								4	4	
Permitted Phases									Free			
Actuated Green, G (s)		17.7							39.5	9.8	9.8	
Effective Green, g (s)		17.7							39.5	9.8	9.8	
Actuated g/C Ratio		0.45							1.00	0.25	0.25	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		3.0								3.0	3.0	
Lane Grp Cap (vph)		1584							1611	413	415	
v/s Ratio Prot		c0.16								0.04	c0.05	
v/s Ratio Perm									0.02			
v/c Ratio		0.37							0.02	0.18	0.21	
Uniform Delay, d1		7.2							0.0	11.7	11.8	
Progression Factor		0.21							1.00	1.00	1.00	
Incremental Delay, d2		0.1							0.0	0.2	0.3	
Delay (s)		1.6							0.0	11.9	12.0	
Level of Service		A							A	B	B	
Approach Delay (s/veh)		1.6			0.0			0.0			12.0	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			6.7									HCM 2000 Level of Service A
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			39.5									Sum of lost time (s) 12.0
Intersection Capacity Utilization			40.8%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	NBR	SBL	SBT
Lane Group Flow (vph)	580	39	300	305
v/c Ratio	0.37	0.02	0.47	0.49
Control Delay (s/veh)	2.2	0.0	5.3	5.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.2	0.0	5.3	5.9
Queue Length 50th (ft)	6	0	0	3
Queue Length 95th (ft)	9	0	49	54
Internal Link Dist (ft)	73			164
Turn Bay Length (ft)				
Base Capacity (vph)	3536	1611	974	973
Starvation Cap Reductn	424	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.02	0.31	0.31
Intersection Summary				

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Existing 2024 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 		 	 			  	
Traffic Volume (veh/h)	0	0	0	533	396	210	394	948	0	0	801	409
Future Volume (veh/h)	0	0	0	533	396	210	394	948	0	0	801	409
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1856	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				549	408	92	406	977	0	0	826	359
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	3	2	2	2	0	0	2	2
Cap, veh/h				752	392	335	483	2330	0	0	2293	712
Arrive On Green				0.21	0.21	0.21	0.14	0.66	0.00	0.00	0.45	0.45
Sat Flow, veh/h				3563	1856	1585	3456	3647	0	0	5274	1585
Grp Volume(v), veh/h				549	408	92	406	977	0	0	826	359
Grp Sat Flow(s),veh/h/ln				1781	1856	1585	1728	1777	0	0	1702	1585
Q Serve(g_s), s				12.9	19.0	4.4	10.3	11.8	0.0	0.0	9.6	14.5
Cycle Q Clear(g_c), s				12.9	19.0	4.4	10.3	11.8	0.0	0.0	9.6	14.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				752	392	335	483	2330	0	0	2293	712
V/C Ratio(X)				0.73	1.04	0.27	0.84	0.42	0.00	0.00	0.36	0.50
Avail Cap(c_a), veh/h				752	392	335	538	2330	0	0	2293	712
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.1	35.5	29.7	37.7	7.4	0.0	0.0	16.3	17.7
Incr Delay (d2), s/veh				3.6	56.7	0.4	10.5	0.6	0.0	0.0	0.4	2.5
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.6	14.2	4.2	4.9	3.7	0.0	0.0	3.5	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				36.7	92.2	30.2	48.3	7.9	0.0	0.0	16.7	20.2
LnGrp LOS				D	F	C	D	A			B	C
Approach Vol, veh/h					1049			1383			1185	
Approach Delay, s/veh					57.7			19.8			17.8	
Approach LOS					E			B			B	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	65.0			25.0	18.6	46.4						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	59.0			19.0	14.0	39.0						
Max Q Clear Time (g_c+I1), s	13.8			21.0	12.3	16.5						
Green Ext Time (p_c), s	8.1			0.0	0.3	7.0						
Intersection Summary												
HCM 7th Control Delay, s/veh				30.1								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

Corporate Square DRI #4320

9: Clairmont Road (SR 155) & I-85 SB Ramps

Existing 2024 PM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	313	644	216	406	977	826	422
v/c Ratio	0.92	0.92	0.48	0.78	0.42	0.37	0.56
Control Delay (s/veh)	69.6	55.6	14.3	48.6	8.1	17.7	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.6	55.6	14.3	48.6	8.1	17.7	17.1
Queue Length 50th (ft)	193	198	30	115	123	112	127
Queue Length 95th (ft)	#363	#307	95	#176	160	144	220
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	339	698	454	534	2320	2227	754
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.92	0.48	0.76	0.42	0.37	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	294	68	199	657	94	245	1590	122	24	713	311
Future Volume (veh/h)	232	294	68	199	657	94	245	1590	122	24	713	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1870	1856	1841	1796	1856	1870	1767	1767	1870	1870
Adj Flow Rate, veh/h	239	303	46	205	677	85	253	1639	72	25	735	181
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	3	4	7	3	2	9	9	2	2
Cap, veh/h	293	1093	161	406	1128	140	310	1712	721	98	1480	660
Arrive On Green	0.09	0.25	0.25	0.09	0.25	0.25	0.09	0.48	0.48	0.03	0.42	0.42
Sat Flow, veh/h	1781	4382	646	1767	4523	562	3428	3554	1496	1682	3554	1584
Grp Volume(v), veh/h	239	228	121	205	500	262	253	1639	72	25	735	181
Grp Sat Flow(s),veh/h/ln	1781	1662	1704	1767	1675	1735	1714	1777	1496	1682	1777	1584
Q Serve(g_s), s	15.0	8.8	9.2	13.8	21.1	21.4	11.6	71.0	4.2	1.3	24.3	12.0
Cycle Q Clear(g_c), s	15.0	8.8	9.2	13.8	21.1	21.4	11.6	71.0	4.2	1.3	24.3	12.0
Prop In Lane	1.00		0.38	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	829	425	406	835	433	310	1712	721	98	1480	660
V/C Ratio(X)	0.81	0.27	0.29	0.50	0.60	0.61	0.82	0.96	0.10	0.26	0.50	0.27
Avail Cap(c_a), veh/h	293	829	425	406	835	433	921	1732	729	150	1480	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	48.4	48.5	39.4	53.0	53.1	71.5	39.9	22.6	37.9	34.3	30.8
Incr Delay (d2), s/veh	16.1	0.8	1.7	1.0	3.1	6.1	4.3	11.2	0.0	1.4	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	3.7	4.1	6.0	9.1	9.9	5.3	33.0	1.5	0.6	10.6	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.9	49.2	50.2	40.4	56.1	59.2	75.8	51.1	22.6	39.3	34.6	31.0
LnGrp LOS	E	D	D	D	E	E	E	D	C	D	C	C
Approach Vol, veh/h	588			967			1964			941		
Approach Delay, s/veh	53.7			53.6			53.2			34.0		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	45.9	20.5	72.6	21.0	45.9	10.0	83.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	34.0	43.0	44.0	15.0	34.0	9.0	78.0				
Max Q Clear Time (g_c+I1), s	17.0	23.4	13.6	26.3	15.8	11.2	3.3	73.0				
Green Ext Time (p_c), s	0.0	3.3	0.9	5.3	0.0	1.9	0.0	4.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.3											
HCM 7th LOS	D											

Queues

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Projected 2033 No-Build AM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	239	373	205	774	253	1639	126	25	735	321
v/c Ratio	0.87	0.30	0.55	0.70	0.69	0.94	0.16	0.22	0.52	0.42
Control Delay (s/veh)	69.4	46.6	38.4	52.4	75.0	46.4	4.7	21.0	37.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.4	46.6	38.4	52.4	75.0	46.4	4.7	21.0	37.8	10.7
Queue Length 50th (ft)	~214	113	141	280	128	736	20	11	285	55
Queue Length 95th (ft)	#401	149	194	227	m181	#816	m43	26	364	141
Internal Link Dist (ft)		840		1466		1175			521	
Turn Bay Length (ft)	500		500		450			300		200
Base Capacity (vph)	274	1239	380	1100	913	1751	775	134	1411	762
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.30	0.54	0.70	0.28	0.94	0.16	0.19	0.52	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	564	497	507	0	1357	0	0	771	311
Future Volume (veh/h)	0	0	0	564	497	507	0	1357	0	0	771	311
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1841	1870	1870	0	1870	0	0	1870	1856
Adj Flow Rate, veh/h				465	911	315	0	1399	0	0	795	268
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				4	2	2	0	2	0	0	2	3
Cap, veh/h				1007	1074	455	0	2874	0	0	2874	884
Arrive On Green				0.29	0.29	0.29	0.00	0.56	0.00	0.00	0.75	0.75
Sat Flow, veh/h				3506	3741	1585	0	5443	0	0	5274	1571
Grp Volume(v), veh/h				465	911	315	0	1399	0	0	795	268
Grp Sat Flow(s),veh/h/ln				1753	1870	1585	0	1702	0	0	1702	1571
Q Serve(g_s), s				8.7	18.4	14.1	0.0	13.2	0.0	0.0	4.0	4.4
Cycle Q Clear(g_c), s				8.7	18.4	14.1	0.0	13.2	0.0	0.0	4.0	4.4
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1007	1074	455	0	2874	0	0	2874	884
V/C Ratio(X)				0.46	0.85	0.69	0.00	0.49	0.00	0.00	0.28	0.30
Avail Cap(c_a), veh/h				1052	1122	476	0	2874	0	0	2874	884
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.00	0.72	0.00	0.00	0.84	0.84
Uniform Delay (d), s/veh				23.4	26.9	25.4	0.0	10.5	0.0	0.0	4.9	5.0
Incr Delay (d2), s/veh				0.3	6.1	4.1	0.0	0.4	0.0	0.0	0.2	0.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	8.3	5.3	0.0	4.3	0.0	0.0	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				23.8	32.9	29.4	0.0	11.0	0.0	0.0	5.1	5.7
LnGrp LOS				C	C	C		B			A	A
Approach Vol, veh/h					1691			1399			1063	
Approach Delay, s/veh					29.8			11.0			5.2	
Approach LOS					C			B			A	
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	51.0			29.0			51.0					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	44.0			24.0			44.0					
Max Q Clear Time (g_c+l1), s	15.2			20.4			6.4					
Green Ext Time (p_c), s	12.0			2.6			7.5					

Intersection Summary

HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Queues

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 No-Build AM Peak Conditions



Lane Group	WBL	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	523	758	335	1399	795	321
v/c Ratio	0.59	0.87	0.74	0.50	0.28	0.35
Control Delay (s/veh)	27.3	37.6	33.5	11.1	4.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	37.6	33.5	11.1	4.9	3.4
Queue Length 50th (ft)	127	209	143	134	58	23
Queue Length 95th (ft)	183	#325	#275	219	59	33
Internal Link Dist (ft)		402		690	1175	
Turn Bay Length (ft)						100
Base Capacity (vph)	895	890	461	2823	2823	910
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.85	0.73	0.50	0.28	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			TTT			T	TT	TT	TT	TT	TTT	
Traffic Volume (vph)	0	0	880	0	0	538	911	818	497	357	979	0
Future Volume (vph)	0	0	880	0	0	538	911	818	497	357	979	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor			0.76			1.00	0.97	0.95	0.88	0.97	0.91	
Frpb, ped/bikes			1.00			1.00	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes			1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.85			0.87	1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			3610			1565	3433	3539	2645	3433	5036	
Flt Permitted			1.00			1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)			3610			1565	3433	3539	2645	3433	5036	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	907	0	0	555	939	843	512	368	1009	0
RTOR Reduction (vph)	0	0	102	0	0	72	0	0	250	0	0	0
Lane Group Flow (vph)	0	0	805	0	0	483	939	843	262	368	1009	0
Confl. Peds. (#/hr)							1		3	3		1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%	3%	2%
Turn Type			Over			Perm	Prot	NA	Perm	Prot	NA	
Protected Phases			5				5	2		1	6	
Permitted Phases						1			2			
Actuated Green, G (s)			27.7			27.1	27.7	40.9	40.9	27.1	40.3	
Effective Green, g (s)			27.7			27.1	27.7	40.9	40.9	27.1	40.3	
Actuated g/C Ratio			0.35			0.34	0.35	0.51	0.51	0.34	0.50	
Clearance Time (s)			6.0			6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1249			530	1188	1809	1352	1162	2536	
v/s Ratio Prot			0.22				0.27	c0.24		0.11	0.20	
v/s Ratio Perm						c0.31			0.10			
v/c Ratio			0.64			0.91	0.79	0.47	0.19	0.32	0.40	
Uniform Delay, d1			22.0			25.3	23.5	12.5	10.6	19.6	12.3	
Progression Factor			1.00			1.00	0.99	0.97	3.35	1.07	1.02	
Incremental Delay, d2			1.2			19.9	2.7	0.6	0.2	0.1	0.4	
Delay (s)			23.2			45.2	25.9	12.8	35.7	21.2	12.9	
Level of Service			C			D	C	B	D	C	B	
Approach Delay (s/veh)		23.2			45.2			23.3			15.1	
Approach LOS		C			D			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			23.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			65.9%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320

Projected 2033 No-Build AM Peak Conditions

							
Lane Group	EBR	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	907	555	939	843	512	368	1009
v/c Ratio	0.67	0.92	0.79	0.47	0.32	0.32	0.40
Control Delay (s/veh)	20.8	43.1	27.2	13.3	3.2	21.4	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.8	43.1	27.2	13.3	3.2	21.4	13.2
Queue Length 50th (ft)	133	209	295	176	26	76	139
Queue Length 95th (ft)	185	#403	257	298	78	m96	150
Internal Link Dist (ft)				1846			690
Turn Bay Length (ft)			500		500	500	
Base Capacity (vph)	1408	636	1244	1807	1601	1244	2538
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.87	0.75	0.47	0.32	0.30	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	431	266	94	105	280	303	130	1341	27	96	838	440
Future Volume (veh/h)	431	266	94	105	280	303	130	1341	27	96	838	440
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1870	1870	1870	1870	1841	1856	1870	1841
Adj Flow Rate, veh/h	440	271	74	107	286	189	133	1368	27	98	855	330
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	4	2	2	2	2	2	4	3	2	4
Cap, veh/h	500	586	157	288	463	266	309	1909	38	207	1867	819
Arrive On Green	0.15	0.21	0.21	0.06	0.13	0.13	0.05	0.54	0.54	0.04	0.53	0.53
Sat Flow, veh/h	3428	2769	741	1781	3554	1574	1781	3564	70	1767	3554	1559
Grp Volume(v), veh/h	440	172	173	107	286	189	133	682	713	98	855	330
Grp Sat Flow(s),veh/h/ln	1714	1777	1733	1781	1777	1574	1781	1777	1858	1767	1777	1559
Q Serve(g_s), s	20.1	13.5	14.0	8.2	12.2	18.2	5.5	46.2	46.3	4.1	24.1	20.4
Cycle Q Clear(g_c), s	20.1	13.5	14.0	8.2	12.2	18.2	5.5	46.2	46.3	4.1	24.1	20.4
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	500	376	367	288	463	266	309	952	995	207	1867	819
V/C Ratio(X)	0.88	0.46	0.47	0.37	0.62	0.71	0.43	0.72	0.72	0.47	0.46	0.40
Avail Cap(c_a), veh/h	707	378	368	418	511	287	489	952	995	261	1867	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	67.0	55.0	55.2	55.2	65.8	62.9	18.2	28.0	28.0	24.5	23.7	22.9
Incr Delay (d2), s/veh	9.2	0.9	0.9	0.8	1.9	7.4	1.0	4.6	4.4	1.4	0.7	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	6.2	6.2	3.8	5.7	7.8	2.3	20.3	21.2	1.8	10.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.1	55.9	56.2	56.0	67.7	70.2	19.2	32.6	32.4	25.9	24.4	24.1
LnGrp LOS	E	E	E	E	E	E	B	C	C	C	C	C
Approach Vol, veh/h	785			582			1528			1283		
Approach Delay, s/veh	67.3			66.4			31.3			24.5		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	91.7	29.3	26.8	13.8	90.1	16.3	39.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	11.0	69.0	33.0	23.0	24.0	56.0	22.0	34.0				
Max Q Clear Time (g_c+I1), s	6.1	48.3	22.1	20.2	7.5	26.1	10.2	16.0				
Green Ext Time (p_c), s	0.1	9.5	1.2	0.7	0.3	8.1	0.2	1.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.9											
HCM 7th LOS	D											

Queues

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320

Projected 2033 No-Build AM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	440	367	107	286	309	133	1396	98	855	449
v/c Ratio	0.80	0.53	0.43	0.71	0.79	0.38	0.77	0.53	0.48	0.50
Control Delay (s/veh)	75.8	55.3	45.4	78.3	44.8	17.7	36.6	29.6	22.8	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.8	55.3	45.4	78.3	44.8	17.7	36.6	29.6	22.8	11.7
Queue Length 50th (ft)	231	169	82	154	164	56	608	39	250	133
Queue Length 95th (ft)	283	213	122	202	263	105	827	m107	359	196
Internal Link Dist (ft)		597		437			459		1846	
Turn Bay Length (ft)	400		150		150	200		150		150
Base Capacity (vph)	701	758	355	508	408	476	1808	202	1795	896
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.48	0.30	0.56	0.76	0.28	0.77	0.49	0.48	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

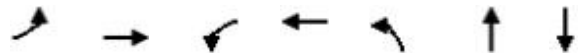
5: Corporate Boulevard/Curtis Drive & Buford Highway (SR 13) Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	327	31	147	774	62	51	62	42	47	23	54
Future Volume (veh/h)	53	327	31	147	774	62	51	62	42	47	23	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1781	1752	1870	1826	1618	1870	1752	1781	1737	1870	1870
Adj Flow Rate, veh/h	55	341	28	153	806	61	53	65	26	49	24	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	10	2	5	19	2	10	8	11	2	2
Cap, veh/h	538	3345	270	827	3464	261	160	143	57	79	41	42
Arrive On Green	0.03	0.73	0.73	0.04	0.73	0.73	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	4584	371	1781	4727	356	1337	1186	475	387	338	348
Grp Volume(v), veh/h	55	240	129	153	566	301	53	0	91	108	0	0
Grp Sat Flow(s),veh/h/ln	1781	1621	1713	1781	1662	1760	1337	0	1661	1073	0	0
Q Serve(g_s), s	1.2	3.5	3.5	3.5	8.8	8.8	0.0	0.0	8.2	8.6	0.0	0.0
Cycle Q Clear(g_c), s	1.2	3.5	3.5	3.5	8.8	8.8	8.8	0.0	8.2	16.8	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.20	1.00		0.29	0.45		0.32
Lane Grp Cap(c), veh/h	538	2366	1250	827	2435	1290	160	0	200	162	0	0
V/C Ratio(X)	0.10	0.10	0.10	0.19	0.23	0.23	0.33	0.00	0.46	0.67	0.00	0.00
Avail Cap(c_a), veh/h	577	2366	1250	916	2435	1290	291	0	363	308	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	6.3	6.3	4.8	6.9	6.9	65.8	0.0	65.5	70.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.1	0.2	0.4	1.2	0.0	1.6	4.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.2	1.2	2.9	3.2	2.1	0.0	3.6	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.9	6.4	6.5	4.9	7.1	7.3	67.0	0.0	67.1	75.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E		E	E		
Approach Vol, veh/h	424			1020			144			108		
Approach Delay, s/veh	6.2			6.8			67.1			75.2		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	123.3		25.3	12.0	122.7		25.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	98.0		35.0	14.0	93.0		35.0				
Max Q Clear Time (g_c+I1), s	3.2	10.8		18.8	5.5	5.5		10.8				
Green Ext Time (p_c), s	0.0	6.1		0.5	0.2	2.3		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				16.2								
HCM 7th LOS				B								

Queues

Corporate Square DRI #4320

5: Corporate Boulevard/Curtis Drive & Buford Highway (SR 13) Projected 2033 No-Build AM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	55	373	153	871	53	109	129
v/c Ratio	0.11	0.11	0.19	0.24	0.50	0.56	0.89
Control Delay (s/veh)	1.8	1.9	4.1	6.9	81.6	65.2	107.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.8	1.9	4.1	6.9	81.6	65.2	107.5
Queue Length 50th (ft)	3	9	27	95	53	91	113
Queue Length 95th (ft)	7	21	56	141	99	151	186
Internal Link Dist (ft)		1466		514		632	208
Turn Bay Length (ft)	150		150		200		
Base Capacity (vph)	522	3425	842	3630	210	370	267
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.18	0.24	0.25	0.29	0.48
Intersection Summary							

HCM 7th TWSC
6: I-85 Frontage Road & Corporate Boulevard

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	668	176	0	117
Future Vol, veh/h	0	0	668	176	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	3	4	2	3
Mvmt Flow	0	0	718	189	0	126
Major/Minor		Major2		Minor2		
Conflicting Flow All			-	0	-	359
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.96
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.33
Pot Cap-1 Maneuver			-	0	0	635
Stage 1			-	0	0	-
Stage 2			-	0	0	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver			-	-	-	635
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach			WB		SB	
HCM Control Delay, s/v			0		12.07	
HCM LOS					B	
Minor Lane/Major Mvmt		WBT SBLn1				
Capacity (veh/h)		- 635				
HCM Lane V/C Ratio		- 0.198				
HCM Control Delay (s/veh)		- 12.1				
HCM Lane LOS		- B				
HCM 95th %tile Q(veh)		- 0.7				

HCM Signalized Intersection Capacity Analysis

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↑↑					↑
Traffic Volume (vph)	0	0	0	0	623	8	82	0	0	0	0	26
Future Volume (vph)	0	0	0	0	623	8	82	0	0	0	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0		6.0					6.0
Lane Util. Factor					0.95		0.97					1.00
Frt					1.00		1.00					0.87
Flt Protected					1.00		0.95					1.00
Satd. Flow (prot)					3498		3072					1611
Flt Permitted					1.00		0.95					1.00
Satd. Flow (perm)					3498		3072					1611
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	663	9	87	0	0	0	0	28
RTOR Reduction (vph)	0	0	0	0	1	0	82	0	0	0	0	27
Lane Group Flow (vph)	0	0	0	0	671	0	5	0	0	0	0	1
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	14%	2%	2%	2%	2%	2%
Turn Type					NA		Prot					Prot
Protected Phases					2		3					4
Permitted Phases												
Actuated Green, G (s)					67.3		4.8					2.2
Effective Green, g (s)					67.3		4.8					2.2
Actuated g/C Ratio					0.73		0.05					0.02
Clearance Time (s)					6.0		6.0					6.0
Vehicle Extension (s)					3.0		3.0					3.0
Lane Grp Cap (vph)					2550		159					38
v/s Ratio Prot					c0.19		c0.00					c0.00
v/s Ratio Perm												
v/c Ratio					0.26		0.03					0.02
Uniform Delay, d1					4.2		41.5					44.0
Progression Factor					1.00		1.00					1.00
Incremental Delay, d2					0.3		0.1					0.2
Delay (s)					4.4		41.6					44.2
Level of Service					A		D					D
Approach Delay (s/veh)		0.0			4.4			41.6			44.2	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			10.0									
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			92.3									
Intersection Capacity Utilization			47.8%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road
Projected 2033 No-Build AM Peak Conditions

Lane Group	WBT	NBL	SBR
Lane Group Flow (vph)	672	87	28
v/c Ratio	0.24	0.10	0.07
Control Delay (s/veh)	4.2	0.2	0.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	4.2	0.2	0.4
Queue Length 50th (ft)	36	0	0
Queue Length 95th (ft)	96	0	0
Internal Link Dist (ft)	38		
Turn Bay Length (ft)			
Base Capacity (vph)	2744	1223	577
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.07	0.05
Intersection Summary			

HCM Unsignalized Intersection Capacity Analysis

72: Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations			↘	↖↗				
Traffic Volume (veh/h)	0	0	595	632	0	0		
Future Volume (Veh/h)	0	0	595	632	0	0		
Sign Control	Free			Free	Stop			
Grade	0%			0%	0%			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly flow rate (vph)	0	0	633	672	0	0		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None			None				
Median storage veh)								
Upstream signal (ft)	118							
pX, platoon unblocked								
vC, conflicting volume			0	1602	0			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			0	1602	0			
tC, single (s)			4.1	6.8	6.9			
tC, 2 stage (s)								
tF (s)			2.2	3.5	3.3			
p0 queue free %			61	100	100			
cM capacity (veh/h)			1622	59	1084			
Direction, Lane #	WB 1	WB 2	WB 3					
Volume Total	422	435	448					
Volume Left	422	211	0					
Volume Right	0	0	0					
cSH	1622	1622	1700					
Volume to Capacity	0.39	0.39	0.26					
Queue Length 95th (ft)	47	47	0					
Control Delay (s/veh)	8.6	6.2	0.0					
Lane LOS	A	A						
Approach Delay (s/veh)	4.9							
Approach LOS								
Intersection Summary								
Average Delay			4.9					
Intersection Capacity Utilization			44.0%	ICU Level of Service	A			
Analysis Period (min)			15					

HCM Signalized Intersection Capacity Analysis

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	440	32	0	0	0	0	1	1	0	0	0
Future Volume (vph)	81	440	32	0	0	0	0	1	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0				
Lane Util. Factor	0.91	0.91	1.00					1.00				
Frpb, ped/bikes	1.00	1.00	0.98					1.00				
Flpb, ped/bikes	1.00	1.00	1.00					1.00				
Frt	1.00	1.00	0.85					0.93				
Flt Protected	0.95	1.00	1.00					1.00				
Satd. Flow (prot)	1441	3379	1532					1737				
Flt Permitted	0.95	1.00	1.00					1.00				
Satd. Flow (perm)	1441	3379	1532					1737				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	86	468	34	0	0	0	0	1	1	0	0	0
RTOR Reduction (vph)	24	10	10	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	53	467	24	0	0	0	0	1	0	0	0	0
Confl. Peds. (#/hr)			4	4			5					5
Heavy Vehicles (%)	14%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm					NA				
Protected Phases	2	2						8				
Permitted Phases			2									
Actuated Green, G (s)	65.0	65.0	65.0					16.6				
Effective Green, g (s)	65.0	65.0	65.0					16.6				
Actuated g/C Ratio	0.69	0.69	0.69					0.18				
Clearance Time (s)	6.0	6.0	6.0					6.0				
Vehicle Extension (s)	3.0	3.0	3.0					3.0				
Lane Grp Cap (vph)	1000	2346	1063					308				
v/s Ratio Prot	0.04	c0.14						c0.00				
v/s Ratio Perm			0.02									
v/c Ratio	0.05	0.20	0.02					0.00				
Uniform Delay, d1	4.5	5.1	4.4					31.7				
Progression Factor	1.00	1.00	1.00					1.00				
Incremental Delay, d2	0.1	0.2	0.0					0.0				
Delay (s)	4.6	5.3	4.5					31.7				
Level of Service	A	A	A					C				
Approach Delay (s/veh)		5.1			0.0			31.7			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			5.2									
HCM 2000 Volume to Capacity ratio			0.16									
Actuated Cycle Length (s)			93.6									
Intersection Capacity Utilization			28.8%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Projected 2033 No-Build AM Peak Conditions



Lane Group	EBL	EBT	EBR	NBT
Lane Group Flow (vph)	77	477	34	2
v/c Ratio	0.08	0.20	0.03	0.01
Control Delay (s/veh)	1.4	5.1	1.8	27.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.4	5.1	1.8	27.0
Queue Length 50th (ft)	0	46	0	1
Queue Length 95th (ft)	14	65	9	7
Internal Link Dist (ft)		430		162
Turn Bay Length (ft)	200		300	
Base Capacity (vph)	1024	2358	1074	334
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.08	0.20	0.03	0.01
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑							↑	↑	↑	
Traffic Volume (vph)	0	373	68	0	0	0	0	0	17	485	110	0
Future Volume (vph)	0	373	68	0	0	0	0	0	17	485	110	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0							4.0	6.0	6.0	
Lane Util. Factor		0.95							1.00	0.95	0.95	
Frt		0.98							0.87	1.00	1.00	
Flt Protected		1.00							1.00	0.95	0.97	
Satd. Flow (prot)		3458							1611	1681	1715	
Flt Permitted		1.00							1.00	0.95	0.97	
Satd. Flow (perm)		3458							1611	1681	1715	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	397	72	0	0	0	0	0	18	516	117	0
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	257	66	0
Lane Group Flow (vph)	0	454	0	0	0	0	0	0	18	58	252	0
Turn Type		NA							Free	Split	NA	
Protected Phases		2								4	4	
Permitted Phases									Free			
Actuated Green, G (s)		64.1							93.1	17.0	17.0	
Effective Green, g (s)		64.1							93.1	17.0	17.0	
Actuated g/C Ratio		0.69							1.00	0.18	0.18	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		3.0								3.0	3.0	
Lane Grp Cap (vph)		2380							1611	306	313	
v/s Ratio Prot		c0.13								0.03	c0.15	
v/s Ratio Perm									0.01			
v/c Ratio		0.19							0.01	0.19	0.80	
Uniform Delay, d1		5.2							0.0	32.2	36.5	
Progression Factor		0.11							1.00	1.00	1.00	
Incremental Delay, d2		0.2							0.0	0.3	13.9	
Delay (s)		0.7							0.0	32.5	50.4	
Level of Service		A							A	C	D	
Approach Delay (s/veh)		0.7			0.0			0.0			41.5	
Approach LOS		A			A			A			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			23.7									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			93.1									Sum of lost time (s) 12.0
Intersection Capacity Utilization			38.8%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

Queues
82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions



Lane Group	EBT	NBR	SBL	SBT
Lane Group Flow (vph)	469	18	315	318
v/c Ratio	0.20	0.01	0.56	0.84
Control Delay (s/veh)	0.7	0.0	8.1	47.7
Queue Delay	0.3	0.0	0.0	0.0
Total Delay (s/veh)	1.0	0.0	8.1	47.7
Queue Length 50th (ft)	0	0	0	144
Queue Length 95th (ft)	0	0	72	#282
Internal Link Dist (ft)	73			164
Turn Bay Length (ft)				
Base Capacity (vph)	2396	1611	594	414
Starvation Cap Reductn	1314	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.01	0.53	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 No-Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	587	652	230	1041	1300	0	0	646	756
Future Volume (veh/h)	0	0	0	587	652	230	1041	1300	0	0	646	756
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1841	1811	1870	1870	0	0	1856	1856
Adj Flow Rate, veh/h				449	974	202	1132	1413	0	0	702	771
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	4	6	2	2	0	0	3	3
Cap, veh/h				489	1011	421	1224	2311	0	0	1310	407
Arrive On Green				0.27	0.27	0.27	0.35	0.65	0.00	0.00	0.26	0.26
Sat Flow, veh/h				1781	3681	1533	3456	3647	0	0	5233	1572
Grp Volume(v), veh/h				449	974	202	1132	1413	0	0	702	771
Grp Sat Flow(s),veh/h/ln				1781	1841	1533	1728	1777	0	0	1689	1572
Q Serve(g_s), s				39.1	41.7	17.6	50.3	36.9	0.0	0.0	19.1	41.4
Cycle Q Clear(g_c), s				39.1	41.7	17.6	50.3	36.9	0.0	0.0	19.1	41.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				489	1011	421	1224	2311	0	0	1310	407
V/C Ratio(X)				0.92	0.96	0.48	0.92	0.61	0.00	0.00	0.54	1.90
Avail Cap(c_a), veh/h				490	1012	422	1490	2311	0	0	1310	407
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				56.3	57.2	48.5	49.6	16.2	0.0	0.0	51.0	59.3
Incr Delay (d2), s/veh				22.3	19.9	0.8	8.9	1.2	0.0	0.0	1.6	412.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.2	21.8	15.6	22.9	14.7	0.0	0.0	8.2	62.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				78.5	77.1	49.3	58.6	17.5	0.0	0.0	52.6	471.4
LnGrp LOS				E	E	D	E	B			D	F
Approach Vol, veh/h					1625			2545			1473	
Approach Delay, s/veh					74.1			35.7			271.8	
Approach LOS					E			D			F	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	110.1			49.9	62.7	47.4						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	104.0			44.0	69.0	29.0						
Max Q Clear Time (g_c+I1), s	38.9			43.7	52.3	43.4						
Green Ext Time (p_c), s	15.3			0.2	4.3	0.0						
Intersection Summary												
HCM 7th Control Delay, s/veh				108.4								
HCM 7th LOS				F								
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 No-Build AM Peak Conditions



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	440	907	250	1132	1413	702	822
v/c Ratio	1.00	1.00	0.55	0.87	0.61	0.60	1.99
Control Delay (s/veh)	98.5	86.7	42.0	54.1	17.8	58.1	481.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.5	86.7	42.0	54.1	17.8	58.1	481.5
Queue Length 50th (ft)	508	525	170	561	430	242	~1298
Queue Length 95th (ft)	#768	#683	267	605	495	309	#1636
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	442	908	457	1480	2300	1179	413
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	1.00	0.55	0.76	0.61	0.60	1.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	721	224	246	477	64	212	1020	411	68	856	184
Future Volume (veh/h)	361	721	224	246	477	64	212	1020	411	68	856	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	380	759	207	259	502	58	223	1074	251	72	901	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	2	2	2	2	3	2	2
Cap, veh/h	460	1541	416	335	1779	202	230	1259	557	137	1155	510
Arrive On Green	0.09	0.39	0.39	0.09	0.39	0.39	0.07	0.35	0.35	0.04	0.33	0.33
Sat Flow, veh/h	1781	3992	1077	1767	4608	524	3456	3554	1572	1767	3554	1570
Grp Volume(v), veh/h	380	646	320	259	366	194	223	1074	251	72	901	103
Grp Sat Flow(s),veh/h/ln	1781	1702	1665	1767	1689	1755	1728	1777	1572	1767	1777	1570
Q Serve(g_s), s	16.0	25.9	26.3	16.0	13.4	13.7	11.6	50.3	22.1	4.9	41.3	8.5
Cycle Q Clear(g_c), s	16.0	25.9	26.3	16.0	13.4	13.7	11.6	50.3	22.1	4.9	41.3	8.5
Prop In Lane	1.00		0.65	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	460	1314	643	335	1304	678	230	1259	557	137	1155	510
V/C Ratio(X)	0.83	0.49	0.50	0.77	0.28	0.29	0.97	0.85	0.45	0.53	0.78	0.20
Avail Cap(c_a), veh/h	460	1314	643	335	1304	678	230	2053	908	188	2053	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	41.9	42.0	32.9	38.0	38.1	83.8	53.8	44.7	45.0	54.9	43.9
Incr Delay (d2), s/veh	11.7	1.3	2.7	10.5	0.5	1.1	47.2	1.8	0.5	3.1	1.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	11.1	11.2	7.9	5.7	6.1	6.7	22.8	8.8	2.3	18.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	43.2	44.7	43.4	38.6	39.2	131.0	55.6	45.2	48.1	56.1	44.1
LnGrp LOS	D	D	D	D	D	D	F	E	D	D	E	D
Approach Vol, veh/h	1346			819			1548			1076		
Approach Delay, s/veh	45.8			40.3			64.8			54.4		
Approach LOS	D			D			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	75.5	18.0	64.5	22.0	75.5	12.7	69.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	24.0	12.0	104.0	16.0	24.0	12.0	104.0				
Max Q Clear Time (g_c+I1), s	18.0	15.7	13.6	43.3	18.0	28.3	6.9	52.3				
Green Ext Time (p_c), s	0.0	2.0	0.0	8.2	0.0	0.0	0.1	11.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	52.9											
HCM 7th LOS	D											

Queues

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Projected 2033 No-Build PM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	380	995	259	569	223	1074	433	72	901	194
v/c Ratio	0.73	1.06	0.61	0.85	0.98	0.75	0.50	0.41	0.65	0.27
Control Delay (s/veh)	54.8	108.9	38.1	80.1	131.1	39.7	6.5	28.8	45.8	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.8	108.9	38.1	80.1	131.1	39.7	6.5	28.8	45.8	5.9
Queue Length 50th (ft)	354	418	146	243	129	526	95	44	454	14
Queue Length 95th (ft)	#670	#673	184	#296	m#231	513	101	63	451	59
Internal Link Dist (ft)		840		1466		1175			521	
Turn Bay Length (ft)	500		500		450			300		200
Base Capacity (vph)	522	942	423	666	228	2044	1067	199	2044	974
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.06	0.61	0.85	0.98	0.53	0.41	0.36	0.44	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	564	497	507	0	1015	0	0	1269	140
Future Volume (veh/h)	0	0	0	564	497	507	0	1015	0	0	1269	140
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				465	898	297	0	1046	0	0	1308	83
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				1049	1101	466	0	2922	0	0	2922	905
Arrive On Green				0.29	0.29	0.29	0.00	0.57	0.00	0.00	0.57	0.57
Sat Flow, veh/h				3563	3741	1583	0	5443	0	0	5274	1582
Grp Volume(v), veh/h				465	898	297	0	1046	0	0	1308	83
Grp Sat Flow(s),veh/h/ln				1781	1870	1583	0	1702	0	0	1702	1582
Q Serve(g_s), s				9.5	20.1	14.7	0.0	9.9	0.0	0.0	13.3	2.1
Cycle Q Clear(g_c), s				9.5	20.1	14.7	0.0	9.9	0.0	0.0	13.3	2.1
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1049	1101	466	0	2922	0	0	2922	905
V/C Ratio(X)				0.44	0.82	0.64	0.00	0.36	0.00	0.00	0.45	0.09
Avail Cap(c_a), veh/h				1148	1205	510	0	2922	0	0	2922	905
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.00	0.84	0.00	0.00	0.53	0.53
Uniform Delay (d), s/veh				25.8	29.5	27.6	0.0	10.4	0.0	0.0	11.1	8.7
Incr Delay (d2), s/veh				0.3	4.1	2.3	0.0	0.3	0.0	0.0	0.3	0.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.8	9.0	5.5	0.0	3.4	0.0	0.0	4.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				26.1	33.6	29.9	0.0	10.6	0.0	0.0	11.3	8.8
LnGrp LOS				C	C	C		B			B	A
Approach Vol, veh/h					1660			1046			1391	
Approach Delay, s/veh					30.8			10.6			11.2	
Approach LOS					C			B			B	
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	57.5			32.5			57.5					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	49.0			29.0			49.0					
Max Q Clear Time (g_c+I1), s	11.9			22.1			15.3					
Green Ext Time (p_c), s	8.8			4.4			12.1					
Intersection Summary												
HCM 7th Control Delay, s/veh				19.0								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 No-Build PM Peak Conditions



Lane Group	WBL	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	523	758	335	1046	1308	144
v/c Ratio	0.55	0.82	0.67	0.37	0.46	0.16
Control Delay (s/veh)	28.2	35.7	27.6	11.2	6.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.2	35.7	27.6	11.2	6.1	1.0
Queue Length 50th (ft)	140	228	134	139	101	2
Queue Length 95th (ft)	196	313	240	116	148	m12
Internal Link Dist (ft)		402		690	1175	
Turn Bay Length (ft)						100
Base Capacity (vph)	980	956	513	2830	2830	928
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.79	0.65	0.37	0.46	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320
Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑↑↑			↑	↑↑	↑↑	↑↑	↑↑	↑↑↑	
Traffic Volume (vph)	0	0	792	0	0	507	720	507	621	777	1237	0
Future Volume (vph)	0	0	792	0	0	507	720	507	621	777	1237	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor			0.76			1.00	0.97	0.95	0.88	0.97	0.91	
Frpb, ped/bikes			1.00			0.99	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes			1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.85			0.87	1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			3610			1590	3433	3539	2711	3433	5085	
Flt Permitted			1.00			1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)			3610			1590	3433	3539	2711	3433	5085	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	825	0	0	528	750	528	647	809	1289	0
RTOR Reduction (vph)	0	0	47	0	0	175	0	0	49	0	0	0
Lane Group Flow (vph)	0	0	778	0	0	353	750	528	598	809	1289	0
Confl. Peds. (#/hr)	1					1	6		8	8		6
Turn Type			Over			Perm	Prot	NA	Perm	Prot	NA	
Protected Phases			5				5	2		1	6	
Permitted Phases						1			2			
Actuated Green, G (s)			27.8			28.4	27.8	49.6	49.6	28.4	50.2	
Effective Green, g (s)			27.8			28.4	27.8	49.6	49.6	28.4	50.2	
Actuated g/C Ratio			0.31			0.32	0.31	0.55	0.55	0.32	0.56	
Clearance Time (s)			6.0			6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1115			501	1060	1950	1494	1083	2836	
v/s Ratio Prot			0.22				0.22	0.15		c0.24	c0.25	
v/s Ratio Perm						0.22			0.22			
v/c Ratio			0.70			0.70	0.71	0.27	0.40	0.75	0.45	
Uniform Delay, d1			27.4			27.1	27.5	10.7	11.6	27.6	11.8	
Progression Factor			1.00			1.00	0.90	1.03	1.06	1.05	0.79	
Incremental Delay, d2			1.9			4.5	1.6	0.3	0.6	2.6	0.5	
Delay (s)			29.3			31.6	26.5	11.2	12.9	31.6	9.8	
Level of Service			C			C	C	B	B	C	A	
Approach Delay (s/veh)		29.3			31.6			17.7			18.2	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			55.5%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320

Projected 2033 No-Build PM Peak Conditions

							
Lane Group	EBR	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	825	528	750	528	647	809	1289
v/c Ratio	0.71	0.78	0.71	0.27	0.42	0.75	0.45
Control Delay (s/veh)	28.3	22.3	27.4	11.8	11.4	33.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.3	22.3	27.4	11.8	11.4	33.0	10.3
Queue Length 50th (ft)	165	140	224	101	123	276	104
Queue Length 95th (ft)	198	248	252	210	291	277	185
Internal Link Dist (ft)				1846			690
Turn Bay Length (ft)			500		500	500	
Base Capacity (vph)	1406	760	1296	1951	1543	1296	2835
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.69	0.58	0.27	0.42	0.62	0.45
Intersection Summary							

HCM 7th Signalized Intersection Summary

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320
Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	559	251	123	203	289	230	178	1018	40	210	1183	334
Future Volume (veh/h)	559	251	123	203	289	230	178	1018	40	210	1183	334
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1737	1870	1870	1870
Adj Flow Rate, veh/h	576	259	88	209	298	166	184	1049	40	216	1220	273
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	11	2	2	2
Cap, veh/h	628	538	178	326	421	300	239	1720	66	313	1785	792
Arrive On Green	0.18	0.21	0.21	0.09	0.12	0.12	0.06	0.49	0.49	0.07	0.50	0.50
Sat Flow, veh/h	3456	2613	865	1781	3554	1549	1781	3489	133	1781	3554	1577
Grp Volume(v), veh/h	576	174	173	209	298	166	184	534	555	216	1220	273
Grp Sat Flow(s),veh/h/ln	1728	1777	1701	1781	1777	1549	1781	1777	1846	1781	1777	1577
Q Serve(g_s), s	29.5	15.5	16.2	17.0	14.5	17.5	9.2	39.2	39.2	10.8	46.8	18.7
Cycle Q Clear(g_c), s	29.5	15.5	16.2	17.0	14.5	17.5	9.2	39.2	39.2	10.8	46.8	18.7
Prop In Lane	1.00		0.51	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	628	366	350	326	421	300	239	876	910	313	1785	792
V/C Ratio(X)	0.92	0.48	0.49	0.64	0.71	0.55	0.77	0.61	0.61	0.69	0.68	0.34
Avail Cap(c_a), veh/h	730	513	491	326	612	383	343	876	910	439	1785	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	72.3	62.9	63.2	63.3	76.3	65.8	31.5	33.1	33.1	26.6	33.9	27.0
Incr Delay (d2), s/veh	15.1	1.0	1.1	4.2	2.2	1.6	6.4	3.2	3.0	2.2	1.7	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	7.2	7.2	9.0	6.8	7.1	4.3	17.6	18.2	4.7	20.6	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.4	63.9	64.3	67.5	78.5	67.4	37.9	36.3	36.1	28.8	35.7	27.9
LnGrp LOS	F	E	E	E	E	E	D	D	D	C	D	C
Approach Vol, veh/h	923		673			1273			1709			
Approach Delay, s/veh	78.6		72.4			36.4			33.6			
Approach LOS	E		E			D			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	94.7	38.7	27.3	17.5	96.4	23.0	43.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	26.0	61.0	38.0	31.0	22.0	65.0	17.0	52.0				
Max Q Clear Time (g_c+I1), s	12.8	41.2	31.5	19.5	11.2	48.8	19.0	18.2				
Green Ext Time (p_c), s	0.5	6.8	1.3	1.9	0.3	8.8	0.0	2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.2											
HCM 7th LOS	D											

Queues

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320

Projected 2033 No-Build PM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	576	386	209	298	237	184	1090	216	1220	344
v/c Ratio	0.88	0.52	0.76	0.74	0.53	0.70	0.72	0.67	0.75	0.44
Control Delay (s/veh)	86.1	56.4	66.0	88.6	35.8	43.6	46.8	41.5	40.2	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.1	56.4	66.0	88.6	35.8	43.6	46.8	41.5	40.2	21.4
Queue Length 50th (ft)	343	188	185	182	144	107	557	164	557	137
Queue Length 95th (ft)	411	233	246	233	212	210	748	262	#865	222
Internal Link Dist (ft)		597		437			459		1846	
Turn Bay Length (ft)	400		150		150	200		150		150
Base Capacity (vph)	724	1000	277	609	481	309	1524	361	1626	784
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.39	0.75	0.49	0.49	0.60	0.72	0.60	0.75	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

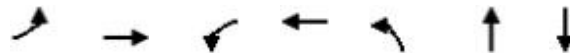
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

5: Corporate Boulevard/Curtis Drive & Buford Highway (SR 13) Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	1100	53	217	624	44	39	40	84	73	122	111
Future Volume (veh/h)	97	1100	53	217	624	44	39	40	84	73	122	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	1111	52	219	630	41	39	40	33	74	123	98
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	554	3120	146	392	3178	205	162	204	168	98	144	108
Arrive On Green	0.03	0.62	0.62	0.06	0.65	0.65	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	4995	234	1781	4897	317	1147	935	771	333	659	494
Grp Volume(v), veh/h	98	757	406	219	437	234	39	0	73	295	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1825	1781	1702	1809	1147	0	1706	1486	0	0
Q Serve(g_s), s	3.6	19.3	19.3	8.0	9.3	9.4	0.0	0.0	6.3	28.9	0.0	0.0
Cycle Q Clear(g_c), s	3.6	19.3	19.3	8.0	9.3	9.4	12.1	0.0	6.3	35.2	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.17	1.00		0.45	0.25		0.33
Lane Grp Cap(c), veh/h	554	2126	1140	392	2209	1174	162	0	372	349	0	0
V/C Ratio(X)	0.18	0.36	0.36	0.56	0.20	0.20	0.24	0.00	0.20	0.85	0.00	0.00
Avail Cap(c_a), veh/h	584	2126	1140	477	2209	1174	320	0	607	567	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.2	16.3	16.3	12.2	12.7	12.7	59.8	0.0	57.5	69.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.6	1.3	0.2	0.4	0.8	0.0	0.3	6.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.5	8.1	3.2	3.6	3.9	1.6	0.0	2.8	14.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	16.7	17.0	13.5	12.9	13.1	60.5	0.0	57.8	76.1	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	E		E	E		
Approach Vol, veh/h	1261			890			112			295		
Approach Delay, s/veh	16.3			13.1			58.7			76.1		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	122.8		45.2	16.3	118.4		45.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	89.0		64.0	19.0	79.0		64.0				
Max Q Clear Time (g_c+I1), s	5.6	11.4		37.2	10.0	21.3		14.1				
Green Ext Time (p_c), s	0.1	4.4		2.0	0.4	9.1		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.0								
HCM 7th LOS				C								



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	98	1165	219	674	39	125	309
v/c Ratio	0.19	0.38	0.62	0.21	0.25	0.30	0.96
Control Delay (s/veh)	7.6	12.7	17.9	15.5	58.4	27.1	105.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	12.7	17.9	15.5	58.4	27.1	105.9
Queue Length 50th (ft)	24	132	81	119	38	57	348
Queue Length 95th (ft)	m48	209	143	175	73	111	445
Internal Link Dist (ft)		1466		514		632	208
Turn Bay Length (ft)	150		150		200		
Base Capacity (vph)	521	3027	399	3154	246	630	499
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.38	0.55	0.21	0.16	0.20	0.62

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	485	130	0	280
Future Vol, veh/h	0	0	485	130	0	280
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	0	0	500	134	0	289
Major/Minor		Major2		Minor2		
Conflicting Flow All			-	0	-	250
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	0	0	750
Stage 1			-	0	0	-
Stage 2			-	0	0	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver			-	-	-	750
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach			WB		SB	
HCM Control Delay, s/v			0		12.77	
HCM LOS					B	
Minor Lane/Major Mvmt		WBT SBLn1				
Capacity (veh/h)		- 750				
HCM Lane V/C Ratio		- 0.385				
HCM Control Delay (s/veh)		- 12.8				
HCM Lane LOS		- B				
HCM 95th %tile Q(veh)		- 1.8				

HCM Signalized Intersection Capacity Analysis

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↗↘					↗
Traffic Volume (vph)	0	0	0	0	280	50	313	0	0	0	0	15
Future Volume (vph)	0	0	0	0	280	50	313	0	0	0	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0		6.0					6.0
Lane Util. Factor					0.95		0.97					1.00
Frt					0.98		1.00					0.87
Flt Protected					1.00		0.95					1.00
Satd. Flow (prot)					3459		3433					1611
Flt Permitted					1.00		0.95					1.00
Satd. Flow (perm)					3459		3433					1611
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	298	53	333	0	0	0	0	16
RTOR Reduction (vph)	0	0	0	0	17	0	278	0	0	0	0	16
Lane Group Flow (vph)	0	0	0	0	334	0	55	0	0	0	0	0
Turn Type					NA		Prot					Prot
Protected Phases					2		3					4
Permitted Phases												
Actuated Green, G (s)					12.2		6.1					0.9
Effective Green, g (s)					12.2		6.1					0.9
Actuated g/C Ratio					0.33		0.16					0.02
Clearance Time (s)					6.0		6.0					6.0
Vehicle Extension (s)					3.0		3.0					3.0
Lane Grp Cap (vph)					1134		562					38
v/s Ratio Prot					c0.10		c0.02					c0.00
v/s Ratio Perm												
v/c Ratio					0.29		0.10					0.01
Uniform Delay, d1					9.3		13.2					17.7
Progression Factor					1.00		1.00					1.00
Incremental Delay, d2					0.1		0.1					0.1
Delay (s)					9.4		13.3					17.8
Level of Service					A		B					B
Approach Delay (s/veh)		0.0			9.4			13.3			17.8	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			11.5				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.22									
Actuated Cycle Length (s)			37.2				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			45.0%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road
Projected 2033 No-Build PM Peak Conditions

Lane Group	WBT	NBL	SBR
Lane Group Flow (vph)	351	333	16
v/c Ratio	0.27	0.20	0.02
Control Delay (s/veh)	8.1	0.3	0.1
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	8.1	0.3	0.1
Queue Length 50th (ft)	15	0	0
Queue Length 95th (ft)	56	0	0
Internal Link Dist (ft)	38		
Turn Bay Length (ft)			
Base Capacity (vph)	3458	2542	1133
Starvation Cap Reductn	0	501	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.10	0.16	0.01
Intersection Summary			

HCM Unsignalized Intersection Capacity Analysis

72: Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 No-Build PM Peak Conditions

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			↘	↗		
Traffic Volume (veh/h)	0	0	562	331	0	0
Future Volume (Veh/h)	0	0	562	331	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	598	352	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	118					
pX, platoon unblocked						
vC, conflicting volume			0	1372	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	1372	0	
tC, single (s)			4.2	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			63	100	100	
cM capacity (veh/h)			1614	86	1084	
Direction, Lane #	WB 1	WB 2	WB 3			
Volume Total	399	317	235			
Volume Left	399	199	0			
Volume Right	0	0	0			
cSH	1614	1614	1700			
Volume to Capacity	0.37	0.37	0.14			
Queue Length 95th (ft)	44	44	0			
Control Delay (s/veh)	8.5	6.6	0.0			
Lane LOS	A	A				
Approach Delay (s/veh)	5.8					
Approach LOS						
Intersection Summary						
Average Delay		5.8				
Intersection Capacity Utilization		41.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	565	12	0	0	0	0	136	5	0	0	0
Future Volume (vph)	177	565	12	0	0	0	0	136	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0				
Lane Util. Factor	0.91	0.91	1.00					1.00				
Frt	1.00	1.00	0.85					1.00				
Flt Protected	0.95	1.00	1.00					1.00				
Satd. Flow (prot)	1579	3383	1583					1854				
Flt Permitted	0.95	1.00	1.00					1.00				
Satd. Flow (perm)	1579	3383	1583					1854				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	188	601	13	0	0	0	0	145	5	0	0	0
RTOR Reduction (vph)	90	18	7	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	79	602	6	0	0	0	0	148	0	0	0	0
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm					NA				
Protected Phases	2	2						8				
Permitted Phases			2									
Actuated Green, G (s)	19.0	19.0	19.0					9.8				
Effective Green, g (s)	19.0	19.0	19.0					9.8				
Actuated g/C Ratio	0.47	0.47	0.47					0.24				
Clearance Time (s)	6.0	6.0	6.0					6.0				
Vehicle Extension (s)	3.0	3.0	3.0					3.0				
Lane Grp Cap (vph)	735	1575	737					445				
v/s Ratio Prot	0.05	c0.18						c0.08				
v/s Ratio Perm			0.00									
v/c Ratio	0.11	0.38	0.01					0.33				
Uniform Delay, d1	6.1	7.1	5.8					12.8				
Progression Factor	1.00	1.00	1.00					1.00				
Incremental Delay, d2	0.1	0.2	0.0					0.4				
Delay (s)	6.2	7.2	5.9					13.2				
Level of Service	A	A	A					B				
Approach Delay (s/veh)		7.0			0.0			13.2			0.0	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			8.0									
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			40.8									
Intersection Capacity Utilization			33.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Projected 2033 No-Build PM Peak Conditions



Lane Group	EBL	EBT	EBR	NBT
Lane Group Flow (vph)	169	620	13	150
v/c Ratio	0.21	0.39	0.02	0.34
Control Delay (s/veh)	2.1	7.6	1.1	17.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.1	7.6	1.1	17.2
Queue Length 50th (ft)	0	39	0	27
Queue Length 95th (ft)	24	86	3	83
Internal Link Dist (ft)		430		162
Turn Bay Length (ft)	200		300	
Base Capacity (vph)	1579	3381	1583	890
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.18	0.01	0.17
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑							↑	↑	↑	
Traffic Volume (vph)	0	566	4	0	0	0	0	0	39	546	16	0
Future Volume (vph)	0	566	4	0	0	0	0	0	39	546	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0							4.0	6.0	6.0	
Lane Util. Factor		0.95							1.00	0.95	0.95	
Frt		1.00							0.87	1.00	1.00	
Flt Protected		1.00							1.00	0.95	0.95	
Satd. Flow (prot)		3536							1611	1665	1674	
Flt Permitted		1.00							1.00	0.95	0.95	
Satd. Flow (perm)		3536							1611	1665	1674	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	602	4	0	0	0	0	0	41	581	17	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	225	217	0
Lane Group Flow (vph)	0	605	0	0	0	0	0	0	41	71	85	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Turn Type		NA							Free	Split	NA	
Protected Phases		2								4	4	
Permitted Phases									Free			
Actuated Green, G (s)		19.0							40.8	9.8	9.8	
Effective Green, g (s)		19.0							40.8	9.8	9.8	
Actuated g/C Ratio		0.47							1.00	0.24	0.24	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		3.0								3.0	3.0	
Lane Grp Cap (vph)		1646							1611	399	402	
v/s Ratio Prot		c0.17								0.04	c0.05	
v/s Ratio Perm									0.03			
v/c Ratio		0.37							0.03	0.18	0.21	
Uniform Delay, d1		7.0							0.0	12.3	12.4	
Progression Factor		0.20							1.00	1.00	1.00	
Incremental Delay, d2		0.1							0.0	0.2	0.3	
Delay (s)		1.6							0.0	12.5	12.7	
Level of Service		A							A	B	B	
Approach Delay (s/veh)		1.6			0.0			0.0			12.6	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			6.8									HCM 2000 Level of Service A
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			40.8									Sum of lost time (s) 12.0
Intersection Capacity Utilization			41.3%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

Queues
82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 No-Build PM Peak Conditions



Lane Group	EBT	NBR	SBL	SBT
Lane Group Flow (vph)	606	41	296	302
v/c Ratio	0.37	0.03	0.48	0.49
Control Delay (s/veh)	2.1	0.0	5.6	6.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.1	0.0	5.6	6.3
Queue Length 50th (ft)	6	0	0	3
Queue Length 95th (ft)	9	0	51	57
Internal Link Dist (ft)	73			164
Turn Bay Length (ft)				
Base Capacity (vph)	3536	1611	952	951
Starvation Cap Reductn	439	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.03	0.31	0.32
Intersection Summary				

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 No-Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	557	414	220	412	992	0	0	838	428
Future Volume (veh/h)	0	0	0	557	414	220	412	992	0	0	838	428
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1856	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				574	427	115	425	1023	0	0	864	378
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	3	2	2	2	0	0	2	2
Cap, veh/h				752	392	335	500	2330	0	0	2269	704
Arrive On Green				0.21	0.21	0.21	0.14	0.66	0.00	0.00	0.44	0.44
Sat Flow, veh/h				3563	1856	1585	3456	3647	0	0	5274	1585
Grp Volume(v), veh/h				574	427	115	425	1023	0	0	864	378
Grp Sat Flow(s),veh/h/ln				1781	1856	1585	1728	1777	0	0	1702	1585
Q Serve(g_s), s				13.6	19.0	5.6	10.8	12.5	0.0	0.0	10.2	15.7
Cycle Q Clear(g_c), s				13.6	19.0	5.6	10.8	12.5	0.0	0.0	10.2	15.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				752	392	335	500	2330	0	0	2269	704
V/C Ratio(X)				0.76	1.09	0.34	0.85	0.44	0.00	0.00	0.38	0.54
Avail Cap(c_a), veh/h				752	392	335	538	2330	0	0	2269	704
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.4	35.5	30.2	37.5	7.5	0.0	0.0	16.7	18.2
Incr Delay (d2), s/veh				4.6	71.9	0.6	11.7	0.6	0.0	0.0	0.5	2.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	15.8	5.2	5.2	4.0	0.0	0.0	3.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				38.0	107.4	30.8	49.3	8.1	0.0	0.0	17.2	21.2
LnGrp LOS				D	F	C	D	A			B	C
Approach Vol, veh/h					1116			1448			1242	
Approach Delay, s/veh					63.8			20.2			18.4	
Approach LOS					E			C			B	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	65.0			25.0	19.0	46.0						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	59.0			19.0	14.0	39.0						
Max Q Clear Time (g_c+I1), s	14.5			21.0	12.8	17.7						
Green Ext Time (p_c), s	8.6			0.0	0.2	7.3						
Intersection Summary												
HCM 7th Control Delay, s/veh				32.4								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 No-Build PM Peak Conditions



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	327	674	227	425	1023	864	441
v/c Ratio	0.96	0.97	0.51	0.81	0.44	0.39	0.59
Control Delay (s/veh)	78.1	63.2	17.4	50.7	8.2	17.9	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.1	63.2	17.4	50.7	8.2	17.9	18.0
Queue Length 50th (ft)	203	209	43	121	131	119	138
Queue Length 95th (ft)	#385	#328	113	#189	170	152	235
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	339	698	443	534	2320	2221	752
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.97	0.51	0.80	0.44	0.39	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 No-Build IMP AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	589	663	230	1041	1300	0	0	646	758
Future Volume (veh/h)	0	0	0	589	663	230	1041	1300	0	0	646	758
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1841	1811	1870	1870	0	0	1856	1856
Adj Flow Rate, veh/h				454	982	202	1132	1413	0	0	702	776
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	4	6	2	2	0	0	3	3
Cap, veh/h				498	1030	429	1145	2293	0	0	1401	765
Arrive On Green				0.28	0.28	0.28	0.33	0.65	0.00	0.00	0.28	0.28
Sat Flow, veh/h				1781	3681	1533	3456	3647	0	0	5233	2768
Grp Volume(v), veh/h				454	982	202	1132	1413	0	0	702	776
Grp Sat Flow(s),veh/h/ln				1781	1841	1533	1728	1777	0	0	1689	1384
Q Serve(g_s), s				39.4	41.9	17.5	52.1	37.5	0.0	0.0	18.6	44.2
Cycle Q Clear(g_c), s				39.4	41.9	17.5	52.1	37.5	0.0	0.0	18.6	44.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				498	1030	429	1145	2293	0	0	1401	765
V/C Ratio(X)				0.91	0.95	0.47	0.99	0.62	0.00	0.00	0.50	1.01
Avail Cap(c_a), veh/h				501	1035	431	1145	2293	0	0	1401	765
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				55.7	56.6	47.8	53.2	16.7	0.0	0.0	48.6	57.9
Incr Delay (d2), s/veh				20.8	17.8	0.8	23.8	1.3	0.0	0.0	1.3	36.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.2	21.6	15.5	26.0	15.0	0.0	0.0	8.0	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				76.5	74.4	48.6	77.1	18.0	0.0	0.0	49.9	93.9
LnGrp LOS				E	E	D	E	B			D	F
Approach Vol, veh/h					1638			2545			1478	
Approach Delay, s/veh					71.8			44.2			73.0	
Approach LOS					E			D			E	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	109.2			50.8	59.0	50.2						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	103.0			45.0	53.0	44.0						
Max Q Clear Time (g_c+I1), s	39.5			43.9	54.1	46.2						
Green Ext Time (p_c), s	15.3			0.8	0.0	0.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			59.7									
HCM 7th LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 No-Build IMP AM Peak Conditions



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	442	919	250	1132	1413	702	824
v/c Ratio	0.98	0.99	0.54	1.00	0.62	0.51	1.03
Control Delay (s/veh)	93.3	83.8	41.1	78.3	18.4	50.4	90.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.3	83.8	41.1	78.3	18.4	50.4	90.2
Queue Length 50th (ft)	507	529	169	610	438	228	~492
Queue Length 95th (ft)	#759	#685	265	#768	505	273	#640
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	452	928	466	1137	2278	1384	803
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.99	0.54	1.00	0.62	0.51	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 No-Build IMP PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	559	425	220	414	992	0	0	840	428
Future Volume (veh/h)	0	0	0	559	425	220	414	992	0	0	840	428
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1856	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				576	438	121	427	1023	0	0	866	376
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	3	2	2	2	0	0	2	2
Cap, veh/h				792	412	352	501	2290	0	0	2209	1207
Arrive On Green				0.22	0.22	0.22	0.15	0.64	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3563	1856	1585	3456	3647	0	0	5274	2790
Grp Volume(v), veh/h				576	438	121	427	1023	0	0	866	376
Grp Sat Flow(s),veh/h/ln				1781	1856	1585	1728	1777	0	0	1702	1395
Q Serve(g_s), s				13.5	20.0	5.8	10.8	12.9	0.0	0.0	10.4	8.0
Cycle Q Clear(g_c), s				13.5	20.0	5.8	10.8	12.9	0.0	0.0	10.4	8.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				792	412	352	501	2290	0	0	2209	1207
V/C Ratio(X)				0.73	1.06	0.34	0.85	0.45	0.00	0.00	0.39	0.31
Avail Cap(c_a), veh/h				792	412	352	538	2290	0	0	2209	1207
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.5	35.0	29.5	37.5	8.0	0.0	0.0	17.4	16.7
Incr Delay (d2), s/veh				3.4	61.8	0.6	11.9	0.6	0.0	0.0	0.5	0.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.8	15.5	5.4	5.2	4.2	0.0	0.0	3.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				35.9	96.8	30.0	49.4	8.6	0.0	0.0	18.0	17.4
LnGrp LOS				D	F	C	D	A			B	B
Approach Vol, veh/h					1135			1450			1242	
Approach Delay, s/veh					58.7			20.6			17.8	
Approach LOS					E			C			B	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	64.0			26.0	19.1	44.9						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	58.0			20.0	14.0	38.0						
Max Q Clear Time (g_c+I1), s	14.9			22.0	12.8	12.4						
Green Ext Time (p_c), s	8.6			0.0	0.2	8.0						
Intersection Summary												
HCM 7th Control Delay, s/veh				31.0								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 No-Build IMP PM Peak Conditions



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	328	686	227	427	1023	866	441
v/c Ratio	0.92	0.93	0.50	0.82	0.45	0.40	0.35
Control Delay (s/veh)	67.1	56.0	17.3	51.0	8.8	18.7	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.1	56.0	17.3	51.0	8.8	18.7	13.9
Queue Length 50th (ft)	201	211	44	122	136	121	68
Queue Length 95th (ft)	#374	#324	114	#191	177	155	108
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	357	735	455	534	2280	2165	1249
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.93	0.50	0.80	0.45	0.40	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Projected 2033 Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	321	69	240	730	167	245	1590	135	51	713	311
Future Volume (veh/h)	232	321	69	240	730	167	245	1590	135	51	713	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1870	1856	1841	1796	1856	1870	1767	1767	1870	1870
Adj Flow Rate, veh/h	239	331	49	247	753	147	253	1639	83	53	735	182
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	3	4	7	3	2	9	9	2	2
Cap, veh/h	267	1115	161	400	1071	207	310	1665	701	106	1465	653
Arrive On Green	0.09	0.25	0.25	0.09	0.25	0.25	0.09	0.47	0.47	0.03	0.41	0.41
Sat Flow, veh/h	1781	4396	633	1767	4221	816	3428	3554	1496	1682	3554	1584
Grp Volume(v), veh/h	239	248	132	247	596	304	253	1639	83	53	735	182
Grp Sat Flow(s),veh/h/ln	1781	1662	1707	1767	1675	1687	1714	1777	1496	1682	1777	1584
Q Serve(g_s), s	15.0	9.6	10.0	15.0	25.8	26.2	11.6	72.8	5.0	2.9	24.5	12.2
Cycle Q Clear(g_c), s	15.0	9.6	10.0	15.0	25.8	26.2	11.6	72.8	5.0	2.9	24.5	12.2
Prop In Lane	1.00		0.37	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	843	433	400	850	428	310	1665	701	106	1465	653
V/C Ratio(X)	0.89	0.29	0.30	0.62	0.70	0.71	0.82	0.98	0.12	0.50	0.50	0.28
Avail Cap(c_a), veh/h	267	843	433	400	850	428	900	1666	701	122	1465	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	48.1	48.3	41.1	54.2	54.3	71.5	41.9	23.9	38.9	34.9	31.2
Incr Delay (d2), s/veh	29.2	0.9	1.8	2.6	4.4	8.8	4.2	15.9	0.1	3.6	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	4.1	4.5	7.6	11.2	12.0	5.3	34.9	1.8	1.3	10.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	49.0	50.1	43.7	58.6	63.1	75.6	57.8	24.0	42.5	35.1	31.5
LnGrp LOS	E	D	D	D	E	E	E	E	C	D	D	C
Approach Vol, veh/h	619			1147			1975			970		
Approach Delay, s/veh	58.9			56.6			58.7			34.8		
Approach LOS	E			E			E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	46.6	20.5	71.9	21.0	46.6	11.4	81.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	39.0	42.0	40.0	15.0	39.0	7.0	75.0				
Max Q Clear Time (g_c+I1), s	17.0	28.2	13.6	26.5	17.0	12.0	4.9	74.8				
Green Ext Time (p_c), s	0.0	4.0	0.9	4.6	0.0	2.2	0.0	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	53.3											
HCM 7th LOS	D											

Queues

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Projected 2033 Build AM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	239	402	247	925	253	1639	139	53	735	321
v/c Ratio	0.99	0.32	0.66	0.77	0.69	0.98	0.19	0.47	0.53	0.43
Control Delay (s/veh)	98.2	46.0	57.9	67.9	76.1	53.4	4.8	36.7	39.1	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.2	46.0	57.9	67.9	76.1	53.4	4.8	36.7	39.1	12.2
Queue Length 50th (ft)	~224	119	206	323	127	803	13	25	302	64
Queue Length 95th (ft)	#411	154	m298	388	m173	m#1023	m32	58	385	157
Internal Link Dist (ft)		840		1466		1175			521	
Turn Bay Length (ft)	500		500		450			300		200
Base Capacity (vph)	241	1263	376	1194	892	1672	744	115	1387	748
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.32	0.66	0.77	0.28	0.98	0.19	0.46	0.53	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	755	740	507	0	1370	0	0	813	311
Future Volume (veh/h)	0	0	0	755	740	507	0	1370	0	0	813	311
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1841	1870	1870	0	1870	0	0	1870	1856
Adj Flow Rate, veh/h				622	1222	321	0	1412	0	0	838	302
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				4	2	2	0	2	0	0	2	3
Cap, veh/h				1052	1122	476	0	2808	0	0	2808	864
Arrive On Green				0.30	0.30	0.30	0.00	0.55	0.00	0.00	0.73	0.73
Sat Flow, veh/h				3506	3741	1585	0	5443	0	0	5274	1571
Grp Volume(v), veh/h				622	1222	321	0	1412	0	0	838	302
Grp Sat Flow(s),veh/h/ln				1753	1870	1585	0	1702	0	0	1702	1571
Q Serve(g_s), s				12.1	24.0	14.2	0.0	13.8	0.0	0.0	4.5	5.5
Cycle Q Clear(g_c), s				12.1	24.0	14.2	0.0	13.8	0.0	0.0	4.5	5.5
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1052	1122	476	0	2808	0	0	2808	864
V/C Ratio(X)				0.59	1.09	0.68	0.00	0.50	0.00	0.00	0.30	0.35
Avail Cap(c_a), veh/h				1052	1122	476	0	2808	0	0	2808	864
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.00	0.94	0.00	0.00	0.81	0.81
Uniform Delay (d), s/veh				23.8	28.0	24.6	0.0	11.2	0.0	0.0	5.4	5.6
Incr Delay (d2), s/veh				0.9	54.4	3.8	0.0	0.6	0.0	0.0	0.2	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	18.1	5.3	0.0	4.6	0.0	0.0	1.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				24.7	82.4	28.3	0.0	11.8	0.0	0.0	5.7	6.5
LnGrp LOS				C	F	C		B			A	A
Approach Vol, veh/h					2165			1412			1140	
Approach Delay, s/veh					57.8			11.8			5.9	
Approach LOS					E			B			A	
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	50.0			30.0			50.0					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	44.0			24.0			44.0					
Max Q Clear Time (g_c+I1), s	15.8			26.0			7.5					
Green Ext Time (p_c), s	12.1			0.0			8.1					
Intersection Summary												
HCM 7th Control Delay, s/veh				31.5								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 Build AM Peak Conditions



Lane Group	WBL	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	700	951	413	1412	838	321
v/c Ratio	0.78	1.06	0.90	0.51	0.30	0.37
Control Delay (s/veh)	33.0	77.0	49.0	12.1	5.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	77.0	49.0	12.1	5.4	5.1
Queue Length 50th (ft)	184	~325	196	147	72	68
Queue Length 95th (ft)	257	#466	#383	149	67	76
Internal Link Dist (ft)		402		690	1175	
Turn Bay Length (ft)						100
Base Capacity (vph)	895	895	461	2796	2796	869
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	1.06	0.90	0.51	0.30	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	884	0	0	538	910	832	527	471	1097	0
Future Volume (vph)	0	0	884	0	0	538	910	832	527	471	1097	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			4.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor			0.76			1.00	0.97	0.95	0.88	0.97	0.91	
Frpb, ped/bikes			1.00			1.00	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes			1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.85			0.87	1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			3610			1565	3433	3539	2647	3433	5036	
Flt Permitted			1.00			1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)			3610			1565	3433	3539	2647	3433	5036	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	911	0	0	555	938	858	543	486	1131	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	911	0	0	555	938	858	543	486	1131	0
Confl. Peds. (#/hr)							1		3	3		1
Heavy Vehicles (%)	2%	2%	2%	0%	0%	5%	2%	2%	5%	2%	3%	0%
Turn Type			Over			Free	Prot	NA	Perm	Prot	NA	
Protected Phases			5				5	2		1	6	
Permitted Phases						Free			2			
Actuated Green, G (s)			27.7			80.0	27.7	51.3	51.3	16.7	40.3	
Effective Green, g (s)			27.7			80.0	27.7	51.3	51.3	16.7	40.3	
Actuated g/C Ratio			0.35			1.00	0.35	0.64	0.64	0.21	0.50	
Clearance Time (s)			6.0				6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)			3.0				3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1249			1565	1188	2269	1697	716	2536	
v/s Ratio Prot			0.25				c0.27	0.24		0.14	c0.22	
v/s Ratio Perm						0.35			0.21			
v/c Ratio			0.73			0.35	0.79	0.38	0.32	0.68	0.45	
Uniform Delay, d1			22.9			0.0	23.5	6.8	6.5	29.2	12.7	
Progression Factor			1.00			1.00	0.98	1.07	1.06	1.07	1.08	
Incremental Delay, d2			2.2			0.6	2.6	0.3	0.4	2.2	0.5	
Delay (s)			25.0			0.6	25.6	7.6	7.2	33.4	14.2	
Level of Service			C			A	C	A	A	C	B	
Approach Delay (s/veh)		25.0			0.6			14.8			20.0	
Approach LOS		C			A			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			57.2%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320

Projected 2033 Build AM Peak Conditions

							
Lane Group	EBR	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	911	555	938	858	543	486	1131
v/c Ratio	0.73	0.35	0.79	0.38	0.32	0.68	0.45
Control Delay (s/veh)	26.7	0.6	26.9	8.0	7.7	35.3	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.7	0.6	26.9	8.0	7.7	35.3	14.5
Queue Length 50th (ft)	167	0	278	154	101	117	179
Queue Length 95th (ft)	222	0	252	242	163	m135	m179
Internal Link Dist (ft)				1846			690
Turn Bay Length (ft)			500		500	500	
Base Capacity (vph)	1308	1565	1244	2270	1696	1244	2538
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.35	0.75	0.38	0.32	0.39	0.45
Intersection Summary							
m Volume for 95th percentile queue is metered by upstream signal.							

HCM 7th Signalized Intersection Summary

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (veh/h)	445	267	94	104	280	303	130	1355	28	102	877	479
Future Volume (veh/h)	445	267	94	104	280	303	130	1355	28	102	877	479
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1870	1870	1870	1870	1841	1856	1870	1841
Adj Flow Rate, veh/h	454	272	74	106	286	189	133	1383	28	104	895	360
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	4	2	2	2	2	2	4	3	2	4
Cap, veh/h	514	595	159	290	458	266	292	1892	38	204	1857	815
Arrive On Green	0.15	0.21	0.21	0.06	0.13	0.13	0.05	0.53	0.53	0.04	0.52	0.52
Sat Flow, veh/h	3428	2771	739	1781	3554	1574	1781	3562	72	1767	3554	1559
Grp Volume(v), veh/h	454	172	174	106	286	189	133	689	722	104	895	360
Grp Sat Flow(s),veh/h/ln	1714	1777	1734	1781	1777	1574	1781	1777	1857	1767	1777	1559
Q Serve(g_s), s	20.8	13.5	14.0	8.2	12.2	18.1	5.5	47.6	47.7	4.4	25.7	22.9
Cycle Q Clear(g_c), s	20.8	13.5	14.0	8.2	12.2	18.1	5.5	47.6	47.7	4.4	25.7	22.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	514	382	372	290	458	266	292	944	987	204	1857	815
V/C Ratio(X)	0.88	0.45	0.47	0.37	0.62	0.71	0.46	0.73	0.73	0.51	0.48	0.44
Avail Cap(c_a), veh/h	707	382	372	410	489	280	472	944	987	255	1857	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	66.6	54.6	54.8	55.4	66.0	62.8	18.9	28.7	28.8	25.5	24.4	23.7
Incr Delay (d2), s/veh	9.8	0.8	0.9	0.8	2.3	7.7	1.1	5.0	4.8	1.6	0.7	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	6.2	6.2	3.7	5.7	7.8	2.3	21.0	22.0	1.9	11.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.4	55.5	55.7	56.2	68.3	70.5	20.0	33.7	33.5	27.1	25.1	25.1
LnGrp LOS	E	E	E	E	E	E	B	C	C	C	C	C
Approach Vol, veh/h	800			581			1544			1359		
Approach Delay, s/veh	67.4			66.8			32.4			25.3		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	91.0	30.0	26.6	13.8	89.6	16.2	40.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	11.0	70.0	33.0	22.0	24.0	57.0	21.0	34.0				
Max Q Clear Time (g_c+I1), s	6.4	49.7	22.8	20.1	7.5	27.7	10.2	16.0				
Green Ext Time (p_c), s	0.1	9.6	1.2	0.5	0.3	8.7	0.2	1.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	41.3											
HCM 7th LOS	D											

Queues

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320

Projected 2033 Build AM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	454	368	106	286	309	133	1412	104	895	489
v/c Ratio	0.80	0.52	0.43	0.72	0.79	0.40	0.79	0.58	0.50	0.55
Control Delay (s/veh)	75.4	54.5	45.0	78.5	45.1	18.4	37.5	33.6	23.0	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.4	54.5	45.0	78.5	45.1	18.4	37.5	33.6	23.0	12.9
Queue Length 50th (ft)	239	168	81	154	163	57	631	44	261	162
Queue Length 95th (ft)	290	212	119	202	267	106	833	m114	382	220
Internal Link Dist (ft)		597		437			459		1846	
Turn Bay Length (ft)	400		150		150	200		150		150
Base Capacity (vph)	701	764	344	488	405	460	1795	194	1780	897
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.48	0.31	0.59	0.76	0.29	0.79	0.54	0.50	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

5: Corporate Boulevard/Curtis Drive & Buford Highway (SR 13)

Projected 2033 Build AM Peak Conditions

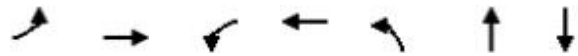
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	327	96	174	774	62	234	62	148	47	23	54
Future Volume (veh/h)	53	327	96	174	774	62	234	62	148	47	23	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1781	1752	1841	1826	1618	1870	1752	1781	1737	1870	1870
Adj Flow Rate, veh/h	55	341	66	181	806	59	244	65	99	49	24	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	10	4	5	19	2	10	8	11	2	2
Cap, veh/h	444	2466	462	662	2888	211	303	152	232	131	67	86
Arrive On Green	0.03	0.60	0.60	0.04	0.61	0.61	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	4111	769	1753	4739	345	1336	624	951	406	274	354
Grp Volume(v), veh/h	55	266	141	181	564	301	244	0	164	111	0	0
Grp Sat Flow(s),veh/h/ln	1781	1621	1638	1753	1662	1761	1336	0	1575	1034	0	0
Q Serve(g_s), s	1.9	5.7	6.0	6.6	12.8	12.9	14.9	0.0	14.1	7.9	0.0	0.0
Cycle Q Clear(g_c), s	1.9	5.7	6.0	6.6	12.8	12.9	36.9	0.0	14.1	22.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.20	1.00		0.60	0.44		0.34
Lane Grp Cap(c), veh/h	444	1945	983	662	2025	1074	303	0	384	284	0	0
V/C Ratio(X)	0.12	0.14	0.14	0.27	0.28	0.28	0.80	0.00	0.43	0.39	0.00	0.00
Avail Cap(c_a), veh/h	494	1945	983	662	2025	1074	303	0	384	284	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	13.9	14.0	11.5	14.7	14.7	61.8	0.0	51.1	56.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.3	0.2	0.3	0.7	14.5	0.0	0.8	4.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.1	2.3	2.5	4.8	5.2	11.1	0.0	5.7	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.6	14.1	14.3	11.7	15.0	15.4	76.3	0.0	51.8	60.1	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	E		D	E		
Approach Vol, veh/h	462			1046			408			111		
Approach Delay, s/veh	13.9			14.5			66.4			60.1		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	103.5		45.0	13.0	102.0		45.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	93.0		39.0	7.0	96.0		39.0				
Max Q Clear Time (g_c+I1), s	3.9	14.9		24.0	8.6	8.0		38.9				
Green Ext Time (p_c), s	0.0	6.1		0.5	0.0	2.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.3								
HCM 7th LOS				C								

Queues

5: Corporate Boulevard/Curtis Drive & Buford Highway (SR 13)

Corporate Square DRI #4320

Projected 2033 Build AM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	55	441	181	871	244	219	129
v/c Ratio	0.14	0.16	0.30	0.29	0.86	0.51	0.45
Control Delay (s/veh)	3.8	2.5	10.9	15.0	85.6	39.6	47.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.8	2.5	10.9	15.0	85.6	39.6	47.7
Queue Length 50th (ft)	7	9	63	154	246	135	95
Queue Length 95th (ft)	13	18	94	185	#405	225	167
Internal Link Dist (ft)		1466		514		632	208
Turn Bay Length (ft)	150		150		200		
Base Capacity (vph)	437	2791	606	2970	283	430	287
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.16	0.30	0.29	0.86	0.51	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	980	226	0	227
Future Vol, veh/h	0	0	980	226	0	227
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	4	0	3
Mvmt Flow	0	0	1054	243	0	244
Major/Minor		Major2		Minor2		
Conflicting Flow All		-		0	-	527
Stage 1		-		-	-	-
Stage 2		-		-	-	-
Critical Hdwy		-		-	-	6.96
Critical Hdwy Stg 1		-		-	-	-
Critical Hdwy Stg 2		-		-	-	-
Follow-up Hdwy		-		-	-	3.33
Pot Cap-1 Maneuver		-		0	0	493
Stage 1		-		0	0	-
Stage 2		-		0	0	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver		-		-	-	493
Mov Cap-2 Maneuver		-		-	-	-
Stage 1		-		-	-	-
Stage 2		-		-	-	-
Approach		WB		SB		
HCM Control Delay, s/v		0		19.24		
HCM LOS				C		
Minor Lane/Major Mvmt		WBT SBLn1				
Capacity (veh/h)		- 493				
HCM Lane V/C Ratio		- 0.495				
HCM Control Delay (s/veh)		- 19.2				
HCM Lane LOS		- C				
HCM 95th %tile Q(veh)		- 2.7				

HCM Signalized Intersection Capacity Analysis

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road Projected 2033 Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	682	8	203	0	0	0	0	26
Future Volume (vph)	0	0	0	0	682	8	203	0	0	0	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0		6.0					6.0
Lane Util. Factor					0.95		0.97					1.00
Frt					1.00		1.00					0.87
Flt Protected					1.00		0.95					1.00
Satd. Flow (prot)					3499		3072					1611
Flt Permitted					1.00		0.95					1.00
Satd. Flow (perm)					3499		3072					1611
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	726	9	216	0	0	0	0	28
RTOR Reduction (vph)	0	0	0	0	1	0	202	0	0	0	0	27
Lane Group Flow (vph)	0	0	0	0	734	0	14	0	0	0	0	1
Heavy Vehicles (%)	0%	0%	0%	0%	3%	2%	14%	0%	0%	0%	0%	2%
Turn Type					NA		Prot					Prot
Protected Phases					2		3					4
Permitted Phases												
Actuated Green, G (s)					67.3		6.0					3.4
Effective Green, g (s)					67.3		6.0					3.4
Actuated g/C Ratio					0.71		0.06					0.04
Clearance Time (s)					6.0		6.0					6.0
Vehicle Extension (s)					3.0		3.0					3.0
Lane Grp Cap (vph)					2486		194					57
v/s Ratio Prot					c0.21		c0.00					c0.00
v/s Ratio Perm												
v/c Ratio					0.30		0.07					0.02
Uniform Delay, d1					5.0		41.7					44.0
Progression Factor					1.00		1.00					1.00
Incremental Delay, d2					0.3		0.2					0.1
Delay (s)					5.3		41.9					44.2
Level of Service					A		D					D
Approach Delay (s/veh)		0.0			5.3			41.9			44.2	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			14.5									
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			94.7									
Intersection Capacity Utilization			51.5%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road Projected 2033 Build AM Peak Conditions



Lane Group	WBT	NBL	SBR
Lane Group Flow (vph)	735	216	28
v/c Ratio	0.29	0.26	0.10
Control Delay (s/veh)	5.2	0.8	0.7
Queue Delay	0.0	0.2	0.0
Total Delay (s/veh)	5.2	0.9	0.7
Queue Length 50th (ft)	81	0	0
Queue Length 95th (ft)	106	0	0
Internal Link Dist (ft)	38		
Turn Bay Length (ft)			
Base Capacity (vph)	2552	1091	480
Starvation Cap Reductn	0	359	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.29	0.30	0.06
Intersection Summary			

HCM Unsignalized Intersection Capacity Analysis

72: Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			↘ ↗	↖ ↗		
Traffic Volume (veh/h)	0	0	602	691	0	0
Future Volume (Veh/h)	0	0	602	691	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	640	735	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	118					
pX, platoon unblocked						
vC, conflicting volume			0	1648	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	1648	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			61	100	100	
cM capacity (veh/h)			1622	56	1091	
Direction, Lane #	WB 1	WB 2	WB 3			
Volume Total	427	458	490			
Volume Left	427	213	0			
Volume Right	0	0	0			
cSH	1622	1622	1700			
Volume to Capacity	0.39	0.39	0.29			
Queue Length 95th (ft)	48	48	0			
Control Delay (s/veh)	8.7	6.2	0.0			
Lane LOS	A	A				
Approach Delay (s/veh)	4.7					
Approach LOS						
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			45.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	441	34	0	0	0	0	1	1	0	0	0
Future Volume (vph)	202	441	34	0	0	0	0	1	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0				
Lane Util. Factor	0.91	0.91	1.00					1.00				
Frpb, ped/bikes	1.00	1.00	0.98					1.00				
Flpb, ped/bikes	1.00	1.00	1.00					1.00				
Frt	1.00	1.00	0.85					0.93				
Flt Protected	0.95	1.00	1.00					1.00				
Satd. Flow (prot)	1441	3365	1532					1737				
Flt Permitted	0.95	1.00	1.00					1.00				
Satd. Flow (perm)	1441	3365	1532					1737				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	215	469	36	0	0	0	0	1	1	0	0	0
RTOR Reduction (vph)	59	10	11	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	134	481	25	0	0	0	0	1	0	0	0	0
Confl. Peds. (#/hr)			4	4			5					5
Heavy Vehicles (%)	14%	2%	3%	0%	0%	0%	0%	2%	2%	0%	0%	0%
Turn Type	Split	NA	Perm					NA				
Protected Phases	2	2						8				
Permitted Phases			2									
Actuated Green, G (s)	65.0	65.0	65.0					16.9				
Effective Green, g (s)	65.0	65.0	65.0					16.9				
Actuated g/C Ratio	0.69	0.69	0.69					0.18				
Clearance Time (s)	6.0	6.0	6.0					6.0				
Vehicle Extension (s)	3.0	3.0	3.0					3.0				
Lane Grp Cap (vph)	997	2329	1060					312				
v/s Ratio Prot	0.09	c0.14						c0.00				
v/s Ratio Perm			0.02									
v/c Ratio	0.13	0.21	0.02					0.00				
Uniform Delay, d1	4.9	5.2	4.5					31.6				
Progression Factor	1.00	1.00	1.00					1.00				
Incremental Delay, d2	0.3	0.2	0.0					0.0				
Delay (s)	5.2	5.4	4.6					31.6				
Level of Service	A	A	A					C				
Approach Delay (s/veh)		5.3			0.0			31.6			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			5.4									
HCM 2000 Volume to Capacity ratio			0.16									
Actuated Cycle Length (s)			93.9									
Intersection Capacity Utilization			28.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Projected 2033 Build AM Peak Conditions



Lane Group	EBL	EBT	EBR	NBT
Lane Group Flow (vph)	193	491	36	2
v/c Ratio	0.18	0.21	0.03	0.01
Control Delay (s/veh)	1.2	5.2	1.7	27.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.2	5.2	1.7	27.0
Queue Length 50th (ft)	0	48	0	1
Queue Length 95th (ft)	21	68	9	7
Internal Link Dist (ft)		430		162
Turn Bay Length (ft)	200		300	
Base Capacity (vph)	1056	2341	1071	333
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.21	0.03	0.01
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	374	68	0	0	0	0	0	17	485	117	0
Future Volume (vph)	0	374	68	0	0	0	0	0	17	485	117	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0							4.0	6.0	6.0	
Lane Util. Factor		0.95							1.00	0.95	0.95	
Frt		0.98							0.87	1.00	1.00	
Flt Protected		1.00							1.00	0.95	0.97	
Satd. Flow (prot)		3458							1611	1681	1717	
Flt Permitted		1.00							1.00	0.95	0.97	
Satd. Flow (perm)		3458							1611	1681	1717	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	398	72	0	0	0	0	0	18	516	124	0
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	258	62	0
Lane Group Flow (vph)	0	455	0	0	0	0	0	0	18	57	263	0
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%	2%	0%
Turn Type		NA							Free	Split	NA	
Protected Phases		2								4	4	
Permitted Phases									Free			
Actuated Green, G (s)		65.0							93.9	16.9	16.9	
Effective Green, g (s)		65.0							93.9	16.9	16.9	
Actuated g/C Ratio		0.69							1.00	0.18	0.18	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		3.0								3.0	3.0	
Lane Grp Cap (vph)		2393							1611	302	309	
v/s Ratio Prot		c0.13								0.03	c0.15	
v/s Ratio Perm									0.01			
v/c Ratio		0.19							0.01	0.19	0.85	
Uniform Delay, d1		5.1							0.0	32.7	37.3	
Progression Factor		0.10							1.00	1.00	1.00	
Incremental Delay, d2		0.2							0.0	0.3	19.5	
Delay (s)		0.7							0.0	33.0	56.8	
Level of Service		A							A	C	E	
Approach Delay (s/veh)		0.7			0.0			0.0			45.1	
Approach LOS		A			A			A			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.9									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			93.9							12.0		
Intersection Capacity Utilization			39.0%								A	
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

Queues
82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions



Lane Group	EBT	NBR	SBL	SBT
Lane Group Flow (vph)	470	18	315	325
v/c Ratio	0.20	0.01	0.56	0.88
Control Delay (s/veh)	0.7	0.0	8.3	54.0
Queue Delay	0.3	0.0	0.0	0.0
Total Delay (s/veh)	1.0	0.0	8.3	54.0
Queue Length 50th (ft)	0	0	0	155
Queue Length 95th (ft)	0	0	73	#310
Internal Link Dist (ft)	73			164
Turn Bay Length (ft)				
Base Capacity (vph)	2409	1611	576	390
Starvation Cap Reductn	1347	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.01	0.55	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↱	↱	↰↱	↱↱			↱↱↱	↱
Traffic Volume (veh/h)	0	0	0	589	704	230	1041	1300	0	0	646	771
Future Volume (veh/h)	0	0	0	589	704	230	1041	1300	0	0	646	771
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1841	1811	1870	1870	0	0	1856	1856
Adj Flow Rate, veh/h				468	1005	202	1132	1413	0	0	702	787
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	4	6	2	2	0	0	3	3
Cap, veh/h				490	1012	422	1224	2310	0	0	1309	406
Arrive On Green				0.28	0.28	0.28	0.35	0.65	0.00	0.00	0.26	0.26
Sat Flow, veh/h				1781	3681	1533	3456	3647	0	0	5233	1572
Grp Volume(v), veh/h				468	1005	202	1132	1413	0	0	702	787
Grp Sat Flow(s),veh/h/ln				1781	1841	1533	1728	1777	0	0	1689	1572
Q Serve(g_s), s				41.3	43.6	17.6	50.3	37.0	0.0	0.0	19.1	41.3
Cycle Q Clear(g_c), s				41.3	43.6	17.6	50.3	37.0	0.0	0.0	19.1	41.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				490	1012	422	1224	2310	0	0	1309	406
V/C Ratio(X)				0.96	0.99	0.48	0.92	0.61	0.00	0.00	0.54	1.94
Avail Cap(c_a), veh/h				490	1012	422	1490	2310	0	0	1309	406
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				57.0	57.8	48.4	49.6	16.3	0.0	0.0	51.1	59.3
Incr Delay (d2), s/veh				29.6	26.4	0.8	8.9	1.2	0.0	0.0	1.6	430.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.2	23.5	15.6	22.9	14.7	0.0	0.0	8.2	64.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				86.6	84.3	49.3	58.6	17.5	0.0	0.0	52.7	490.1
LnGrp LOS				F	F	D	E	B			D	F
Approach Vol, veh/h					1675			2545			1489	
Approach Delay, s/veh					80.7			35.8			283.9	
Approach LOS					F			D			F	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	110.0			50.0	62.7	47.3						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	104.0			44.0	69.0	29.0						
Max Q Clear Time (g_c+I1), s	39.0			45.6	52.3	43.3						
Green Ext Time (p_c), s	15.3			0.0	4.3	0.0						

Intersection Summary

HCM 7th Control Delay, s/veh 113.7
HCM 7th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

Queues

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 Build AM Peak Conditions



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	454	951	250	1132	1413	702	838
v/c Ratio	1.03	1.05	0.55	0.87	0.61	0.60	2.03
Control Delay (s/veh)	105.4	97.9	42.0	54.1	17.8	58.1	498.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	105.4	97.9	42.0	54.1	17.8	58.1	498.2
Queue Length 50th (ft)	~553	~591	170	561	430	242	~1333
Queue Length 95th (ft)	#802	#736	267	605	495	309	#1673
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	442	908	457	1480	2300	1179	413
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	1.05	0.55	0.76	0.61	0.60	2.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	0	0	0	35	0	94	0	351	12	22	213	0
Future Vol, veh/h	0	0	0	35	0	94	0	351	12	22	213	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	4	0
Mvmt Flow	0	0	0	36	0	98	0	366	13	23	222	0

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	633	646	222	640	640	372	222	0	0	378	0	0
Stage 1	268	268	-	372	372	-	-	-	-	-	-	-
Stage 2	366	378	-	268	268	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	395	393	823	391	396	679	1359	-	-	1191	-	-
Stage 1	742	691	-	653	623	-	-	-	-	-	-	-
Stage 2	658	619	-	742	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	332	385	823	384	389	679	1359	-	-	1191	-	-
Mov Cap-2 Maneuver	332	385	-	384	389	-	-	-	-	-	-	-
Stage 1	728	678	-	653	623	-	-	-	-	-	-	-
Stage 2	563	619	-	728	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	13.42	0	0.76
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1359	-	-	-	561	1191	-
HCM Lane V/C Ratio	-	-	-	-	0.239	0.019	-
HCM Control Delay (s/veh)	0	-	-	0	13.4	8.1	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0.1	-

HCM 7th TWSC
11: Corporate Boulevard & Site Driveway B

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		T	T
Traffic Vol, veh/h	41	130	233	28	42	206
Future Vol, veh/h	41	130	233	28	42	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	0	0	4
Mvmt Flow	43	135	243	29	44	215
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	559	257	0	0	272	0
Stage 1	257	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	493	786	-	-	1303	-
Stage 1	790	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	477	786	-	-	1303	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	11.66	0	1.33			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	718	1303	-	
HCM Lane V/C Ratio	-	-	0.248	0.034	-	
HCM Control Delay (s/veh)	-	-	11.7	7.9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	1	0.1	-	

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	2	0	2	41	0	69	28	176	23	38	185	13
Future Vol, veh/h	2	0	2	41	0	69	28	176	23	38	185	13
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	2	2	0	2	2	5	2	2	3	2
Mvmt Flow	2	0	2	45	0	75	30	191	25	41	201	14

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	543	570	209	551	565	206	215	0	0	218	0	0
Stage 1	291	291	-	267	267	-	-	-	-	-	-	-
Stage 2	252	279	-	285	298	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.12	6.5	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.518	4	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	451	434	831	445	437	835	1355	-	-	1351	-	-
Stage 1	717	675	-	739	692	-	-	-	-	-	-	-
Stage 2	752	683	-	722	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	389	411	830	419	414	833	1355	-	-	1349	-	-
Mov Cap-2 Maneuver	389	411	-	419	414	-	-	-	-	-	-	-
Stage 1	695	655	-	721	675	-	-	-	-	-	-	-
Stage 2	669	667	-	698	650	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.86		12.35	0.95	1.25
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1355	-	-	529 609	1349	-	-
HCM Lane V/C Ratio	0.022	-	-	0.008 0.196	0.031	-	-
HCM Control Delay (s/veh)	7.7	-	-	11.9 12.3	7.8	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0 0.7	0.1	-	-

HCM 7th TWSC
13: I-85 Frontage Road & Site Driveway D

Corporate Square DRI #4320
Projected 2033 Build AM Peak Conditions

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	1132	49	0	74
Future Vol, veh/h	0	0	1132	49	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	0	0	1217	53	0	80
Major/Minor		Major2		Minor2		
Conflicting Flow All			-	0	-	635
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.9
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.3
Pot Cap-1 Maneuver			-	-	0	426
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	426
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach			WB		SB	
HCM Control Delay, s/v			0		15.38	
HCM LOS					C	
Minor Lane/Major Mvmt		WBT	WBR	SBLn1		
Capacity (veh/h)		-	-	426		
HCM Lane V/C Ratio		-	-	0.187		
HCM Control Delay (s/veh)		-	-	15.4		
HCM Lane LOS		-	-	C		
HCM 95th %tile Q(veh)		-	-	0.7		

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	940	120	0	241
Future Vol, veh/h	0	0	940	120	0	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	2	0	2
Mvmt Flow	0	0	1011	129	0	259
Major/Minor	Major2		Minor2			
Conflicting Flow All			-	0	-	570
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	-	0	465
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	465
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach	WB		SB			
HCM Control Delay, s/v	0		22.08			
HCM LOS			C			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	465			
HCM Lane V/C Ratio	-	-	0.558			
HCM Control Delay (s/veh)	-	-	22.1			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	3.3			

HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Projected 2033 Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	784	225	276	521	108	213	1020	454	131	856	184
Future Volume (veh/h)	361	784	225	276	521	108	213	1020	454	131	856	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	380	825	206	291	548	95	224	1074	276	138	901	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	2	2	2	2	3	2	2
Cap, veh/h	434	1456	361	331	1556	265	261	1206	533	174	1166	515
Arrive On Green	0.11	0.36	0.36	0.11	0.36	0.36	0.08	0.34	0.34	0.06	0.33	0.33
Sat Flow, veh/h	1781	4072	1009	1767	4350	740	3456	3554	1571	1767	3554	1571
Grp Volume(v), veh/h	380	689	342	291	423	220	224	1074	276	138	901	108
Grp Sat Flow(s),veh/h/ln	1781	1702	1677	1767	1689	1713	1728	1777	1571	1767	1777	1571
Q Serve(g_s), s	19.0	29.3	29.7	19.0	16.6	17.0	11.5	51.5	25.3	9.3	41.1	8.9
Cycle Q Clear(g_c), s	19.0	29.3	29.7	19.0	16.6	17.0	11.5	51.5	25.3	9.3	41.1	8.9
Prop In Lane	1.00		0.60	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	1218	600	331	1208	613	261	1206	533	174	1166	515
V/C Ratio(X)	0.87	0.57	0.57	0.88	0.35	0.36	0.86	0.89	0.52	0.79	0.77	0.21
Avail Cap(c_a), veh/h	434	1218	600	331	1208	613	269	1362	602	297	1560	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	46.5	46.7	36.4	42.4	42.6	82.3	56.3	47.6	45.0	54.4	43.6
Incr Delay (d2), s/veh	17.7	1.9	3.9	21.7	0.8	1.6	20.5	6.3	0.7	7.8	1.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	12.7	12.9	10.1	7.0	7.5	5.9	24.1	10.1	4.5	18.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.4	48.5	50.6	58.1	43.2	44.1	102.8	62.5	48.3	52.8	56.2	43.8
LnGrp LOS	E	D	D	E	D	D	F	E	D	D	E	D
Approach Vol, veh/h	1411			934			1574			1147		
Approach Delay, s/veh	51.7			48.1			65.8			54.6		
Approach LOS	D			D			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	70.4	19.6	65.0	25.0	70.4	17.5	67.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	44.0	14.0	79.0	19.0	44.0	24.0	69.0				
Max Q Clear Time (g_c+I1), s	21.0	19.0	13.5	43.1	21.0	31.7	11.3	53.5				
Green Ext Time (p_c), s	0.0	3.9	0.0	7.8	0.0	5.0	0.3	7.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	56.1											
HCM 7th LOS	E											

Queues

Corporate Square DRI #4320

1: North Druid Hills Road (SR 42) & Buford Highway (SR 13)

Projected 2033 Build PM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	380	1062	291	662	224	1074	478	138	901	194
v/c Ratio	0.91	0.87	0.86	0.55	0.85	0.83	0.63	0.68	0.68	0.29
Control Delay (s/veh)	65.6	71.3	66.5	52.0	104.2	53.5	16.0	49.8	49.4	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.6	71.3	66.5	52.0	104.2	53.5	16.0	49.8	49.4	12.6
Queue Length 50th (ft)	317	431	226	260	125	564	163	92	467	48
Queue Length 95th (ft)	#635	491	m#539	m302	m#201	m617	m265	155	491	101
Internal Link Dist (ft)		840		1466		1175			521	
Turn Bay Length (ft)	500		500		450			300		200
Base Capacity (vph)	417	1226	340	1213	267	1375	787	283	1553	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.87	0.86	0.55	0.84	0.78	0.61	0.49	0.58	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Signalized Intersection Summary

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 	 			  		  		
Traffic Volume (veh/h)	0	0	0	688	646	507	0	1059	0	0	1300	140
Future Volume (veh/h)	0	0	0	688	646	507	0	1059	0	0	1300	140
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				567	1094	305	0	1092	0	0	1340	112
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				1137	1194	505	0	2796	0	0	2796	866
Arrive On Green				0.32	0.32	0.32	0.00	0.55	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3563	3741	1584	0	5443	0	0	5274	1582
Grp Volume(v), veh/h				567	1094	305	0	1092	0	0	1340	112
Grp Sat Flow(s),veh/h/ln				1781	1870	1584	0	1702	0	0	1702	1582
Q Serve(g_s), s				11.6	25.3	14.6	0.0	11.1	0.0	0.0	14.5	3.1
Cycle Q Clear(g_c), s				11.6	25.3	14.6	0.0	11.1	0.0	0.0	14.5	3.1
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1137	1194	505	0	2796	0	0	2796	866
V/C Ratio(X)				0.50	0.92	0.60	0.00	0.39	0.00	0.00	0.48	0.13
Avail Cap(c_a), veh/h				1148	1205	510	0	2796	0	0	2796	866
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.00	0.96	0.00	0.00	0.62	0.62
Uniform Delay (d), s/veh				24.8	29.5	25.8	0.0	11.7	0.0	0.0	12.5	9.9
Incr Delay (d2), s/veh				0.3	11.0	2.0	0.0	0.4	0.0	0.0	0.4	0.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	12.2	5.4	0.0	3.9	0.0	0.0	5.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				25.2	40.5	27.8	0.0	12.1	0.0	0.0	12.9	10.1
LnGrp LOS				C	D	C		B			B	B
Approach Vol, veh/h					1966			1092			1452	
Approach Delay, s/veh					34.1			12.1			12.6	
Approach LOS					C			B			B	
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	55.3			34.7			55.3					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	49.0			29.0			49.0					
Max Q Clear Time (g_c+I1), s	13.1			27.3			16.5					
Green Ext Time (p_c), s	9.3			1.4			12.5					
Intersection Summary												
HCM 7th Control Delay, s/veh				21.9								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

2: North Druid Hills Road (SR 42) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 Build PM Peak Conditions



Lane Group	WBL	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	638	878	382	1092	1340	144
v/c Ratio	0.65	0.92	0.75	0.39	0.48	0.16
Control Delay (s/veh)	29.9	44.6	32.9	12.6	6.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.9	44.6	32.9	12.6	6.6	1.8
Queue Length 50th (ft)	179	288	172	116	116	10
Queue Length 95th (ft)	245	#430	#325	120	136	m9
Internal Link Dist (ft)		402		690	1175	
Turn Bay Length (ft)						100
Base Capacity (vph)	980	957	507	2768	2768	882
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.92	0.75	0.39	0.48	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320
Projected 2033 Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	796	0	0	507	726	557	699	852	1318	0
Future Volume (vph)	0	0	796	0	0	507	726	557	699	852	1318	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			4.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor			0.76			1.00	0.97	0.95	0.88	0.97	0.91	
Frpb, ped/bikes			1.00			0.99	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes			1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.85			0.87	1.00	1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)			3610			1591	3502	3539	2711	3433	5085	
Flt Permitted			1.00			1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)			3610			1591	3502	3539	2711	3433	5085	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	829	0	0	528	756	580	728	888	1373	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	829	0	0	528	756	580	728	888	1373	0
Confl. Peds. (#/hr)	1					1	6		8	8		6
Heavy Vehicles (%)	2%	2%	2%	0%	0%	2%	0%	2%	2%	2%	2%	0%
Turn Type			Over			Free	Prot	NA	Perm	Prot	NA	
Protected Phases			5				5	2		1	6	
Permitted Phases						Free			2			
Actuated Green, G (s)			28.0			90.0	28.0	49.7	49.7	28.3	50.0	
Effective Green, g (s)			28.0			90.0	28.0	49.7	49.7	28.3	50.0	
Actuated g/C Ratio			0.31			1.00	0.31	0.55	0.55	0.31	0.56	
Clearance Time (s)			6.0				6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)			3.0				3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1123			1591	1089	1954	1497	1079	2825	
v/s Ratio Prot			0.23				0.22	0.16		c0.26	c0.27	
v/s Ratio Perm						c0.33			0.27			
v/c Ratio			0.74			0.33	0.69	0.30	0.49	0.82	0.49	
Uniform Delay, d1			27.7			0.0	27.2	10.8	12.3	28.5	12.2	
Progression Factor			1.00			1.00	0.89	1.05	1.06	1.02	0.78	
Incremental Delay, d2			2.6			0.6	1.3	0.3	0.8	4.6	0.5	
Delay (s)			30.3			0.6	25.5	11.6	13.9	33.6	10.0	
Level of Service			C			A	C	B	B	C	B	
Approach Delay (s/veh)		30.3			0.6			17.5			19.3	
Approach LOS		C			A			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			18.5		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			59.6%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

3: North Druid Hills Road (SR 42) & I-85 NB Ramps

Corporate Square DRI #4320

Projected 2033 Build PM Peak Conditions

							
Lane Group	EBR	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	829	528	756	580	728	888	1373
v/c Ratio	0.74	0.33	0.69	0.30	0.49	0.82	0.49
Control Delay (s/veh)	31.7	0.6	26.4	12.1	14.5	35.0	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.7	0.6	26.4	12.1	14.5	35.0	10.4
Queue Length 50th (ft)	181	0	197	128	188	282	126
Queue Length 95th (ft)	224	0	271	215	344	m300	145
Internal Link Dist (ft)				1846			690
Turn Bay Length (ft)			500		500	500	
Base Capacity (vph)	1283	1591	1245	1954	1496	1220	2823
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.33	0.61	0.30	0.49	0.73	0.49
Intersection Summary							
m Volume for 95th percentile queue is metered by upstream signal.							

HCM 7th Signalized Intersection Summary

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320
Projected 2033 Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	598	252	123	214	290	230	178	1057	41	217	1210	361
Future Volume (veh/h)	598	252	123	214	290	230	178	1057	41	217	1210	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1737	1870	1870	1870
Adj Flow Rate, veh/h	616	260	90	221	299	166	184	1090	41	224	1247	300
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	11	2	2	2
Cap, veh/h	664	561	189	328	420	306	229	1672	63	299	1745	774
Arrive On Green	0.19	0.22	0.22	0.09	0.12	0.12	0.07	0.48	0.48	0.08	0.49	0.49
Sat Flow, veh/h	3456	2599	877	1781	3554	1549	1781	3491	131	1781	3554	1577
Grp Volume(v), veh/h	616	176	174	221	299	166	184	555	576	224	1247	300
Grp Sat Flow(s),veh/h/ln	1728	1777	1699	1781	1777	1549	1781	1777	1846	1781	1777	1577
Q Serve(g_s), s	31.5	15.5	16.1	17.0	14.6	17.4	9.5	42.6	42.6	11.5	49.5	21.5
Cycle Q Clear(g_c), s	31.5	15.5	16.1	17.0	14.6	17.4	9.5	42.6	42.6	11.5	49.5	21.5
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	664	383	367	328	420	306	229	851	884	299	1745	774
V/C Ratio(X)	0.93	0.46	0.48	0.67	0.71	0.54	0.80	0.65	0.65	0.75	0.71	0.39
Avail Cap(c_a), veh/h	730	513	491	328	612	390	330	851	884	418	1745	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	71.5	61.4	61.7	63.9	76.4	65.2	33.9	35.5	35.6	29.4	35.9	28.8
Incr Delay (d2), s/veh	17.2	0.9	1.0	5.3	2.3	1.5	9.0	3.9	3.7	3.8	2.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	7.1	7.1	9.7	6.8	7.0	4.6	19.2	20.0	5.2	22.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.6	62.3	62.6	69.2	78.7	66.7	42.9	39.4	39.3	33.2	37.9	30.0
LnGrp LOS	F	E	E	E	E	E	D	D	D	C	D	C
Approach Vol, veh/h	966		686			1315			1771			
Approach Delay, s/veh	79.2		72.7			39.8			36.0			
Approach LOS	E		E			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	92.2	40.6	27.3	17.8	94.4	23.0	44.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	26.0	61.0	38.0	31.0	22.0	65.0	17.0	52.0				
Max Q Clear Time (g_c+I1), s	13.5	44.6	33.5	19.4	11.5	51.5	19.0	18.1				
Green Ext Time (p_c), s	0.5	6.5	1.1	1.9	0.3	8.0	0.0	2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	51.2											
HCM 7th LOS	D											

Queues

4: North Druid Hills Road (SR 42) & Briarcliff Road

Corporate Square DRI #4320

Projected 2033 Build PM Peak Conditions



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	616	387	221	299	237	184	1132	224	1247	372
v/c Ratio	0.90	0.50	0.80	0.74	0.52	0.73	0.77	0.72	0.78	0.48
Control Delay (s/veh)	87.6	55.5	69.5	88.5	35.1	50.8	49.9	50.5	42.0	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.6	55.5	69.5	88.5	35.1	50.8	49.9	50.5	42.0	22.9
Queue Length 50th (ft)	366	185	193	183	143	125	611	191	598	166
Queue Length 95th (ft)	442	234	259	233	211	222	#833	292	#903	288
Internal Link Dist (ft)		597		437			459		1846	
Turn Bay Length (ft)	400		150		150	200		150		150
Base Capacity (vph)	724	1000	277	609	484	298	1479	345	1594	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.39	0.80	0.49	0.49	0.62	0.77	0.65	0.78	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

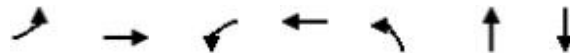
HCM 7th Signalized Intersection Summary

Corporate Square DRI #4320

5: Corporate Boulevard/Curtis Drive & Buford Highway (SR 13)

Projected 2033 Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	1080	240	280	624	44	157	40	171	73	122	111
Future Volume (veh/h)	97	1080	240	280	624	44	157	40	171	73	122	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	0.99		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	1091	223	283	630	40	159	40	84	74	123	100
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	523	2400	490	353	2992	189	190	135	284	101	155	117
Arrive On Green	0.03	0.57	0.57	0.08	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	4239	866	1781	4905	309	1146	529	1110	297	607	459
Grp Volume(v), veh/h	98	876	438	283	436	234	159	0	124	297	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1701	1781	1702	1810	1146	0	1639	1362	0	0
Q Serve(g_s), s	4.2	27.1	27.1	11.7	10.3	10.4	7.3	0.0	11.0	27.8	0.0	0.0
Cycle Q Clear(g_c), s	4.2	27.1	27.1	11.7	10.3	10.4	46.0	0.0	11.0	38.7	0.0	0.0
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.68	0.25		0.34
Lane Grp Cap(c), veh/h	523	1927	963	353	2077	1104	190	0	419	373	0	0
V/C Ratio(X)	0.19	0.45	0.45	0.80	0.21	0.21	0.84	0.00	0.30	0.80	0.00	0.00
Avail Cap(c_a), veh/h	551	1927	963	402	2077	1104	190	0	419	373	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	22.8	22.8	20.0	15.7	15.7	71.5	0.0	54.0	66.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.8	10.0	0.2	0.4	26.3	0.0	0.4	11.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.8	10.9	5.6	4.0	4.4	8.9	0.0	4.7	14.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.3	23.2	23.6	30.0	15.9	16.2	97.8	0.0	54.4	77.6	0.0	0.0
LnGrp LOS	B	C	C	C	B	B	F		D	E		
Approach Vol, veh/h	1412			953			283			297		
Approach Delay, s/veh	22.8			20.1			78.8			77.6		
Approach LOS	C			C			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	115.8		52.0	20.1	107.9		52.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	107.0		46.0	19.0	97.0		46.0				
Max Q Clear Time (g_c+I1), s	6.2	12.4		40.7	13.7	29.1		48.0				
Green Ext Time (p_c), s	0.0	4.4		0.8	0.4	11.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				32.9								
HCM 7th LOS				C								



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	98	1333	283	674	159	213	309
v/c Ratio	0.21	0.49	0.89	0.22	0.83	0.43	1.04
Control Delay (s/veh)	8.3	16.1	49.9	16.8	95.4	27.6	122.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.3	16.1	49.9	16.8	95.4	27.6	122.4
Queue Length 50th (ft)	29	202	146	130	179	94	~378
Queue Length 95th (ft)	m37	235	#307	154	#319	180	#589
Internal Link Dist (ft)		1466		514		632	208
Turn Bay Length (ft)	150		150		200		
Base Capacity (vph)	478	2717	332	3009	192	498	297
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.49	0.85	0.22	0.83	0.43	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	684	246	0	338
Future Vol, veh/h	0	0	684	246	0	338
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	2	0	2
Mvmt Flow	0	0	705	254	0	348
Major/Minor		Major2		Minor2		
Conflicting Flow All			-	0	-	353
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	0	0	644
Stage 1			-	0	0	-
Stage 2			-	0	0	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver			-	-	-	644
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach			WB		SB	
HCM Control Delay, s/v			0		17	
HCM LOS					C	
Minor Lane/Major Mvmt		WBT SBLn1				
Capacity (veh/h)		- 644				
HCM Lane V/C Ratio		- 0.541				
HCM Control Delay (s/veh)		- 17				
HCM Lane LOS		- C				
HCM 95th %tile Q(veh)		- 3.3				

HCM Signalized Intersection Capacity Analysis

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road Projected 2033 Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↗↘					↗
Traffic Volume (vph)	0	0	0	0	413	50	593	0	0	0	0	15
Future Volume (vph)	0	0	0	0	413	50	593	0	0	0	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0		6.0					6.0
Lane Util. Factor					0.95		0.97					1.00
Frt					0.98		1.00					0.87
Flt Protected					1.00		0.95					1.00
Satd. Flow (prot)					3482		3433					1611
Flt Permitted					1.00		0.95					1.00
Satd. Flow (perm)					3482		3433					1611
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	439	53	631	0	0	0	0	16
RTOR Reduction (vph)	0	0	0	0	11	0	527	0	0	0	0	16
Lane Group Flow (vph)	0	0	0	0	481	0	104	0	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%	2%	0%	0%	0%	0%	2%
Turn Type					NA		Prot					Prot
Protected Phases					2		3					4
Permitted Phases												
Actuated Green, G (s)					12.6		6.2					0.9
Effective Green, g (s)					12.6		6.2					0.9
Actuated g/C Ratio					0.33		0.16					0.02
Clearance Time (s)					6.0		6.0					6.0
Vehicle Extension (s)					3.0		3.0					3.0
Lane Grp Cap (vph)					1163		564					38
v/s Ratio Prot					c0.14		c0.03					c0.00
v/s Ratio Perm												
v/c Ratio					0.41		0.18					0.01
Uniform Delay, d1					9.7		13.6					18.0
Progression Factor					1.00		1.00					1.00
Incremental Delay, d2					0.2		0.2					0.1
Delay (s)					9.9		13.7					18.1
Level of Service					A		B					B
Approach Delay (s/veh)		0.0			9.9			13.7			18.1	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			12.2									
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			37.7									
Intersection Capacity Utilization			53.5%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Corporate Square DRI #4320

71: Underpass/Stone Creek at Brookhaven & I-85 Frontage Road Projected 2033 Build PM Peak Conditions



Lane Group	WBT	NBL	SBR
Lane Group Flow (vph)	492	631	16
v/c Ratio	0.37	0.43	0.03
Control Delay (s/veh)	8.9	1.0	0.1
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	8.9	1.0	0.1
Queue Length 50th (ft)	24	0	0
Queue Length 95th (ft)	81	0	0
Internal Link Dist (ft)	38		
Turn Bay Length (ft)			
Base Capacity (vph)	3483	2433	1071
Starvation Cap Reductn	0	155	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.14	0.28	0.01
Intersection Summary			

HCM Unsignalized Intersection Capacity Analysis

72: Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 Build PM Peak Conditions

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			↘	↗		
Traffic Volume (veh/h)	0	0	569	464	0	0
Future Volume (Veh/h)	0	0	569	464	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	605	494	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	118					
pX, platoon unblocked						
vC, conflicting volume			0	1457	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	1457	0	
tC, single (s)			4.2	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			63	100	100	
cM capacity (veh/h)			1614	77	1091	
Direction, Lane #	WB 1	WB 2	WB 3			
Volume Total	403	366	329			
Volume Left	403	202	0			
Volume Right	0	0	0			
cSH	1614	1614	1700			
Volume to Capacity	0.37	0.37	0.19			
Queue Length 95th (ft)	44	44	0			
Control Delay (s/veh)	8.6	6.3	0.0			
Lane LOS	A	A				
Approach Delay (s/veh)	5.2					
Approach LOS						
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			43.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	455	569	14	0	0	0	0	138	5	0	0	0
Future Volume (vph)	455	569	14	0	0	0	0	138	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0				
Lane Util. Factor	0.91	0.91	1.00					1.00				
Frt	1.00	1.00	0.85					1.00				
Flt Protected	0.95	0.99	1.00					1.00				
Satd. Flow (prot)	1579	3349	1583					1854				
Flt Permitted	0.95	0.99	1.00					1.00				
Satd. Flow (perm)	1579	3349	1583					1854				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	484	605	15	0	0	0	0	147	5	0	0	0
RTOR Reduction (vph)	169	27	7	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	184	709	8	0	0	0	0	150	0	0	0	0
Heavy Vehicles (%)	4%	2%	2%	0%	0%	0%	0%	2%	2%	0%	0%	0%
Turn Type	Split	NA	Perm					NA				
Protected Phases	2	2						8				
Permitted Phases			2									
Actuated Green, G (s)	24.5	24.5	24.5					10.6				
Effective Green, g (s)	24.5	24.5	24.5					10.6				
Actuated g/C Ratio	0.52	0.52	0.52					0.23				
Clearance Time (s)	6.0	6.0	6.0					6.0				
Vehicle Extension (s)	3.0	3.0	3.0					3.0				
Lane Grp Cap (vph)	821	1742	823					417				
v/s Ratio Prot	0.12	c0.21						c0.08				
v/s Ratio Perm			0.00									
v/c Ratio	0.22	0.41	0.01					0.36				
Uniform Delay, d1	6.1	6.9	5.4					15.4				
Progression Factor	1.00	1.00	1.00					1.00				
Incremental Delay, d2	0.1	0.2	0.0					0.5				
Delay (s)	6.3	7.0	5.5					15.9				
Level of Service	A	A	A					B				
Approach Delay (s/veh)		6.8			0.0			15.9			0.0	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			7.9									
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			47.1									
Intersection Capacity Utilization			36.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

81: CHOA Driveway 1/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Projected 2033 Build PM Peak Conditions



Lane Group	EBL	EBT	EBR	NBT
Lane Group Flow (vph)	353	736	15	152
v/c Ratio	0.36	0.42	0.02	0.37
Control Delay (s/veh)	2.0	7.2	1.0	21.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.0	7.2	1.0	21.5
Queue Length 50th (ft)	0	48	0	34
Queue Length 95th (ft)	31	107	3	105
Internal Link Dist (ft)		430		162
Turn Bay Length (ft)	200		300	
Base Capacity (vph)	1552	3276	1549	790
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.22	0.01	0.19
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320
Projected 2033 Build PM Peak Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑							↑	↑	↑	
Traffic Volume (vph)	0	570	4	0	0	0	0	0	39	546	23	0
Future Volume (vph)	0	570	4	0	0	0	0	0	39	546	23	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0							4.0	6.0	6.0	
Lane Util. Factor		0.95							1.00	0.95	0.95	
Frt		1.00							0.87	1.00	1.00	
Flt Protected		1.00							1.00	0.95	0.96	
Satd. Flow (prot)		3536							1611	1665	1677	
Flt Permitted		1.00							1.00	0.95	0.96	
Satd. Flow (perm)		3536							1611	1665	1677	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	606	4	0	0	0	0	0	41	581	24	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	234	216	0
Lane Group Flow (vph)	0	610	0	0	0	0	0	0	41	68	87	0
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	0%	2%	3%	2%	0%
Turn Type		NA							Free	Split	NA	
Protected Phases		2								4	4	
Permitted Phases									Free			
Actuated Green, G (s)		24.5							47.1	10.6	10.6	
Effective Green, g (s)		24.5							47.1	10.6	10.6	
Actuated g/C Ratio		0.52							1.00	0.23	0.23	
Clearance Time (s)		6.0								6.0	6.0	
Vehicle Extension (s)		3.0								3.0	3.0	
Lane Grp Cap (vph)		1839							1611	374	377	
v/s Ratio Prot		c0.17								0.04	c0.05	
v/s Ratio Perm									0.03			
v/c Ratio		0.33							0.03	0.18	0.23	
Uniform Delay, d1		6.6							0.0	14.7	14.9	
Progression Factor		0.21							1.00	1.00	1.00	
Incremental Delay, d2		0.1							0.0	0.2	0.3	
Delay (s)		1.5							0.0	15.0	15.2	
Level of Service		A							A	B	B	
Approach Delay (s/veh)		1.5			0.0			0.0			15.1	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			8.0									HCM 2000 Level of Service A
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			47.1							12.0		
Intersection Capacity Utilization			41.6%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

Queues

82: CHOA Driveway 2/Underpass & I-85 Frontage Road

Corporate Square DRI #4320

Projected 2033 Build PM Peak Conditions



Lane Group	EBT	NBR	SBL	SBT
Lane Group Flow (vph)	610	41	302	303
v/c Ratio	0.34	0.03	0.50	0.52
Control Delay (s/veh)	1.9	0.0	6.5	7.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.9	0.0	6.5	7.7
Queue Length 50th (ft)	7	0	0	5
Queue Length 95th (ft)	11	0	60	70
Internal Link Dist (ft)	73			164
Turn Bay Length (ft)				
Base Capacity (vph)	3459	1611	882	874
Starvation Cap Reductn	638	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.03	0.34	0.35
Intersection Summary				

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 Build PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 		 	 			  	
Traffic Volume (veh/h)	0	0	0	559	520	220	414	992	0	0	840	460
Future Volume (veh/h)	0	0	0	559	520	220	414	992	0	0	840	460
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1856	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				621	473	121	427	1023	0	0	866	409
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	3	2	2	2	0	0	2	2
Cap, veh/h				792	412	352	501	2290	0	0	2209	686
Arrive On Green				0.22	0.22	0.22	0.15	0.64	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3563	1856	1585	3456	3647	0	0	5274	1585
Grp Volume(v), veh/h				621	473	121	427	1023	0	0	866	409
Grp Sat Flow(s),veh/h/ln				1781	1856	1585	1728	1777	0	0	1702	1585
Q Serve(g_s), s				14.8	20.0	5.8	10.8	12.9	0.0	0.0	10.4	17.8
Cycle Q Clear(g_c), s				14.8	20.0	5.8	10.8	12.9	0.0	0.0	10.4	17.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				792	412	352	501	2290	0	0	2209	686
V/C Ratio(X)				0.78	1.15	0.34	0.85	0.45	0.00	0.00	0.39	0.60
Avail Cap(c_a), veh/h				792	412	352	538	2290	0	0	2209	686
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.0	35.0	29.5	37.5	8.0	0.0	0.0	17.4	19.5
Incr Delay (d2), s/veh				5.2	91.0	0.6	11.9	0.6	0.0	0.0	0.5	3.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.5	18.8	5.4	5.2	4.2	0.0	0.0	3.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				38.2	126.0	30.0	49.4	8.6	0.0	0.0	18.0	23.3
LnGrp LOS				D	F	C	D	A			B	C
Approach Vol, veh/h					1215			1450			1275	
Approach Delay, s/veh					71.5			20.6			19.7	
Approach LOS					E			C			B	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	64.0			26.0	19.1	44.9						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	58.0			20.0	14.0	38.0						
Max Q Clear Time (g_c+I1), s	14.9			22.0	12.8	19.8						
Green Ext Time (p_c), s	8.6			0.0	0.2	7.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			36.0									
HCM 7th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 Build PM Peak Conditions



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	363	749	227	427	1023	866	474
v/c Ratio	1.02	1.02	0.50	0.82	0.45	0.40	0.64
Control Delay (s/veh)	88.9	73.4	17.3	51.0	8.8	18.7	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.9	73.4	17.3	51.0	8.8	18.7	20.3
Queue Length 50th (ft)	~232	~241	44	122	136	121	160
Queue Length 95th (ft)	#428	#369	114	#191	177	155	270
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	357	737	455	534	2280	2165	736
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.02	0.50	0.80	0.45	0.40	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	15	0	52	0	315	26	57	460	0
Future Vol, veh/h	0	0	0	15	0	52	0	315	26	57	460	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	0	15	0	53	0	318	26	58	465	0

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	898	924	465	911	911	331	465	0	0	344	0	0
Stage 1	580	580	-	331	331	-	-	-	-	-	-	-
Stage 2	318	344	-	580	580	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	262	271	602	257	276	715	1107	-	-	1226	-	-
Stage 1	504	503	-	686	648	-	-	-	-	-	-	-
Stage 2	697	640	-	504	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	232	259	602	245	263	715	1107	-	-	1226	-	-
Mov Cap-2 Maneuver	232	259	-	245	263	-	-	-	-	-	-	-
Stage 1	480	480	-	686	648	-	-	-	-	-	-	-
Stage 2	646	640	-	480	480	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	13.32	0	0.89
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1107	-	-	-	500	1226	-
HCM Lane V/C Ratio	-	-	-	-	0.135	0.047	-
HCM Control Delay (s/veh)	0	-	-	0	13.3	8.1	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1	-

HCM 7th TWSC
11: Corporate Boulevard & Site Driveway B

Corporate Square DRI #4320
Projected 2033 Build PM Peak Conditions

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		T	T
Traffic Vol, veh/h	18	63	277	56	100	376
Future Vol, veh/h	18	63	277	56	100	376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	18	64	280	57	101	380
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	890	308	0	0	336	0
Stage 1	308	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	316	737	-	-	1234	-
Stage 1	750	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	290	737	-	-	1234	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	11.66	0	1.72			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	622	1234	-	
HCM Lane V/C Ratio	-	-	0.131	0.082	-	
HCM Control Delay (s/veh)	-	-	11.7	8.2	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-	

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	6	0	8	50	0	102	2	208	37	96	280	8
Future Vol, veh/h	6	0	8	50	0	102	2	208	37	96	280	8
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	2	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	2	2	0	2	2	2	2	2	2	2
Mvmt Flow	6	0	8	53	0	107	2	219	39	101	295	8

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	726	766	300	741	751	241	304	0	0	260	0	0
Stage 1	502	502	-	245	245	-	-	-	-	-	-	-
Stage 2	224	264	-	497	506	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.12	6.5	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.518	4	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	340	335	740	332	342	797	1257	-	-	1305	-	-
Stage 1	551	545	-	759	707	-	-	-	-	-	-	-
Stage 2	778	694	-	555	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	270	308	739	302	314	795	1255	-	-	1302	-	-
Mov Cap-2 Maneuver	270	308	-	302	314	-	-	-	-	-	-	-
Stage 1	508	503	-	756	705	-	-	-	-	-	-	-
Stage 2	672	691	-	506	500	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	13.8		15.06		0.06		2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	424	517	1302	-
HCM Lane V/C Ratio	0.002	-	-	0.035	0.31	0.078	-
HCM Control Delay (s/veh)	7.9	-	-	13.8	15.1	8	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.3	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	837	111	0	92
Future Vol, veh/h	0	0	837	111	0	92
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	0	863	114	0	95
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	492	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Critical Hdwy		-	-	-	6.9	
Critical Hdwy Stg 1		-	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	-	3.3	
Pot Cap-1 Maneuver		-	-	0	528	
Stage 1		-	-	0	-	
Stage 2		-	-	0	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	-	527	
Mov Cap-2 Maneuver		-	-	-	-	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s/v		0		13.33		
HCM LOS				B		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	527			
HCM Lane V/C Ratio	-	-	0.18			
HCM Control Delay (s/veh)	-	-	13.3			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.7			

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	827	178	0	121
Future Vol, veh/h	0	0	827	178	0	121
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	0	0	853	184	0	125
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	-	521
Stage 1		-	-	-	-	-
Stage 2		-	-	-	-	-
Critical Hdwy		-	-	-	-	6.94
Critical Hdwy Stg 1		-	-	-	-	-
Critical Hdwy Stg 2		-	-	-	-	-
Follow-up Hdwy		-	-	-	-	3.32
Pot Cap-1 Maneuver		-	-	0	-	500
Stage 1		-	-	0	-	-
Stage 2		-	-	0	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver		-	-	-	-	499
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1		-	-	-	-	-
Stage 2		-	-	-	-	-
Approach		WB		SB		
HCM Control Delay, s/v		0		14.61		
HCM LOS				B		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	499			
HCM Lane V/C Ratio	-	-	0.25			
HCM Control Delay (s/veh)	-	-	14.6			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	1			

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 Build IMP AM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	589	704	230	1041	1300	0	0	646	771
Future Volume (veh/h)	0	0	0	589	704	230	1041	1300	0	0	646	771
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1841	1811	1870	1870	0	0	1856	1856
Adj Flow Rate, veh/h				468	1005	202	1132	1413	0	0	702	790
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	4	6	2	2	0	0	3	3
Cap, veh/h				501	1035	431	1145	2288	0	0	1393	761
Arrive On Green				0.28	0.28	0.28	0.33	0.64	0.00	0.00	0.28	0.28
Sat Flow, veh/h				1781	3681	1533	3456	3647	0	0	5233	2768
Grp Volume(v), veh/h				468	1005	202	1132	1413	0	0	702	790
Grp Sat Flow(s),veh/h/ln				1781	1841	1533	1728	1777	0	0	1689	1384
Q Serve(g_s), s				41.0	43.2	17.5	52.1	37.6	0.0	0.0	18.7	44.0
Cycle Q Clear(g_c), s				41.0	43.2	17.5	52.1	37.6	0.0	0.0	18.7	44.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				501	1035	431	1145	2288	0	0	1393	761
V/C Ratio(X)				0.93	0.97	0.47	0.99	0.62	0.00	0.00	0.50	1.04
Avail Cap(c_a), veh/h				501	1035	431	1145	2288	0	0	1393	761
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				56.1	56.8	47.6	53.2	16.9	0.0	0.0	48.8	58.0
Incr Delay (d2), s/veh				24.9	21.1	0.8	23.8	1.3	0.0	0.0	1.3	42.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.5	22.6	15.5	26.0	15.0	0.0	0.0	8.0	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				80.9	78.0	48.4	77.1	18.1	0.0	0.0	50.1	100.9
LnGrp LOS				F	E	D	E	B			D	F
Approach Vol, veh/h					1675			2545			1492	
Approach Delay, s/veh					75.2			44.3			77.0	
Approach LOS					E			D			E	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	109.0			51.0	59.0	50.0						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	103.0			45.0	53.0	44.0						
Max Q Clear Time (g_c+I1), s	39.6			45.2	54.1	46.0						
Green Ext Time (p_c), s	15.3			0.0	0.0	0.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			61.9									
HCM 7th LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 Build IMP AM Peak Conditions



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	454	951	250	1132	1413	702	838
v/c Ratio	1.00	1.02	0.54	1.00	0.62	0.51	1.04
Control Delay (s/veh)	99.6	91.2	41.1	78.3	18.4	50.4	94.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.6	91.2	41.1	78.3	18.4	50.4	94.7
Queue Length 50th (ft)	~528	~579	169	610	438	228	~510
Queue Length 95th (ft)	#790	#724	265	#768	505	273	#659
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	452	929	466	1137	2278	1384	803
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	1.02	0.54	1.00	0.62	0.51	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320
Projected 2033 Build IMP PM Peak Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	559	520	220	414	992	0	0	840	460
Future Volume (veh/h)	0	0	0	559	520	220	414	992	0	0	840	460
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1856	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				621	473	121	427	1023	0	0	866	409
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	3	2	2	2	0	0	2	2
Cap, veh/h				792	412	352	501	2290	0	0	2209	1207
Arrive On Green				0.22	0.22	0.22	0.15	0.64	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3563	1856	1585	3456	3647	0	0	5274	2790
Grp Volume(v), veh/h				621	473	121	427	1023	0	0	866	409
Grp Sat Flow(s),veh/h/ln				1781	1856	1585	1728	1777	0	0	1702	1395
Q Serve(g_s), s				14.8	20.0	5.8	10.8	12.9	0.0	0.0	10.4	8.8
Cycle Q Clear(g_c), s				14.8	20.0	5.8	10.8	12.9	0.0	0.0	10.4	8.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				792	412	352	501	2290	0	0	2209	1207
V/C Ratio(X)				0.78	1.15	0.34	0.85	0.45	0.00	0.00	0.39	0.34
Avail Cap(c_a), veh/h				792	412	352	538	2290	0	0	2209	1207
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.0	35.0	29.5	37.5	8.0	0.0	0.0	17.4	17.0
Incr Delay (d2), s/veh				5.2	91.0	0.6	11.9	0.6	0.0	0.0	0.5	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.5	18.8	5.4	5.2	4.2	0.0	0.0	3.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				38.2	126.0	30.0	49.4	8.6	0.0	0.0	18.0	17.7
LnGrp LOS				D	F	C	D	A			B	B
Approach Vol, veh/h					1215			1450			1275	
Approach Delay, s/veh					71.5			20.6			17.9	
Approach LOS					E			C			B	
Timer - Assigned Phs	2			4	5	6						
Phs Duration (G+Y+Rc), s	64.0			26.0	19.1	44.9						
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0						
Max Green Setting (Gmax), s	58.0			20.0	14.0	38.0						
Max Q Clear Time (g_c+l1), s	14.9			22.0	12.8	12.4						
Green Ext Time (p_c), s	8.6			0.0	0.2	8.2						
Intersection Summary												
HCM 7th Control Delay, s/veh				35.4								
HCM 7th LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												

Queues

9: Clairmont Road (SR 155) & I-85 SB Ramps

Corporate Square DRI #4320

Projected 2033 Build IMP PM Peak Conditions



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	363	749	227	427	1023	866	474
v/c Ratio	1.02	1.02	0.50	0.82	0.45	0.40	0.38
Control Delay (s/veh)	88.9	73.4	17.3	51.0	8.8	18.7	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.9	73.4	17.3	51.0	8.8	18.7	14.5
Queue Length 50th (ft)	~232	~241	44	122	136	121	76
Queue Length 95th (ft)	#428	#369	114	#191	177	155	119
Internal Link Dist (ft)		317			315	389	
Turn Bay Length (ft)							
Base Capacity (vph)	357	737	455	534	2280	2165	1249
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.02	0.50	0.80	0.45	0.40	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.